

# Rollin'

Newsletter of the Silver Wheels Cycling Club - Junely 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

## Have you visited the new Silver Wheels website?

If you typed into your browser your usual [www.SilverWheelsCycling.com](http://www.SilverWheelsCycling.com) lately, you probably noticed a few changes to your old familiar club website. On the other hand, if you typed in [Silver.....org](http://Silver.....org) or [.net](http://Silver.....net), you were met with a very unfamiliar pile of code-looking data. The reason for this was that recently the new Website Committee (Dan Hornbeek, Chairperson, Tom Weber, Ian Chea, and Ed Stewart) launched a significantly revised version of the club's website. When they made the change, they did not include the previous [.org](http://Silver.....org) and [.net](http://Silver.....net) versions. It was a practical decision.

Most of the previous site's content has been kept, with a few unused portions removed. Each page had a makeover design-wise and the navigation elements were simplified. One thing we tried to do was to make the most used elements more accessible. The Ride Calendar is a good example: accessing it now is a 2-click process; before it was more difficult to find. The calendar is probably the most looked-at page in the site so it was important to make it easier to see.

A new feature we added is called the Bulletin Board. This is a message board type of function where visitors can post messages related to a few specific topics: Seeking Ride Companions, Ride Cancellation notices, Items for Sale, and a miscellaneous section where any other topic can be discussed. We are hoping that this Bulletin Board will be used in stead of the NewsGroup for one-on-one conversations that may not involve other members. The NewsGroup is still available for general announcements, especially from the club leadership to the club in general. We realize the Bulletin Board may take a while to catch on – and that it is not a perfect answer to club communication, but please give it a chance and use it often.

When you see problems with the new site or have ideas that you think might make it more functional, contact Dan Hornbeek. No promises that any idea will be carried out, but all will be considered.



## Ride Committee Sees a Change of Leadership

Recently Dan Maddock announced he needed to step down as chairperson of the ride Committee to have time to take care of other matters. After a few tenuous days, President Joe Etzler found new blood for this important position. Enter Colleen Linn and Tom Weber, who agreed to take on the chore as co-chairpersons. It will be a while before we see their stamp of style on the committee – Colleen is on GOBA for a week then taking a week’s vacation after that. In the mean time, requests for rides should be sent to Tom Weber and Larry Best, who will add them to the calendar as appropriate.

If you have looked at the ride calendar lately, you will notice that there are too many holes in the calendar. This is due to too few ride leaders coming forward to lead a variety of rides all week. We really need more members leading rides. Consider taking on one ride a month, at a location, time and pace comfortable for you. Develop a simple map for an area you know well enough – you don’t even have to make copies. If you want help in getting started with it, contact one of the regular ride leaders and they’ll be more than happy to help. Need a map? No problem – contact Steve Woosley or Ed Stewart and either will assist you in preparing a map for the area of your choice, or they probably have a route already worked out that you can use.



## Could Caffeine Be Ineffective (or Worse)? Who you gonna believe?

For decades, caffeine has been touted as a legal performance enhancer and used by countless athletes. Now comes a study that says caffeine may impair peak heart function. As reported in the Jan. 17 issue of the Journal of the American College of Cardiology, 18 young, healthy volunteers were tested on stationary bikes after taking the caffeine equivalent (200 mg) of two cups of coffee. Result: The caffeine dose did not affect blood flow within the heart while the participants were at rest. However, blood-flow measurements taken immediately after exercise were 22% lower. And they were 39% lower in participants that were tested in a chamber that simulated high altitude.

Explained Philipp A. Kaufmann, MD, one of the researchers, “Whenever we do a physical exercise, myocardial blood flow has to increase in order to match the increased need of oxygen. We found that caffeine may adversely affect this mechanism. It partly blunts the needed increase in flow.” He noted that the study was not designed to measure athletic performance, but the findings indicate that caffeine may be ineffective or even counterproductive for that purpose.

“We now have good evidence that, at the level of myocardial blood flow, caffeine is not a useful stimulant,” Dr. Kaufmann said. “It may be a stimulant at the cerebral level in terms of being more awake and alert, which may subjectively give the feeling of having better physical performance. But I now would not recommend that any athlete drink caffeine before sports. It may not be a physical stimulant, and may even adversely affect physical performance.”

Dr. Kaufmann added that the study raises special concerns for people with heart disease. “Any advice would be based on results of healthy volunteers and would be a bit speculative. Nevertheless, my advice [for those with coronary artery disease] would be: Do not drink coffee before doing physical activities.”

# GOT A COUPLE OF PAINT NICKS ON YOUR BIKE?

## *I KNOW HOW YOU FEEL!* by Larry Best

You have at least 2 choices:

1. pay a few hundred bucks to have your bike repainted
2. fix it yourself

Effective paint or scratch repair depends somewhat on the size of the defect. Assuming the damage is small, I use the following method:

One of the most difficult thing to do is to find matching paint. If you don't have any touch-up, try riding your bike to the nearest Sherwin Williams paint store. They make automotive paint, and should have color samples there. Pick the one that most closely matches. Another source for paint is a hobby shop. Testors makes model paint in more colors than you can imagine. Still can't find what you need? Try nail polish. There's a ton of colors available, and while you're there, pick up a bottle of clear. You'll need it later. Auto parts stores have many colors in "fingernail polish" like bottles as well as spray cans. Spray touch up paint is fine. I wouldn't spray it on the bike unless I needed to cover a pretty large area, ex. 1sq " or larger. I've successfully used it for small areas by spraying the paint into the cap, then using a toothpick of brush to apply it.

