

From: theozs@oh.rr.com
Subject: FW: September 2019 Rollin'
Date: October 12, 2019 at 6:36 PM
To: sjsaul@me.com



From: Silver Wheels Cycling Club <SilverWheelsCyclingClub@wildapricot.org>
Sent: Tuesday, September 10, 2019 7:25 PM
To: Steve Osmialowski <theozs@oh.rr.com>
Subject: September 2019 Rollin'

September 2019



Rollin'

THE NEWSLETTER OF SILVER WHEELS CYCLING CLUB

Your Current Leadership Team

President:	Sue Wells
Vice President:	Cheryl Burkhardt
Treasurer:	Betsy Nestor
Secretary:	Emily Townsend
Membership:	Randy Lottman
Website Coordinator:	Tom Weber
Merchandise:	Jack Merrill

merchandise: **Jose Moren**
Sunshine: **Dennis Stout**
Mileage Minder: **Bob Piccirilli**
Newsletter Editor: **Steve Osmialowski**
Ride Committee: **Dennis Stout**
Social Committee: **Karen Hobbs**
Education/Safety: **Peggy Doheny**
Dog Days: **Scott Edmundson**
Physical Assets: **Emily Townsend**
Social Media: **Rob Hipskind and Cheryl Burkhardt**
Directors: Rick Wells, Peggy Doheny, Rob Hipskind, Scott Edmundson

See the club roster for specific contact information

From The Editor

We have had some very popular cycling events since the Dog Days Wine Tour. In early August, about three dozen members traveled down to Xenia, Ohio for an extended weekend of trail riding with great weather conditions. Even a couple first-time century rides were completed! Another big day was the Depot Day Redux which brought out 58 riders to Wakeman, Ohio. The day was dry but cool and breezy and the riders logged over 4000 miles collectively! Yes, our members love cycling! As long as the weather is decent, there will be many more opportunities to ride until the season officially ends with the November Chili Weiner. But, that's a long way off so check the club calendar often and join in the fun.

