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Can you believe it's November already?



November
Newsletter
2017

Rollin'

*Newsletter of the Silver
Wheels Cycling Club*



From the Editor

The annual Chili Wiener Ride is coming up fast: Saturday, November 18.

That ride marks the "end" of the Silver Wheels riding season. If you want club mileage for 2017 you must get your riding done by that day. The CW ride is the last ride that counts. All club mileage after this ride is credited towards next years totals. But that's not the only reason to show up. Of course there will be lots of food! And chili too! Come on out and ride if the weather allows and eat regardless. Watch for more details as the date gets close.



And, mark you calendar for the annual awards banquet - January 13, 2018

There are many great articles in this issue thanks to our members who write for Rollin' - Thank You!

Steve

<i>President:</i>	<i>Bob Burkhardt</i>
<i>Vice President:</i>	<i>Sue Wells</i>
<i>Treasurer:</i>	<i>Betsy Nestor</i>
<i>Secretary:</i>	<i>Deb Wailes</i>
<i>Membership:</i>	<i>Randy Lottman</i>
<i>Website Coordinator:</i>	<i>Tom Weber</i>
<i>Merchandise:</i>	<i>José Morell</i>
<i>Mileage:</i>	<i>Bob Piccirilli</i>
<i>Sunshine:</i>	<i>Dennis & Eleanor Stout</i>
<i>Safety Education:</i>	<i>Ed Stewart</i>
<i>Newsletter Editor:</i>	<i>Steve Osmialowski</i>
<i>Ride Committee:</i>	<i>LaDean Hutter and Greg Orlowski</i>
<i>Social Committee:</i>	<i>Sue Wells and Karen Hobbs</i>
<i>Directors:</i>	<i>Cheryl Burkhardt, Dennis Stout, Rick Wells, Rob Hipskind</i>

See the club roster webpage for phone numbers/email

Recent Rides & Events:





The group at Antietam National Military Park



It was a ride with a history lesson!





A great view of Harpers Ferry thanks to Cindi's hiking efforts!



Halloween 2017

New laws make biking safer

WARREN — Bicyclists Ron and Catherine McCutcheon said new laws designed to increase the level of safety for riders already have made a difference in their lives. "I was nearly hit four times in 2016 in my hometown," Ron McCutcheon said. "It has been much better since the new passing laws have come into effect this year. It'll become even safer as more and more people become more familiar with state legislation."

Motorists passing cyclists must give them at least three feet berth under new state law.

The McCutcheons were among the 135 cyclists who signed up for the 14th annual Garrett Wonders Bike Ride that began at 9 a.m. Saturday outside

Trumbull Memorial hospital and had ride lengths of 20, 30, 40 and 50 miles.

The McCutcheons have been riding together for more than 40 years and for most of that time have been pushing for increased bike and road safety regulations. The couple averages between 1,000 and 2,000 miles per year, so safety regulations are important to them.

Establishing new bicycle safety rules also has been very important to the Wonders family because Garrett Wonders died after a pickup truck struck him while he was training for the Olympics March 10, 2004, in South Carolina.

It was Jay Wonders; his wife, Shelley; and another son, Jesse, who got together 13 years ago to honor the memory of Garrett Wonders with this annual bike ride in October.

"We have the ride during this time every year because it is close to his Oct. 24th birthday," Jay Wonders said.

The annual ride raises money for two \$1,000 scholarships for students going to The Ohio State University and two \$2,000 scholarships for Warren G. Harding High School band graduates.

In the last 14 years, the Garrett Wonders Ride has provided more than \$50,000 in scholarships.

Garrett Wonders was a 1997 graduate of Warren G. Harding High School. He studied at the Argonne National Laboratory and the German National Laboratory.

In 1999, he accepted a commission with the United States Navy and upon completion of his master's degree he was part of the Naval Nuclear Power Training Command in Charleston, S.C., as an instructor in the physics division.

Wonders competed at the collegiate Cycling Nationals in 2001 and became part of the Military Elite Cycling Team in 2003 and represented the United States in races around the country and in Europe.

In May 2006, a newly constructed bridge in Charleston, S.C., was named in Wonders' memory. Cooper River Bridge was built with a bike lane that was dedicated as "Wonders Way."

