

# Rollin'

Newsletter of the Silver Wheels Cycling Club - March, 2009

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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

## Silver Wheels Named Club of the Year by LAB

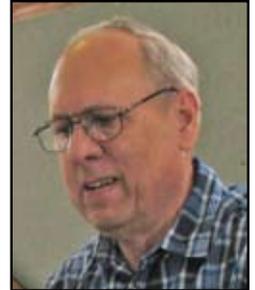
It was a total surprise, the email that came in from the League of American Bicyclists, first to Joyce Early who is listed as our contact on the website, then she sent it on to Joe Etzler, our new President. Joe asked around and no one admitted to having made the nomination - not Bob Burkhardt, our previous Prez or Ed Stewart, the one before Bob.

Ed made a call to the Regional LAB Director, Jim Sheehan, who recently spoke at the club's membership meeting, and Jim 'fessed up - it was he. With a wee bit of probing, Jim explained his reasoning for nominating Silver Wheels. To paraphrase, he said that as a Director he was expected to make as many visits to clubs within the five-state region as he could (an impossible quest). When asked to nominate a club from our region, he said his first thought was of Silver Wheels.

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## Who Is Joe Etzler?

As you recall, we had an election last fall for some new officers, including that of President.



This guy named Joe Etzler paid enough of us to vote for him and he won - by a landslide. The editorial staff here at the Rollin' office got together and had some wine and came up with a few important questions to ask this new boss of the club, just to help you get to know him a little better.

Our first question was, of course, "Are you crazy?" Before he could answer his wife Jean leaned over to us and gave a little wink and whispered, "What the hell do you think?" Well, that pretty much summed up all that we wanted to know but then we thought maybe we better ask a few more questions since we have more pages to fill.

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## Directors At Retreat In January Planning Your Season For 2009



# Is It Just Your Imagination?

Larry Best

I don't know anyone who disagrees with the fact that the most significant obstacle to forward movement on a bicycle is overcoming the resistance from the air. We all know the exhilarating feeling of riding with a tail wind; how we can shift up a couple of gears, and ride fast with very little effort. It feels as if you can ride great distances for hours. In fact, maybe you could if the wind remained favorable. When this situation occurs (which seems rare to all of us) it might not be such a good idea to assume an aerodynamic position on the bike. In order to take advantage of the tail wind, it might be better to ride on the tops of the bars. There is a point of diminishing returns, however. If, despite the tailwind, you're riding faster than the wind speed, being more aero will be a benefit.

Riding into a headwind is, of course, different. All of us have ridden into a headwind, and it doesn't take a genius to know that the faster the wind velocity, the more difficult forward motion becomes. To me, it sometimes feels like riding through six inch deep molasses. Getting as aero as you can, will enable you to increase speed as well as ease the effort. I try to take advantage of every little, seemingly insignificant thing to gain an advantage. I ride as close to the side of the road as possible trying to get a little shelter from trees, houses, bushes, anything I can. If there's traffic, and it's safe to do this, I'll try to increase speed as I'm being passed, then move slightly to the left to take advantage of the vehicle's draft. I carefully check my mirror prior to making this move. During long into-the-wind efforts I find it psychologically easier not to look at my computer. Learning that, despite what I think are my superhuman efforts I'm only going 12 mph, doesn't help me. Another trick I like to use is to turn my head slightly. This cuts down on the constant wind roar that's mostly a result of the air blowing through your helmet straps. Because it's quieter it makes me think the wind is not blowing as hard.

Riding through perfectly still air is something we all enjoy. I've stood in Missler's parking lot commenting, and listening to comments on what a great ride it's going to be, because there's almost no wind. Well maybe, but perfectly calm winds (an oxymoron?) are an exceedingly rare event.

But what about air temperature? Another frequent thing I hear, especially this time of the year is that it seems so much harder to ride when it's cold. Is this just your imagination, or is there some evidence to back that up? We all know, or should, that colder air is more dense, but is it really enough to make any difference?

