

Rollin'

Newsletter of the Silver Wheels Cycling Club - October, 2008

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Silver Wheels Mission

To create and provide
an environment
for members and guests to:

Ride for exercise and fun
Enjoy the social side of cycling
Improve bicycling skills
Learn more about bicycling and
educate others
Promote bicycling in our area

Re-Run Rendezvous

Last year, we had a great time in Franklin, Pennsylvania! So much fun that a re-run is in order. The 2008 Re-Run-Rendezvous will be Columbus Day Weekend, so we can enjoy the trails AND the glorious color of Autumn Leaves! So, mark October 10 - 13 on your calendar as a weekend of fun with Silver Wheels.

Friday afternoon, if you arrive in Franklin by 3:00 pm, you can enjoy a bonus hike at Oil Creek State Park.

On Saturday and Sunday, we will ride about 40 miles each day on three different paved trails in the area (shorter rides will be available too).

Monday is a holiday for some of us, so if you are able to stay on till Monday, the fun continues with a pedal-paddle for those who have kayaks or canoes. We will paddle about 8 miles on the Allegheny River from Oil City to Franklin, then ride back to Oil City on the Justus trail to retrieve our cars. Or, if you prefer to ride only, you can just ride the Justus trail to Oil City and back for a nice 14 mile ride.

Recommended accommodations will be The Franklin Super 8 Motel. Please let Sharon Bouchonville know if you plan to attend this event. Phone; 740-679-3550 or email: sharon.bouchonville@gmail.com.

Don't "Fool" With Brian

At one of the Silver Wheels meetings earlier this year we had the folks from Hubbub Bicycles in Chesterland talk about tandems. Those of you who heard their presentation probably were able to tell that they are very dedicated to bicycles and their customers. I dare say, not many bicycle shops can match this degree of customer service!

From the *Don't Fool with Brian (and steal one of our bikes) Department*, here is a true story that will blow your mind...

Brian and I were on our way home last night (September 12th), just about ready to take the left turn onto our street. I'm driving - Brian suddenly says "follow that bike"! I'm thinking WTF???? But I know better than to assume he's nuts and pull back out into traffic, following a small turquoise bike being ridden by a medium-large African American man.

As we begin following him, I see that it is indeed a bicycle that we knew had been stolen a few weeks ago. The bike was unmistakable! My store built it 16 years ago; we've worked on it periodically since then. It has moustache bars, Brooks saddle, and Speedplay frog pedals. There isn't another like it ANYWHERE! (Meanwhile, the customer has already ordered her new Seven Alaris!).

Don't Fool... *continued from p.1*

Here is an instance where cell phones in the car are a GOOD. I dialed 911 and was patched into the police immediately. We continued to follow the guy (who doesn't have a clue) getting ahead of him then turning around and watching him pass us again, while we give the police some detailed information about our whereabouts and who and what to look for.

As we pass the rider for the third time and pull into another driveway, we see that one cop has the guy (behind us), and two more are on the way. By the time we pull up behind one of the police cars, the bike and rider have been separated, the rider is being patted down and cuffed, and the bike is on its way toward one of the two cars ahead of us. The police just couldn't understand how we knew this bike was stolen until we started explaining the details of who we are, what we do, and how we know about this particular bicycle.

The police station is literally across the street from where the rider was apprehended. We pulled in, gave our statement, and were on our way. The owner was notified and went down to the police station to identify her bike!

MORAL OF THE STORY: Don't steal one of Brian's custom bikes and ride it on the street ... he'll hunt you down!

Looking for something to do this winter? How about riding your bike!

Starting sometime in November and continuing until March or maybe beyond, there is going to be two rides on the calendar each week, one on Saturday morning and the other Sunday afternoon, and here is how they will work;

Saturday will be "The Breakfast ride" it will meet in the old Missler's parking lot at 9:00 am and we will ride to a different restaurant each week for a little bad coffee and some eats. It is open to all riders and the distances will be 20 to 30 miles total, (10-15 one way), because of the shorter distances we will all get to the restaurant about the same time, give or take. These will be social rides and we will pair up before we leave so no one is on the road alone. The group will choose where to go and how far, based on the weather at the time, colder days shorter, and nicer days maybe a little longer. After breakfast, ride back, or if the hardier souls want they can ride farther and work off their breakfast.

continued...

Be a Good Lookout

It's an unwritten rule that the lead rider in a paceline or pack should warn others of dangers in the road. For those who are drafting, potholes and debris are hard to see. Riders shouldn't need to worry about being led into danger.

But some people overdo the warning. They yell "Pothole!" "Rock!" or "Dead skunk!" at full volume. Others point at the object with such an animated gesture that they swerve dangerously.