Cyclist Bruce Moore of Warren has been participating in the annual ride for 11 years.

"This is fantastic," Moore said. "It is great that Garrett's parents and siblings choose to do something positive to honor his memory."

In addition to the scholarships and promoting rider safety, Moore said the ride brings people into Warren and onto the bike trail .

"The city is experiencing a comeback and this is a way to highlight some of the positive changes occurring here," Moore said.

Give hikes 3 feet. It's the law



What Do Delaware and Idaho Have in Common?

Education and Safety Committee

Both Delaware and Idaho allow cyclists to treat certain stop signs as yield signs. Would you like to see any of these new Delaware laws become law in Ohio?

On October 5, 2017, the Delaware Governor signed into law the "Bicycle Friendly Delaware Act". This Act, without changing the legal meaning of existing law, clarifies sections of the Delaware Rules of the Road that are frequently misunderstood by the police, by bicycle operators and by vehicle drivers. In addition, the Act:

- enables the Department of Transportation to deploy bicycle traffic signals as a safety countermeasure at intersections where most fatal bicycle crashes occur;
- requires vehicles to change lanes when passing bicycles (and farm equipment and animal-drawn vehicles) when lanes are narrow;
- permits safe yielding by bicycle operators at stop sign controlled intersections on minor roads; and
- prohibits the use of horns when passing animal-drawn vehicles and bicycles unless there is imminent danger.

Safe yielding by bicycle operators is also known as an "Idaho stop". Named after the only other state to pass a similar law, the rule allows cyclists to treat stop signs like yield signs when the coast is clear. The idea is that cyclists can better maintain momentum if they don't have to come to a full stop when an intersection is clear. *Note: this is not legal in Ohio.*



For all those interested in Fall & Winter hiking Please Email Joel Edmonds at lostonthetrail@gmail.com to be added to this years list.

We are looking for new leaders this year. Joel has some scheduling issues as most Saturdays in November & December are booked but will still lead still some Sundays and Saturdays after the 1st of the year This would be a great opportunity for others to lead hikes this year. Also a great opportunity for different hiking styles and perhaps different locations.

Once the list of interested hikers is compiled It will be sent to all who responded and anyone on the list can offer to lead a hike at anytime.



The next general membership meeting is November 16

Riding in the Back of the Pack - Club Expenses

By Rob Hipskind

I recently got into a conversation with a new member about what the Club spends all our money on. Our biggest expense line item on the Income Statement is the Dog Days Wine Tour. The net income we earn from Dog Days and membership dues helps us fund our club's activities including our second biggest budgeted expense line item - Advocacy Donations.

Our budget for Advocacy expenses in 2017 is \$3,200. Our bylaws require that our financial contributions be "limited to organizations with whom the club has affiliation or other close relationship." So far this year we have donated:

- **\$200 to Bike Elyria**
- **\$500 to the Friends of Metro Parks in Lorain County, Inc.**
- **\$500 to Firelands Rail to Trails, Inc. (Trailblazers Club members)**
- **\$500 to the League of American Bicyclists (Club Leadership Circle members)**
- **Up to \$1,000 for repairs on bikes that the Oberlin Community Services distributes within the community to people in need. Swerve has been performing the repairs for us as the bikes are donated.**

These organizations are doing great things in our communities related to biking and we are excited to support their activities!





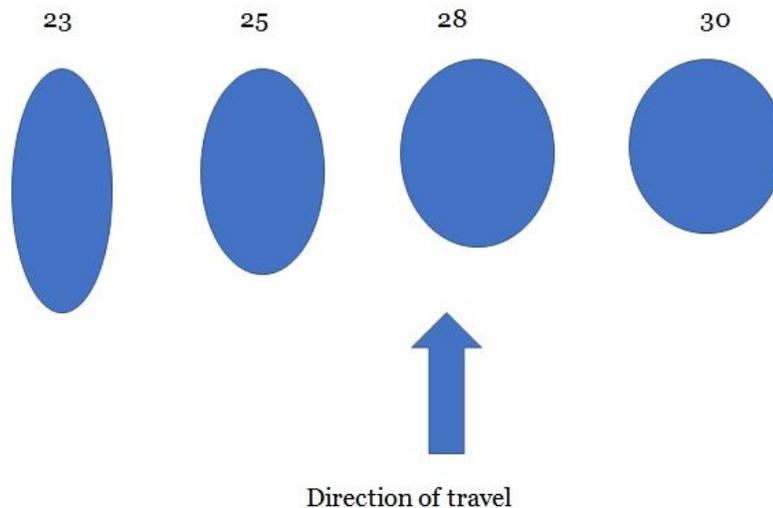
Tire Size and Construction - By Larry Best