Aero drag is proportional to air density. Compared to 80 F, 40 F air is 10% more dense. Maintaining the same speed involves that much more work to overcome aero drag, and since the aero component is about 80% of your total effort at 20 mph, that means about 8% more effort for that much drop in temp. An 8% increase in effort is very noticeable. That's about equal to shifting to the next highest (hardest) gear. There are other minor stresses on the lungs and circulatory system, plus there is some extra work to deal with the clothing, but the increase in air density is the real issue.

Nope! It's not your imagination.

# Who Is Joe Etzler? *cont'd from p.1*

*Here is how our interview went...*

## 1. A little background from your life.

*What life? We can't ride in this weather. Just working on my taxes.*

## 2. Born where

*I was born in Detroit Michigan at a very young age.*

## 3. Grew up where

*Haven't yet. Tried to do it on the near west side of Cleveland but am still working on it.*

## 4. Schooling

*St. Edward High School in Lakewood. Two years post high school training in the service.*

## 5. Service

*Spent 5 years in the U. S. Navy Submarine Service. It was like water boarding.*

## 6. Major work experience

*Worked at N. A. S. A. in Cleveland as a technician and Manager for 34 years. Spent 23 years testing rocket engines. Often just evaluating the left over pieces. Had a great many interesting leadership courses. Seems like I was often leading in one direction while others were going in another direction. Really did enjoy my work there. Retired in 1996.*

## 7. Current marital/family set up.

*Anything worth mentioning there? I'm dead if I don't. Jean says that I have been happily married for 44 years. Two Children and four grandchildren. There all wonderful except they don't bike. Must have failed to transmit the bike gene to them*

## 8. Cycling experience - when/why began

*Began cycling in 1992 after trying to destroy myself on the racquetball court. Loved it ever since.*

## 9. Interesting rides in your life

*I have enjoyed week long rides in 10 states plus Ireland and Holland. I enjoy any ride that you finish upright. The wonderful people that you ride with and meet make the rides especially nice.*

## 10. How many bikes, types

*I have a heavy Trek cross bike for training and touring. Also just bought a Trek carbon fiber bike for faster days.*

## 11. Usual miles ridden per year

*On average I ride about 3000 miles a year. The time spent being "out there" means more to me than just the miles.*

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## Club of the Year, from p. 1

Our members should be extremely proud to have been awarded this designation. It is truly a prestigious attainment - especially when you consider this is only the 4th year the award has been given and only one club for each of the six regions is named. This speaks very well of the members and leaders in our short history. If you ever wanted to toast something, this is a really good reason.

Bravo, Silver Wheelers!

### The League of American Bicyclists Announces 2008 Clubs of the Year

Washington, DC - February 06, 2009 – The League of American Bicyclists is proud to announce the 2008 Clubs of the Year, as determined by the League's staff and Board. Typically, six awards are given – one per region. However, 2008 proved to be a great year for cycling and for Region 5 where the League named two Clubs of the year.

The League's Club of the Year program recognizes outstanding clubs for their hard work and dedication and for encouraging cycling and providing a forum for their community to ride. The League's membership is comprised of many successful and motivated clubs, making the decision process difficult. Andy Clarke, President of the League, said, "The League is delighted to recognize all of the 2008 Clubs of the Year for their efforts to promote cycling and camaraderie amongst cyclists. We applaud these clubs for their willingness to invest time and effort to make cycling fun and beneficial to their region."

#### 2008 Clubs of the Year

**Region 1. Narragansett Bay Wheelmen. Rhode Island.** The NBW is a stalwart member and supporter of the League's education programs and is one of the largest and most active clubs in the Northeast. They offer hundreds of rides each year – there are cue sheets for more than 150 great rides on their website – and maintain close connections with statewide and local advocacy issues, including the Providence Bicycle Coalition.

**Region 2. Sussex Cyclists. Delaware.** Sussex Cyclists is a relatively new and small club that took the initiative to address a high bicycle crash rate among international workers in the Delaware shore area.

**Region 3. Richmond Area Bicycle Association. Virginia.** A long-standing League affiliate with an incredible ride schedule – a dozen members rode more than 100 club rides in 2008, including one who rode on 245 rides – and an increasingly active role in local advocacy and charitable activities.

