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Rollin'

News Letter of the Silver Wheels Cycling Club

February 2023



Editor's Column

by Larry Best

So there I was, minding my own business as usual, when all of a sudden I heard the news about Ron Townsend. For those who didn't know him, Ron was a true gentleman, a personable guy who was a talented rider. He was an active ride leader, usually Monday evenings in Vermilion. He led 25 rides in 2022. He was married to Emily Townsend for 40 years. Emily is also a highly respected member of SWCC.

Ron was also recognized as a Golden Wheeler at the banquet on Sunday, January 29th. He joined in many of the self-contained camping trips. "Ron, aged 74, lived in Vermilion, unexpectedly passed away on Wednesday, January 18, 2023. Ron not only was an avid cyclist, but he also enjoyed boating, hiking, traveling and DIY projects. He was well known for his hard work, caring nature and love of family and friends. We'll all miss you, Ron.

Lots of stuff in this month's Rollin'. If anyone is travelling south this winter be sure to read Hank Baum's article about bike trails in Florida. Hank was a former SWCC member until he escaped to the sunshine state.

In 2022 quite a few members achieved milestones in the club. Their names are listed here in a separate column. An article from LAB (League of American Bicyclists) for those interested in attending their National Bike Summit in March 26-29 in Washington D.C.

LaDean Hutter, Gary Schmidt, and I will be hosting the club's March meeting telling you way more than you ever wanted to know about recumbent trikes. A suggestion...bring popcorn & something to drink. Maybe a pillow would be a good idea, too.

That's all for my column this month.

Ahh, the pleasures of riding in warm weather by Hank Baum

THE FLORIDA C 2 C TRAIL SYSTEM

Well the season of sugar plums dancing about is over, the Christmas tree is taken down, and the holidays folded up for another year, and soon thoughts will turn to SPRING rides.

While many northerners are waiting out ZERO temps and snow up to the knees or beyond, it is prime time for riding in the Sunshine state, Florida. Florida is in the process of building and completing a C 2 C (Coast to Coast) trail system that will stretch from the Space Center on the east coast all the way to downtown St. Petersburg on the west coast.

THE MAJOR SECTIONS

Titusville to Sanford, FL – 46 miles

The path out to Merritt Island and the Space Center is still a work in progress, but numerous folks have found a way for a tire dip in the Atlantic. A good jumping off spot is in the center of Titusville at Sand Point Park. Take the path (Coast to Coast) south and then it turns westward and then northward all the way to Maytown. At Maytown a northern spur which begins in Edgewater connects together and the trail heads westward through hamlets of Farmton and Osteen. As the trail passes the northern edge of Green Springs Park, one encounters once again busy civilization. The trail turns southward through Gemini Springs Park and ends at Lake Monroe park. One can take side streets over to ST RT 46 and I-4 where there are various lodging and eating places.

Sanford to Clermont, FL – 42 miles

By taking various sidewalks, one links up with the Reinhardt Trail on the corner of St RD 46 and Reinhardt Rd (stay on the east side – better pathway). At the intersection of Reinhardt and Postal District Ctr (there is a big Medical complex on the NE corner) crossover Reinhardt to a pathway that takes one over I-4. On the other side, one finds the Seminole-Wekiva Trail southward. This trail takes one through various residential and commercial areas in the northern suburbs of Orlando.

At Maitland Blvd and Rose Ave there is a “GAP” in the trail system which is still being completed. Best take Rose Ave to Beggs Rd to Lakeville Rd to Clarcona-Ocoee Rd to the 7-Eleven on N. Apopka-Vineland Rd. About a block north or west begins the West Orange Trail. The main highlight of the day here is the trail goes right through the center of Winter Garden, FL where there are numerous shops, bike shop, and places to eat.

Leaving Winter Garden, one comes to the Killarney Station where one picks up the South Lake Trail and travels to the Clermont area. A short departure from the trail southward brings one to lodging and food places along ST RD 50.

Clermont to Brooksville, FL – 55 miles

One begins the day picking up the South Lake trail and traveling around the Lake Minneola area. The trail ends at the Publix Food Store on the corner on 565a and ST RD 50.

Now the second GAP comes into play from Groveland to Brooksville. Riding along ST RD 50 is not for the faint of heart. A number of folks select county roads which lead up to Center Hill, to Busnell, to Nobleton to the Withlacoochee Trail southward to Brooksville.

Others prefer county roads southward which leads to logging roads through the Great Swamp area to the Lacochee/Tribly area and take the Withlacoochee Trail northwards to Brookville (Ridge Manor) area. There are numerous lodging and eating places at the area of I-75 and ST RD 50.