In the October, 2017 edition of "Rollin" there was an article about tire inflation. This month, November, 2017 I'd like to point out a few facts about tire size and its relationship to rolling resistance. The following applies only to tires with tubes.

There have been a lot of assumptions made about tire width, namely that the narrower the tire the lower the rolling resistance will be, and that conversely wider tires have greater rolling resistance because they have a larger "footprint." The following is what repeatable, scientific tests have shown:

Tire sizes, measuring width only, are measured in millimeters. The most common sizes for road bikes are 23, 25, 28, 30, and 32. Narrow tires actually have MORE rolling resistance than wider tires "up to a point." Here's why:

If you took tires, inflated them, then rolled them over a wet piece of glass the tire "footprints" would look like this:



23 mm tire: Although not drawn to scale you can see that the "footprint" for the 23mm tire has greater contact with the road in the direction of travel. This means greater friction/greater rolling resistance. This size tire has been the "standard" tire for most road bikes. for many years.

25 mm tire: This will have a slightly larger overall footprint, but it's shorter in the direction of travel therefore has less forward rolling resistance than the narrower 23 mm tire.

28 mm tire: As you can see the same holds true with the 28 mm tire. It will have a larger overall "footprint", but is shorter than either the 23 or the 25. This also holds true for subsequently larger tires, i.e. 30, 32, etc.

The tire footprints I drew above are not to scale. I included them to give you an approximate visual picture of what they look like. Certainly, the wider tires

have a larger overall surface contact with the road, which might make you think they would roll with more friction than the narrower tires. It turns out that the biggest factor is friction in the direction of travel. Other advantages to using wider tires are a smoother ride, fewer flats, tires will wear longer, you'll get better traction when cornering, and also better traction on wet roads. The professional riders who race in the classic road races are switching to 25s from 23s in large numbers. If you look at new bikes it might be hard to find one that comes standard with 23 mm tires. Even the purpose-built race bikes now come equipped with 25s, and the endurance bikes are mostly equipped with 28s.

As I said above, this is true only up to a point and there are tradeoffs. At some point as the tire size gets wider the contact patch becomes so large that the friction from it overcomes the direction of travel friction. That's one tradeoff. Another downside is that wider tires are heavier and you'll pay a small penalty when climbing or accelerating. Problems installing a wheel on your bike might also arise. The quick release on your brakes will only allow them to open just so far. If the tire is too wide to fit through that space you might have to deflate the tire and squeeze it to get the wheel on the bike. If you have disc brakes you won't have to worry about this unless your frame won't accommodate a wide tire.

So that's the long and short of it as well as the narrow and width of it.

A Brief Word About Tire Construction

Tires are made in several steps. There is a carcass in every tire that is usually made up of nylon cords or threads. You might see numbers on the sidewall or on the tire packaging that say something like 60TPI. That means that tire has 60 threads per inch. Tires vary from about 40 TPI up to 200 TPI. What's the difference? The greater the TPI the smoother and more responsive the tire will be. Tires with greater TPI will also be more expensive and, of course, it's up to you to decide on whether or not it matters to you. You can, however, feel the difference.

I hope this was enlightening. There's not enough room here for me to show data results from the testing, but if you'd like to see the test results send me an email and I'll forward them to you.



Cold weather riding: Just remember 3 layers!

A – Inner layer to wick away moisture. Use a lightweight, high performance wicking fabric against your skin

wicking fabric against your skin.

B – Middle layer to trap air close to your skin. This helps with warmth retention.

C – Outer layer to block out the cold wind. Choose a breathable jacket that is water and wind proof.

The police came to my house earlier and said my dog had chased someone on a bike. I said, you must be joking officer, my dog doesn't have a bike!



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