Here's a better way to be the eyes of a paceline:

- Alertly scan the road. You can't point out danger that you daydream out of existence. And if through inattention you spot something too late, your after-the-fact warning may do more harm than good. Riders could veer in a panic, touch wheels and crash. So pay attention and look far enough ahead to smoothly lead the line past each hazard.
 - Point, don't shout. There's usually no need to call out the name of the obstacle. Your yell may not be understood by riders toward the back, anyway. Simply remove one hand from the bar and extend that arm down toward the side where the danger will be when you pass it. Do this about 10 seconds in advance, then move over smoothly. Some riders like to snap the fingers of their extended hand to wake up those immediately behind.
- Tip! One time a yell is helpful is when nasty stuff like glass, gravel, sand or ice covers the lane, like in a corner, and there is no way around it. As soon as you realize the predicament, shout the name of the hazard so riders behind can fend for themselves. Same goes when you see a loose dog up the road or you spot a danger (like a pothole in a patch of shade) too late.

August and October Trash Triathlons

On Saturday, August 30, the new trash team of Eva Weber and Marilyn Torres, along with Trash Triathlon leader, Steve Woosley, held its summer clean up. A record turnout of fifteen members showed up for the pick-up on Routh 58 and for a modeling of Trash Haut Couture demonstrated by Tom Cline and Bud Ennis. Many of us stayed for McCuisine, followed by Steve's 3* ride or Hank's 4* ride. It was a hot and messy job, and the trash team appreciated the work and time of all who showed up that day.

We hope that some of you will be able to join us for our final effort of 2008 on **Monday, October 20, 8:30 a.m. at Drug Mart on Rt. 58 and Butternut Ridge Rd. (north of Oberlin)**. We'll do the trash, eat at Oberlin McDonalds, and then Steve Woosley will lead a map ride. Wear long pants, shoes or boots that can get wet, and bring gloves, trash grabbers, and 5 gallon pails if you have them. Bring your bike and cycling attire if you plan to do the full triathlon.



From the left...Sandy Woosley, Steve Woosley, Bob Burkhardt, Cy Palazzo, Colleen Linn, Kay Harrison, Tom Weber, Bob Keiser, Eva Weber, Tom Cline, Bud Ennis Photo by Marilyn Torres

**Saturday,
October 18
8:00 am
Build a House!
Habitat for Humanity!
Meet at Pleasant St.
next to the bike trail.
Email Kathy Yourkie-
wicz if you are planning
to be there:
kyourkie@yahoo.com**

Looking for something ... continued from page 2

Sunday's ride will also meet at Missler's but at 2:00 pm. This ride will be a little more free form, in that those that show, will just choose to ride a route that they see fit for that day, again, open to all level of rider and keeping the rides around 20-30 miles depending on desire and weather. Afterward stop for snacks at a local spot or drive to a place of the groups liking, dinner could always be a possibility too.

There will be no designated ride leader per se, these will be "you show we go" kinda rides, however for the first few, Tina and I will lead them to give everyone a chance to see how this will work. We will start putting together maps to the different restaurants and those can be kept for future use, in time I hope we won't need maps at all as most will know how to get where we need to go. We may even see if we can post them on the S.W. website for downloading as needed.

Weather will be the biggest hurdle and if you think it's a bad day, it probably is, use your own best judgment. If roads are wet or snow covered, NO RIDE, or if it's very cold, say less than 20 degrees then, NO RIDE, However I have ridden in the below 0 range on sunny days and it was quite amazing. So get out to the bike shop and start buying the proper clothing and enjoy some great riding instead of hibernating. Contact Daniel Maddock with any questions or concerns.

Note: these rides do not exclude other events or other rides from appearing on the calendar. Look for winter hikes and cross country ski trips (although not official Silver Wheels events) to occur once in a while too. Our calendar will remain active all year long - and we hope you will, too.

Concerns About Using Ibuprofen or Tylenol for Muscle Building

by Cheryl Burkhardt

Editor's note: This article is in response to an earlier article this year on using ibuprofen or tylenol in conjunction with a muscle-building program and its apparent results in strength gained among test subjects. That article did suggest that use of these drugs for such a purpose should be with a physician's knowledge.

Although Ball State University is well-known for their research on physical fitness and kinesiology, and is the university that produced distinguished graduates such as the Hornbeek's son and our son, Shane, I feel that I need to write about the other side of their recent research into building muscle using ibuprofen and Tylenol as reported in the June Silver Wheels newsletter.