### **OK! LET'S GET STARTED**

1. Clean the damaged area thoroughly with alcohol.
2. Carefully inspect the chip or scratch to see that there is no chipping or peeling paint along the edges of the damaged area. If there is, take a sharp Exacto knife and carefully chip the peeling paint away until you have a clean edge that won't lift.
3. Assuming you have found paint that matches, shake it up very thoroughly – very thoroughly. After you've done that, shake it up very thoroughly again. If you're using nail polish you can skip this step.
4. Apply the paint using a small brush or a toothpick. If it's a scratch or a chip the size of a half a pea, I've found the toothpick works better. Depending on the size of the damaged area you might want to apply several light coats instead of one heavy one. You can do this pretty quickly because the paint will dry within 15-20 min. Don't be afraid to "color outside the lines." When you're finished it won't show.
5. After you've applied the paint it's very important to inspect the area to make sure the paint you've just applied is HIGHER than the surrounding area. If it isn't – apply more paint until it is. It MUST BE HIGHER than the surrounding area.

OK! Here comes the "scary" part for most people.

6. Gently wet sand the repair using 1500 or 2000 grit sandpaper. If you have trouble finding it, look at an auto parts store. Be careful here! Go slowly. Don't press hard. You don't want to sand the paint off the surrounding area. Tear off a small piece of the sandpaper and dip it in a container of water. Your goal is to just smooth out and blend in the repaired area. Sand a little – check it---- sand a little – check it. Use plenty of water. Check to make sure the paint is level by running your fingertip across it.
7. The paint will be "foggy" from sanding. Get some polishing compound (NOT rubbing compound). Rubbing compound is more abrasive than polishing compound. Polishing compound is almost always white, and comes in a can that looks like paste wax. In a small container put a finger scoop of polishing compound and some water. Stir it up. I like to get so it's about the consistency of cream of tomato soup. Looser is better than too firm or thick.
8. Using the mixed polishing compound, dip the corner of a clean, cotton rag in it and gently rub the "foggy" area until shiny. Rub a little, wipe it off to check it, rub a little more, check it, etc.
9. Apply clear coat if desired. You may have to rub the clear out with the polishing compound as well.
10. You're done.

# Really, Really Short Stories

A few of you out there probably get AARP Magazine on occasion, or at least get to look at one when you're visiting your older relatives. You may have noticed in a recent issue, they ran a contest of sorts caked "Really Short Stories." In the contest they asked readers to submit stories that were only six words long... more like phrases really. Their recent one was on Milestone Birthdays and the cited ones included:

- Nearing 60, still in rough draft*
- Slow learner: Life began at 50.*
- Barbie doesn't look 50, like me!*
- Defined at 21, redefined at 57.*
- Fifty, what the hell, just jump.*
- Sixty. Still haven't forgiven my parents.*

Clever. And not so easy either. The prize AARP offered was a tee shirt with the short story printed on it.

They stole the idea from someone who had once challenged Ernest Hemingway to write a short story in six words. He wrote back: "For sale: baby shoes, never worn."

So, the staff at Rollin' figures that if AARP can steal an idea why can't we?  
Okay, are you ready? .....Drum roll please....

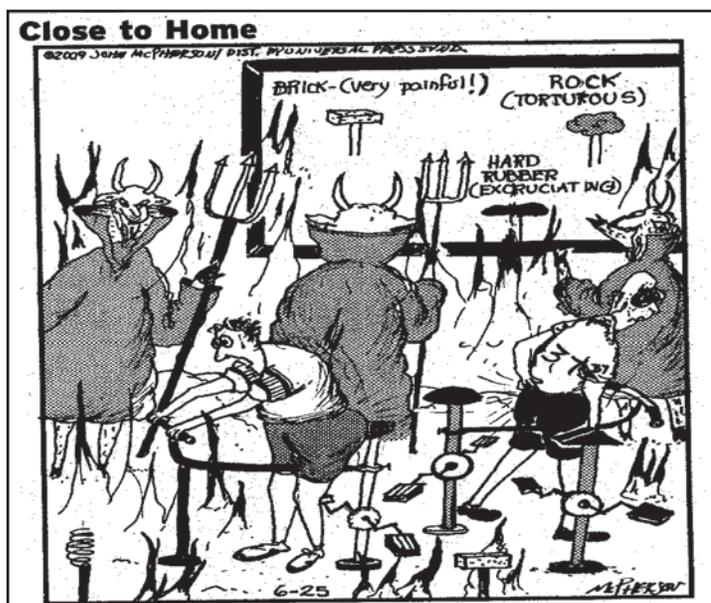


*Announcing the first ever Really, Really Short Story Contest for Bicyclists.*

The topic is: **Bicycling.**

The rules and methods for submission can be found online at [www.silverwheelscycling.com](http://www.silverwheelscycling.com). Look for a box: Really, Really Short Story Contest. Click on it and you will be taken to a page with rules and entry methods. Also the details for the prize will be there. What do you think the prize is? A year's free membership? Gear for your bike? A case of wine from Matus Winery? Guess you'll just have to go there and see.

So, have some fun and enter as often as you like. Membership is required. We believe you'll like the prize and we'll print all the (printable) entries next month. Good writing and good luck. Seeya online.



## Did you notice Junely?

That's a combination of June and July, which goes to show you we'll go to no ends to try and cover our tracks for being a but tardy getting the newsletter out. We're already working on next month's obliteration... Julust? Julaugly? Oh, the possibilities.

This also shows to go ya how far we'll go to fill an empty spot in a column like this. Since we don't receive any photos from members we have to fill the emptiness somehow.