**Region 4. Silver Wheels Cycling Club. Ohio.** Silver Wheels is a classic League club! Just over ten years old, they have around 200 members, one major ride (Dog Days Wine Tour) and a menu of more than 400 rides to choose from during the year. They have an active education and outreach program to draw more people into cycling in northern Ohio.

**Region 5. Twin Cities Bicycling Club, Minnesota, and Colorado Springs Cycling Club, Colorado.** This region covers such a vast amount of territory we had to pick two winners this year. The Twin Cities Bicycle Club boasts one of the most extensive and well-run ride programs in the country and one of the most informative websites around. The Colorado Springs group offers every kind of ride from beginner to monstrous hill climbing and advocates locally for bicycle trails, lanes, paths and rider support facilities throughout the Pikes Peak region.

**Region 6. Conejo Valley Cyclists, California.** The CVC's members are our members, and they have recently been getting quite involved in making Thousand Oaks and surrounding communities more bicycle friendly. This year they celebrate the 25th anniversary running of the Cruisin the Conejo ride.

The League of American Bicyclists promotes bicycling for fun, fitness and transportation, and works through advocacy and education for a bicycle-friendly America. The League represents the interests of America's 57 million bicyclists, including its 300,000 members and affiliates. For more information or to support the League, visit [www.bikeleague.org](http://www.bikeleague.org).

## Etzler Interview, from p. 2

### 12. Silver Wheels experience - When joined

*I am a life member that joined in early 2000 .  
Haven't had a bad year yet.*

### 13. Positions held

*Served for about 8 years as the Membership Chair.  
We have a good one now, Eva Weber.*

### 14. What do you like about the club

*What's not to like? I have been in several other clubs and organizations but Silver Wheels has the friendliest, nicest people around. It is well organized with the good of the membership as a top priority. Please don't kick me out?*

### 15. Leadership - Why would you take on this job

*I recently stood in one place too long and was elected president. My qualifications for the position are abundantly missing. I do hope to be readily available as a target for anyone to take a shot at.*

### 16. What direction do you want the club to go

*We have been growing and evolving ever since inception. I see keeping what works, fine tuning other things and dropping what doesn't work. The club should go in the direction it wants*

### 17. Special challenges you see and how can the club address them.

*One of the areas the club could do better with is communications. We have made some improvements with the news group e-mail system and will try to improve the timeliness of the news letter. The calendar and special ride list are two other important areas to work on. Broad involvement is often the key to success of any organization.  
Let's be there for each other.*

### 18. Personal

**Weight** *Too heavy*

**Waist** *Too large*

**Eating habits** *Too much, too often*

**Favorite wine** *Wet*

**Average hair follicles dying per month**

*Same as the number of brain cells dying per month. Millions!*

**Would you have more fun with a blond**

*If I could only remember what to do with a blond.  
A blond what? Is Jean going to read this?*

As you can see from Joe's responses that we may be in for a bit of a ride ourselves with him as our president. With his unique mix of humor, confusion, and experience Silver Wheels should be in good hands. If not, we know we can always call his wife Jean and she'll let him know where he went wrong.

Running Silver Wheels takes a lot of work and leaders like Joe to make sure all we do is for the best of the club. If Joe asks you to help on a project or with a ride, just say yes. Or he might send you know who to convince you otherwise.



*(Excerpted from Uncle Al's column in the online bikezine Road-BikeRider.com, a weekly newsletter you should all subscribe to.)*

Why is it that 23-mm-wide tires have become the unchallenged 'norm' for road bikes? We should choose tire width based on body weight and several other factors, not just by going with the industry flow.

It's rare to find a new road bike fitted with anything but 23s. We ride this size by default and some of us suffer the consequences. If you buy into the advice to lower tire inflation to 85-100 psi, then you probably realize that you, at 165 lbs. (75 kg), and your 215-lb. (98-kg) pal can't ride the same size tires at the same pressures. Big Dudes will pinch-flat at 90 psi when the going gets rough. So skin-n-bones is flying with a smile over cracks and crevasses, Big Dude is fixing another snake bite.