Brooksville to Trinity, FL – 61 miles

The day begins by taking the Withlacoochee Trail northward until one reaches the Good Neighbor Trail westward to the center of Brooksville. Navigating through town streets, till one reaches ST RD 50 and Veterans Ave. There the Good Neighbor trail picks up along ST RD 50 till one reaches the Suncoast Trail along the Suncoast Tollway.

There is a nice rest area as one begins the trek southward on the Suncoast Trail. A bit noisy in sections as it follows the Suncoast Tollway. Not many comfort areas are available unless one travels .5 to 1 mile westward along certain cross roads. South of ST RD 52 and Ridge RD (watch out it's a dangerous crossing as one cyclist lost her life recently) one turns westward on the Starkey Park Trail. The most wonderful nature park in the area. Then one follows Starkey Blvd to ST RD 54.

Eastward between ST RD 54 and Trinity Blvd (follow the sidewalks) there is Holiday Inn Express and Hampton Inn and places to eat nearby.

Trinity to (Tarpon Springs/Dunedin) St. Petersburg – 45 miles

One begins the day linking up with the Keystone Connector Trail which travels south to Keystone Rd. Westward along Keystone (DO NOT GO ALL THE WAY TO US 19) it eventually travels through a residential area and connects with Pinellas Trail under US 19 by the Karl Flammer Ford dealership.

The Pinellas Trail runs through the towns of Tarpon Springs, Palm Harbor, Dunedin, Clearwater, and eventually through St Petersburg all the way to downtown St Petersburg. This author's favorite areas of riding is either around Tarpon Springs or Dunedin, FL with side trips out to Howard Beach park, or out the Dunedin Causeway to Honeymoon Island State Park and dip the wheel in the Gulf.

Now, one can do various sections, or go for it ALL and do the whole C 2 C over a few days. This author has done the complete C 2 C twice in its entirety and a third time attempt ended by being taken off the journey due to a late season hurricane.

So, be a snowbird, and enjoy winter riding in 60 to 70 temps.... Most of the winter that is... already experienced 30's and 40's for a spell this season. Would not recommend riding the journey in June through mid-September as the heat and humidity of day would be hazardous to one's health and safety.

Recommend reading: Florida's Coast-to-Coast Trail Guide by Nanci Alder.

The author of this article: Hank Baum was previously a Silver Wheels member years ago and now lives in Trinity, FL just off the bike paths of the Pinellas, Keystone, Starkey bike trails. For more info contact: drhebaum@verizon.net

2002 SWCC Milestones

Silver Wheelers Membership Milestones

Achieved During 2022

20 Years

Karen Farago

15 Years

Joel Edmonds

Sandy Edmonds

Nancy Klepak

Peter Klepak

Richard Kolofer

Lawrence Tobias

Rita Stroempl

10 Years

Dan Brattoli

Jeffery Hobbs

Catherine McCutcheon

Ron McCutcheon

Tony Morano

Christine Orłowski

Greg Orłowski

Laura Pesetsky

Marc Pesetsky

Paul Zacharias

5 Years

Harold Babbit

Jan Babbit

John Doheny

Patty Doheny

Robert Ehasz

Diana Goode

Carol Gress

Paul Gress

John Harbeck

JOHN HALDECK

Eric Hauser

Henry Kowal

Bill Mansfield

Liz McCarthy

Susan Patterson

Sam Patterson

Gail Petroff

Don Rivera

Jim Roach

Nancy Ross-Bell

Steve Siesel

Susan Tressel

Ed Wood

TRIKES

“The Good, The Bad & The Ugly”

by Larry Best

The Good:

The trike is supremely comfortable. It's like sitting in a recliner. No need for tights or shorts with padding. No need for gloves, either. There's no reason, aside from style, that you'd have to wear any cycling clothes at all, except for cycling specific shoes that are matched to clipless pedals.

It has lots of nooks and crannies to carry stuff like tools, spares, rain gear, food, spare jacket, your first communion picture, the lucky charm that your great aunt gave you, and a hardbound atlas of North America.

You'll get a lot of looks and attention while riding it. You will attract a lot of new friends and comments

There is almost no end to the accessories available including bags, racks

There is almost no end to the accessories available including bags, racks, assist bars, E assist, cosmetic stuff, and much more.

On downhills trikes go like they were dropped from a tall building. It's also very stable on high-speed descents.