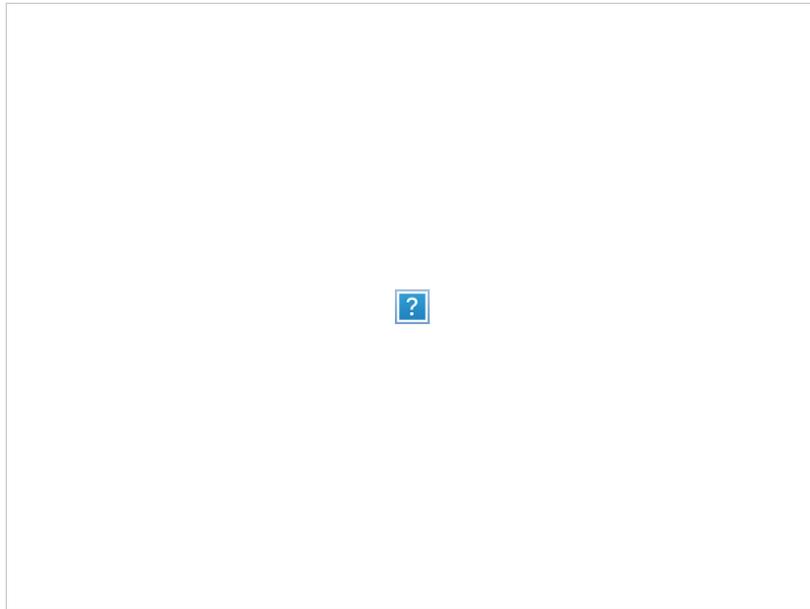
Steve

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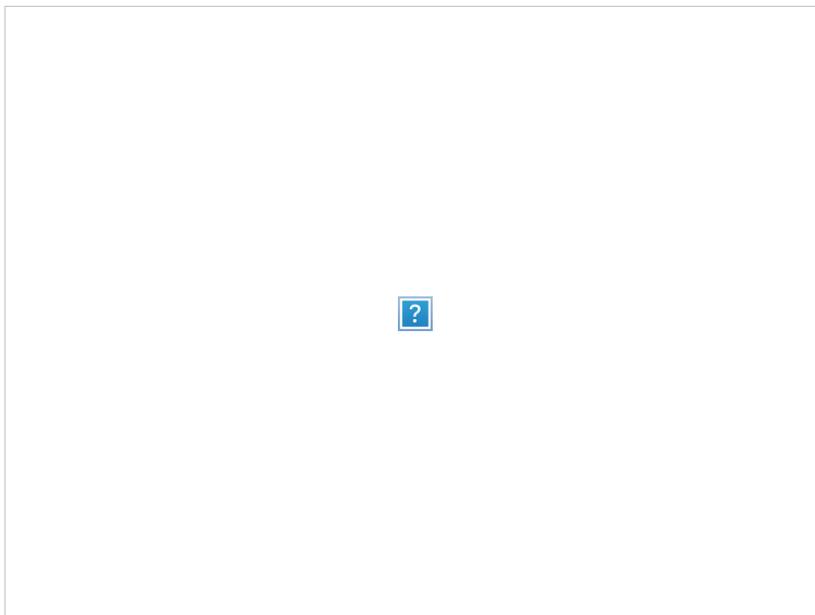
The Camping Crew enjoyed a fun weekend August 16-18 in the Castalia/Sandusky area. The participants experienced several good lunch stops, a view of the state fish hatchery with blue hole, a lively trout stream, quarry pit, sunset and beer at a tiki bar, winery, scenic views of Sandusky Bay, a severe thunderstorm while in a tent, a yummy

views of Sandusky Bay, a severe thunderstorm while in a tent, a yummy dutch-oven breakfast and a rain delay on the return route. What a memorable trip!

The campers have just returned from the last scheduled 2019 trip (in Pennsylvania) and details of that adventure will be forthcoming.



Checking out one of the "Blue Hole" springs in Castalia, Ohio



Relaxing at the shady campsite after a long ride



Ride Leader Appreciation Picnic

Here's another chance to socialize, share a meal and talk about all the great rides that our ride leaders have put together. Even if they lead you down the wrong road a time or two.

Saturday September 21st

**Location – Kathy Youkiewicz residence at 12837 Diagonal Rd., LaGrange,
across from the Carlisle Visitor Center**

Time – Gather at 4 pm

Bring a Potluck dish to share,

Lorenzo 's Pizza and Lasagna provided.

BYOB, Bring Your Own Beverage, chair and picnic ware.

**Registration requested - see the club calendar to sign up. Just log in and
then click on the event listing and register - it's free!**



The Derailleur – By Steve Oz

**Unless you are riding a fixed speed bike, you have a derailleur. So what
is it really? The French term is derived from "derail" – think of a train on**

is it really? The French term is derived from "dérail" – think of a train on a track. If it derails, it comes off the track. When you engage your shifter, the chain is forced to "derail" off one sprocket onto another. Dating back to 1930, the derailleur made a big splash on the cycling world. The first use in the Tour de France was back in 1937. Previously, riders had to stop and change wheels with fixed sprockets in order to go uphill or downhill. Shifting gears is done by a cable which pushes or pulls a movable chain-guide. This forces the chain to derail to the left or right, allowing it to drop onto the adjoining sprocket. A set of small spring-mounted wheels takes up slack in the chain to adjust to changes in sprocket diameter. The different diameter of each sprocket is what creates a "gear". The size ratio between the rear sprocket and front chain ring makes it easier or more difficult to rotate. The chain has to be moving for the process to complete which is why pedaling is required during the shift. All these metal parts interacting with the chain is why lubrication and proper adjustment is so important. The three main manufacturers today are SRAM, Shimano and Campagnolo. Electronic shifters are available too. These change gears the same way but instead of a cable moving the chain-guide, it is done by a small motor and battery. A simple button push activates the system.

To ride most efficiently, and be able to tackle hills well, it is crucial to understand the gears on your bike. Engaging them at the proper time comes with experience. For the best riding efficiency, make sure your shifter works well and learn to use all the gears you have available. That and strong legs will help you get up those hills like a pro!

How Not To Do A Century Ride (AKA Centuries for Dummies)

I will start off with a disclaimer about the dummy century rider. The dummy rider would be me. I will not bestow that title on the riders that joined me.

As you may or may not know, I completed the first century ride of my life on August 10th of this year on the club trip to Xenia. It may well be my only one. We'll see. I am proud of my accomplishment as it is something I have strived for. Notice I didn't say trained or planned for? You will now get to read about the non planning part.

I started off the day leading a small group of riders from the hotel to Yellow Springs on the trail. We stopped for coffee and walked around street arts fair. I had a huge lunch at Chipotle and headed back to the hotel. My hubby, Rick, rested and I might have had a bit of wine in the gathering room while visiting with club members

gathering room while visiting with club members.