Tylenol and ibuprofen are two of the most common over the counter pain relievers in the United States. Because of their availability and the strong advertising campaigns run by their manufacturers, most of us feel that they are safe. However, they both have a very dark side. Ibuprofen belongs to a class of drugs called nsais. The side effects from these drugs are stomach bleeding, ulcers, liver and kidney impairment, and a rise in blood pressure. These side effects are heightened by the use of alcohol or when taking the drug for longer than 10 days. Worst of all, according to the American Heart Association, regular use of many of the nsais, including ibuprofen, increases the risk of heart attacks and strokes, especially in those people at risk because of heart disease. There are 103,000 hospitalizations and 16,500 deaths annually in the United States due to toxicity resulting from use of nsais. These statistics do not even include the cases concerning over the counter nsais, which according to the New England Journal of Medicine would drive the numbers far higher.

Tylenol is a pain reliever that causes 56,000 emergency room visits, 26,000 hospitalizations, and 450 deaths annually. Its danger is a toxic build up in the liver which can lead to liver damage and the need for a transplant. Tylenol is the leading cause of liver failure in the Western World and the leading cause of drug induced liver failure in the U.S. It can cause damage to the liver and kidneys even at regular therapeutic doses. In fact, most poisoning occurs with smaller doses over longer periods of time. It is especially toxic when there is any alcohol in the system. Tylenol is in many cold medicines and prescription pain killers such as Vicoden. The danger often occurs because people unknowingly take more than one of these medications at a time when they are trying to relieve cold or flu symptoms. However, there have been reports of people taking only the recommended dose, having a glass of wine with dinner, and then going into liver failure.

The research done at Ball State is quite interesting. Athletes, including the bicyclists in our club, are always looking for ways to improve their performance. Before swallowing that magic pill, though, think about the side effects. Maybe good, old-fashioned training is the best idea in the long run.

Dear Silver Wheelers,

I want to sincerely thank all you the members who called and sent cards during my recuperation. I also want to thank the club for sending gift cards to Olive Garden. Bob and I enjoy going there to eat, and it will give him a night off from his duties in the kitchen. Thank you all so much.

You are wonderful!

Sincerely, Cheryl Burkhardt

Thank
You

Lumens vs. Watts: How do you pick your bike light?

When you go to buy your next bike headlight, which one will you select? Search through the catalogs or bike shop shelves and you see an array of choices, ranging from a mere \$10 to well over \$300. Obviously cost is a big consideration and that may guide a lot of your decision making. But let's say you want one that's "affordable" yet gives you the best amount of light for riding after dark.

To make matters worse, the manufacturers give you numbers that seem to defy comparison unless you are an engineer. One manufacturer will rate their light in so many watts; another manufacturer will rate their light with so many lumens. How is a purchaser to choose between the two? How do you compare a light rated in watts with one rated in lumens?

Comparing watts and lumens is like comparing how much you pay for a meal and how it tastes. (For Silver wheels it's all about food isn't it?) The WATTS rating tells how much POWER is required for the light. Generally, the higher the wattage, the more light you get, as in our lamps at home – we are accustomed to the varying amount of light we get from a 25 watt bulb, a 60 watt bulb and a 100 watt bulb. Incandescent, fluorescent and halogen light sources are usually rated by their wattage.

LUMENS refers to the amount of light a source emits. Actually, lumens relates to the eye's sensitivity at different wavelengths but we don't need to get too technical. Lumens refers to how bright a light may seem. LEDs – Light Emitting Diodes – are usually rated in terms of lumens. This makes it very difficult to compare, from package information alone, the lighting qualities between a halogen light and an LED light source for your bike's headlight.

How many watts do you need? How many lumens? For years I taught in the Bike Ed class that for minimally good viewing on a country road or bike path in deep darkness with little or no ambient light, 10 watts was preferred. But for enough light to be seen in the offlight in town you probably could get away with one or two watts from your headlight. Both situations of course require a good red taillight but that's a different matter. So, if you prefer an LED headlight how many lumens would equal 2 or ten watts of energy input?

The table below gives us a guideline that can be used in many instances. The chart was derived from two different sources and is not meant to be definitive. But it's close enough.

Lamp Type	Wattage	Lumens	Lumens per watt
Incandescent	40	504	12.6
Incandescent	100	1750	17.5
Fluorescent	32	1600	50.0
Quartz Halogen	50	1200	24.0
LED	25	1000	40.0

Based on this information, for bike light with approximately 10 watts of power you would need a lumen rating of around 400. For a light of around 2 watts of power you would need a lumen rating of around 80.

Note that the newer "super" LEDs have slightly higher ratings; some claim to go as high as 60 lumens per watt. Problem is, their packaging will not tell you this. What you can count on however, is that the higher the wattage or lumens, the more you will pay.

Even with this information, we may still need to actually use a light before we see how much light it casts on the road or trail.