## Size Does Matter!

**The solution is simple:** Increase tire width if you're heavier so you can enjoy the comfort and handling benefits of lower pressure. Some tire manufacturers understand the need. They offer their premium models in sizes from 700x20 to 28. Continental, for example, makes the venerable Grand Prix in 20, 22, 23, 24, 25 and 28 mm. Michelin's Pro 2 Race comes in 20, 23 and 25 mm. But too many companies make their top-shelf tires no wider than 23.

**The belief is that wider tires increase rolling resistance. It simply isn't true.** Testing shows that fatter rubber rules when it comes to lowering drag. One recent example was published by Bicycle Quarterly magazine in "The Performance of Tires" (Vol. 5, No. 1, Autumn 2006).

*cont'd p. 5*

## Size Matters, *cont'd from p. 4*

### Here is a weight-based approach to greater riding enjoyment and less side-of-the-road voodoo:

- \* *If you weigh 170 lbs. (78 kg) or less*, use 23-mm-wide tires. Riders much lighter might try the smaller 20-mm tires.
- \* *170-180 lbs. (82 kg), use 24* (Conti makes 'em) or 25 mm.
- \* *180-210 lbs. (96 kg), use 25* or go to 28 mm if you ride on crappy roads.
- \* *Over 210 lbs., use 28-mm tires*. Your big power will cancel the bit of extra weight.

If you follow these size guidelines, you can safely inflate only to 85-90 psi front and 95-100 psi rear and enjoy a quicker and more comfortable ride.

**Note 1:** Not all modern frames have clearance at the fork crown and/or behind the bottom bracket shell for 28-mm tires. Take your bike to the LBS and kindly ask them to slip in wheels with those size tires. If they fit, buy your tires there. It's only right.

**Note 2:** Yes, there are tires wider than 28 mm, but then you're getting into weight issues as well as clearance issues. Still, widths of 30, 32, or 35 mm may be great for commuting and general bumming around on unpaved roads and goat tracks.

## Layering For Weather Changes

With our Spring Opener - the March Chili Wiener - popping onto our calendar this weekend it is not too early or too late to talk about how to dress for cooler weather. Okay, maybe we should have talked last fall, too, but we didn't. Get over it.

Springtime in Ohio will offer a 4-seasons approach to your wardrobe and that poses familiar challenges to bicyclists. So the staff here at Rollin' put together a simple guideline for how to dress for our typical spring weather. The chart below shows some of our best thinking... you should have seen the worst!

The most important part of the chart is how to use layers of non-cotton garments. These come in thicknesses of light to heavy and the nice thing is that you can usually find these on sale in the outdoors catalogs like Campmor and sometimes the stores like Dicks. Always compare with what you will pay at the bike shops - sometimes they're better priced.

LAYERING FOR WEATHER CHANGES				
BODY PARTS	50-60° DRY	40-60° SHOWERS	32-40° RAIN	Below 32° SNOW
<b>Torso</b>	Wind vest <sup>1</sup>	light base layer medium mid-layer water repellent jacket	Medium-heavy base layer zippable second base rain shell jacket	2 base layers insulated, wind/waterproof jacket
<b>Arms &amp; Legs</b>	Arm warmers Leg warmers	Longsleeve layers light tights	light base layer under tights	heavier base layers under tights
<b>Feet</b>	regular socks	heavier socks	heavier socks with booties	heavier socks with booties
<b>Hands</b>	long fingered gloves	Glove liners	water repellent gloves with liners	Winter gloves
<b>Head</b>	headband	headband or skull cap	skull cap or balaclava maybe helmet cover	balaclava
<b>Glasses<sup>2</sup></b>	As needed for sun	clear/amber	clear/amber	clear/amber

*This chart is intended only as a guideline for consideration. Each person senses coldness differently.*

<sup>1</sup>Some people use a few sheets of newspaper under their jersey to serve as a windbreak for the chest.

<sup>2</sup>Glasses are not really body parts.