Around three Rick and I decided we would head back to the depot and do 25 or so more miles. Who should we happen to meet in the depot lot but Sandy and Randy Lottman. We invited ourselves to ride along with them to Jamestown. It was really a nice ride. We stopped for ice cream (yeah!) and watched sky divers. How often do you get to watch skydivers while on a bike ride?

Back at the depot, Randy told Sandy she had ridden 75 miles and wasn't far from a century. Sandy decided she would forge ahead and we once again invited ourselves along. I do remember her eating a healthy snack while we took a break. I had a piece of candy (instant glucose).

I am not sure which direction we headed next. We passed a street fair that everyone had driven their tractors to. Another thing you don't often see on a bike ride. At the finish of the trail, Sandy had a few miles to go. She and Randy bid us goodnight and smartly headed off while it was still daylight. Congrats to Sandy for completing her first century and Randy, his third for the year!

I had 23 miles left so off Rick and I went. It was after eight and the depot was closed. We would later visit the facilities at a McDonald's. Our plan was to ride 11 miles out to Yellow Springs and back. Do you know how really, really dark a tree lined trail can get at night?

Change in plans as it was now officially dark. We turned around at five miles. I wasn't about to give up with 13 miles to go. The new plan was to ride the trail where it parallels the road so we could use the streetlights to help our old eyes. We found that we could ride 1 1/2 miles out and 1 1/2 miles back. Three miles round trip, easy to compute, right? After every three mile loop I turned on my phone for light so I could see my mileage. Surprise! If you have 87 miles and ride three it is only 90. It doesn't jump up to 100, yet after every three mile loop I rode I did the same thing. Got out the phone and looked at the speedometer.

After four of these seemingly endless loops I was at 99. We headed back and rode the last 1/4 mile on the road by the parking lot. Yee Haw! I did it and I was starving! Was anything open at 10:15 at night in Xenia? McDonald's was the only place we could find. Patronizing them was the right thing to do as we did use their facilities earlier. My celebration meal was a grilled chicken breast sandwich without the bun. It just doesn't get any better than that.

There are many suggestions/ideas on what to do to successfully complete a century. Have a nutrition plan, stop frequently for hydration/snack breaks, make sure your bike chain is properly lubed, etc. I did none of those! I do want to say that hubby was an excellent coach/riding companion. He let me set the pace. He rode several bike lengths behind me when it was dark. This was so important as I could see his lights to know where he was. It also gave us a safe distance for clearance when we would do our turn-arounds. It is true what they say

about needing good lights on your bike.

Maybe someday I will try this again using the suggestions for riding a century. I have to say that I was not really that tired (just hungry)! It was a beautiful day. Temps were in the low seventies with minimal wind. I had great company to ride with. Most of all NO HILLS. In spite of finishing in the dark and those endless three mile loops, it was an enjoyable ride. Thanks to Rick for encouraging me and congrats to him on completing his second century of the year.

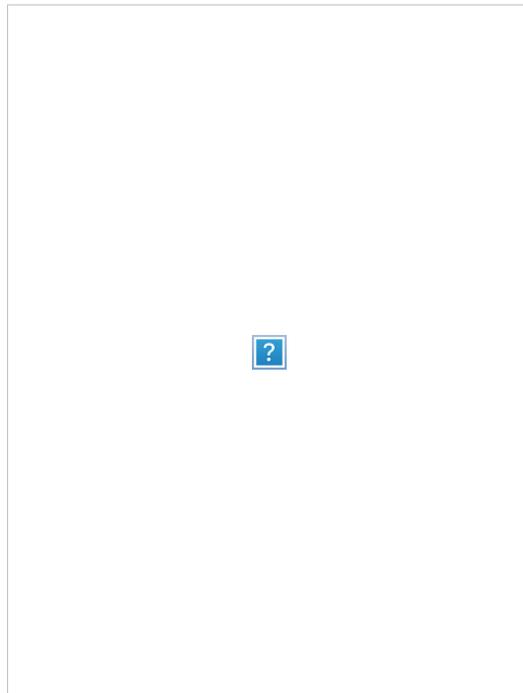
Sue Wells



Upcoming general membership meeting:

Sept 19 / 7PM Carlisle Nature Center

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Jose' in Las Vegas hoping to strike it big and buy a new bike!

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The best routes are the ones you haven't ridden yet



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