The view is spectacular! On a trike you look up rather than looking down at the ground. The first time I rode a trike I was amazed by how much more I could see, not only ahead, but also to either side.

In General, there are no worries about gravel, snow, wet pavement, wet leaves, etc. The trike is completely stable at low speeds and there's no need to unclip at stops or traffic lights.

There is a huge range of gearing available. If they're not E assisted most trikes have triple chainrings. You've probably heard of "granny gears." Trikes have "wall climbing gears." Mine has a 32 chainring and a 36 tooth gear on the rear cassette.

Head winds are still tough, but have less effect than they do on an upright bike.

Two-disk brakes on the front wheels stop you on a dime and give you \$.09 cents change. I've never ridden a "delta trike" so I can't comment on their stopping power.

The Bad :

Depending on which model trike you buy, it can be extremely hard to get out of. Mine is a racing model (Catrike 700). It is very low and even with optional assist bars, getting up from it isn't easy at all. Touring trikes have more road clearance and are easier to dismount.

Regardless of what you may have read, I've found trikes to be substantially slower than 2-wheel bikes. If you're used to averaging 15 mph, get ready to average 12. Their climbing speeds are also slower. You'll feel even the slightest incline.

If you buy a trike that has 2 different sized wheels, you'll have to carry tubes for each size. I haven't ridden enough to see what the tire wear is like, but you'd be well advised to keep your wheels in alignment. When I bought my trike, the wheels were significantly out of alignment. As a result, I wore 2 brand new tires down to the cords in less than 200 miles. Wheel alignments, just like you have done on your car, are absolutely essential. You should do this at every tire change, or twice per riding season at least. This requires special tools and it's time consuming.

The chain length is about 3 times the length of a normal bike chain, so replacement is going to be pretty expensive and cleaning takes more care and time. Chains need to be cleaned more often because they are so close to the ground.

It is mechanically complex, so it requires unfamiliar knowledge, and special tools. Working on a trike is awkward. There are trike specific repair stands

available, but most of them are hideously expensive. A stand that's adjustable for height, and tilt you'll pay \$300-\$850. You can support it by hanging a rope from the ceiling, fixing a rope around the trike and hoisting it off the floor, but that's very awkward.

My Catrike 700s come with SRAM shifters and derailleurs. Maybe just my personal preference, but I don't like them. The shifting is slower because the cable lengths are very long, and even though they're indexed they're noisy and clunky.

When peddling, it is essential to spin the pedals very smoothly. You should pull back as well as push on the pedals. If you don't the trike will wobble from side to side which is uncomfortable and inefficient. After many decades of riding upright bikes, I thought I could do this. HAH! This is quite hard to master and takes time.

Most decent to good recumbent trikes start at \$2500 to \$4500. Add electric Motors and you will be adding another \$800 to \$1000 at least.

It is difficult for other traffic to see you. If you are stopped at a red light & a car pulls up next to you, you'll be looking at the center of his wheel. I had a bright colored flag, two very bright blinking lights on the rear, the bike was bright red and I was dressed in a bright jersey. I was still scared.

These trikes are wider and take up more room on the road. Can't ride side by side and chat like you would on a two wheeled road bike.

The Ugly:

The Fine Print: I've ridden road bikes for many decades. I love them. They're fast. They're exciting. I think road bikes are beautiful. They are graceful, purposeful both in the way they look and when in motion. Riding them feels like flying. I'm riding a trike because I have a handicap that affects my balance and I had to give up riding bicycles. This section should be taken with a grain of salt because **it's almost all my opinion.**

As much as I love the way road bikes look, I personally don't feel the same way about trikes. I think they look like insects. IMO, there's no grace and nothing beautiful about them. There are many good to great things to be said about trikes, and I've described some of them in the first section.

It's **important** to wear clipless shoes of some kind to hold your feet fastened to the pedal. If your foot slips off the pedal while riding, your foot will hit the ground and the trike will run over your ankle or leg, likely breaking it. In trike talk it is called "leg suck"! That's ugly.

If you get caught riding in inclement weather, you'll want to have fenders. Since you're sitting down at the same height as the tires, especially the front tires which will be ahead of you, they are going to fling stuff all over you.

Keeping your trike clean is going to be a job. there are lots of nooks and crannies and the trike must be positioned so you can reach the bottom of it. Not easy.

That's all, folks!

I hope you've learned a little about recumbent trikes from this piece. If you have questions, you can reach me by commenting in Rollin' or look me up in the club directory.

LAST PAGE

Tail winds, Ron. R.I.P.

