

Rollin'

Newsletter of Silver Wheels Cycling Club, Inc.



Larry Best

So there I was, minding my own business as usual, when all of a sudden somebody snaps a picture of me. When I saw it there was a mark on the left side of my neck. Turned out to be melanoma. I know this will be wasted on some of you, but may I humbly suggest that you wear at least SPF 30 or higher sunscreen **anytime** you're outside. Curiously, there's apparently no objective evidence that proves sunscreen is effective in preventing skin cancers, but I'm taking my doctors (plural) advice and slathering it on.

There are lots of interesting articles in this month's edition of Rollin'. There are ride reports, safety statistics, lubricant questions, technical reports, and more.

I need articles from you. If you have anything you think would be interesting about cycling please submit it by emailing it to me at bikespokin@gmail.com. I would also

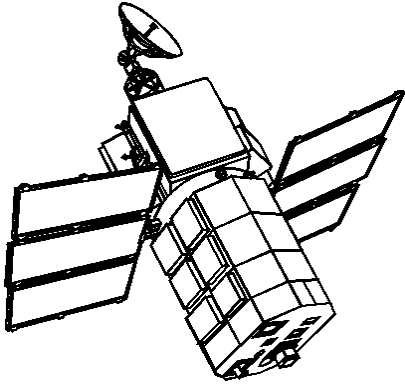
like to have a "Letters to the Editor" column with your opinions, information, requests or anything else you can think of. I started Rollin' four months ago. Aside from a few articles that have been sent by a few members I haven't heard a peep. My last question is...where are you?

Dog Days



Dog Days was a huge success again this year. According to the data I have it looks like we had 300 plus riders. Thanks to all the members who took the time to work the event and help make it as successful as it can be. We had about 50 member volunteers working all sorts of areas from serving food, registering folks, helping people figure out where to park, and driving SAG from 6 am to

probably near 8 pm., and the many leaders who worked diligently behind the scenes from last year to now to guide it all along. There will be more information including pictures in next month's Rollin'.



GPS

Ed Stewart

Those GPS Things Might Have Some Value After All

I read an interesting article recently, posted on the website of Steve Magas, an attorney in southern Ohio who specializes in bicycle law.

The article was about the value of GPS devices on bicycles. At first I thought he was going to come out against them as distractions to being alert on the road. Wrong. Instead, he was touting the importance they can play in the event a bicyclist has some sort of traffic mishap. And how the recordings the devices make can be effectively used in defense of an (innocent) bicyclist.

GPS (Global Positioning System) devices communicate via satellite where the device is on earth. They

can also track speed and offer useful information relative to a map. In addition, they keep track of the path the device travels when going along a route. In other words if you consistently stay in one lane position, it will track that position with amazing detail and accuracy.

Likewise, when you make turns and follow a specific arc in going around a corner, it will record that arc in its memory system (assuming you have that feature available and the feature is turned on).

What Attorney Magas was reporting was how he was able to use GPS recorded information in the defense of an innocent cyclist. In essence, the GPS information showed how the cyclist had traveled a specific line, at what speed, and at precisely what time. This information was contrary to what the complainant side was saying. Facts and hard data like that are almost irrefutable in court. His client benefited.

On the other hand, if you know you are guilty and that the GPS device might tattle on you, you might to hide it in your jersey before the cops show up. [That was a joke, you know.]

GPS devices are not cheap. They are not especially attractive on a bike, either. But compared to potential fines and other costs that a court trial could run, they might be a pretty good investment.

Mr. Magas' website, www.ohiobikelawyer.com, has a number of interesting articles on cycling and the law.

Newbies



A big SWCC welcome to new members Rick Eberly of Vermilion and Bob Forney of Bellevue

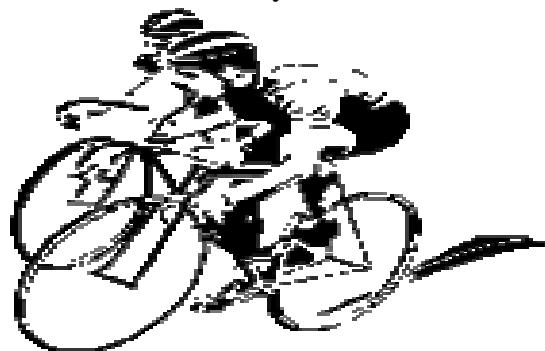
HELMETS



Did you know all helmets sold in the U.S. must pass the same government safety standards? A \$30 helmet offers the same protection that a \$300 helmet does. More expensive helmets are sometimes more comfortable, have better pads, better attachment systems, are lighter weight, have more air vents, and have spiffier paint jobs. Mostly spiffier paint jobs.

Helmet manufacturers suggest you replace your helmet once every three years. Uh huh. And your barber will also suggest you get a trim every three or four days. Helmets last for a loooooong time. The crushable foam material in your helmet will last around 10,000 years before breaking down. It, and other materials used in making helmets are unaffected by sunlight, exposure to the elements, sun screen lotions, perspiration and

those invisible alien rays from outer space that a few of you worry about. The only valid reasons to replace a helmet are if it's damaged in a crash, yours was stolen or lost, or you just feel like getting a new helmet. Me? Heh, heh...I'm kinda like the Emelda Marcos of helmet buyers.



YOU MIGHT BE A CYCLIST IF...

Your best friends all have "pet" names for their bikes.

You have bicycle parts in the dishwasher.

You rate centuries by what kind of food they have at their rest stops. Your girl friend has to climb over bikes and tools to do the laundry in the basement.

Your coffee table collapses from the weight of bicycle magazines on it.

Your kids take a clipless pedal to Show and Tell.

You've been too sick to work, but not too sick to ride your bike.

When getting out of your car you automatically kick your heel to the right to unclip it from the gas pedal.

LOST IN LODI

Ed Stewart



For our Lost in Lodi ride Sally Harding took us on a tour of Medina and Summit Counties. Sally used to be a member of the Akron Bike Club and she showed us some hills they never rode. Well, that was enough of a challenge for Joel Edmonds. We watched quietly as he seemed to have difficulty with the Blake Road Hill. We knew we didn't want to try it but he certainly did. Then a little later we all rode down into the River Styx valley area and stopped for a rest. Sally again pointed out a hill that **NOBODY EVER RIDES**. Again, Joel raised his dark eyebrows and said it was worth a try. Up he went while we enjoyed our Gatorade and watched his pursuit. The half mile trek goes up steeply then goes around a bend and continues on and on. He came back down with a huge smile on his face and didn't seem to be at all tired. He definitely earned the nickname **ANIMAL** for his feat. See the map profiles for both the Group and Joel. It was a great hilly ride, a bit hillier for Joel.

Funny Insurance Claims

These were borrowed from the website of Steve Magas, the Ohio Bike Lawyer.
www.ohiobikelawyer.com

These were actual statements made on insurance claims.

Incidents with Pedestrians.

- The pedestrian ran for the pavement, but I got him.
- The guy was all over the road. I had to swerve a number of times before I hit him.
- I was sure the old fellow would never make it to the other side of the road when I struck him.
- To avoid hitting the bumper of the car in front I struck a pedestrian.
- The pedestrian had no idea which way to run as I ran over him.
- The car in front hit the pedestrian but he got up so I hit him again.
- I saw a slow moving, sad faced old gentleman as he bounced off the roof of my car.
- A pedestrian hit me and went under my car.
- I saw her look at me twice. She appeared to be making slow progress when we met on impact.

Accidents with other vehicles.

- I collided with a stationary truck coming the other way.
- A truck backed through my windshield into my wife's face.

- The other car collided with mine without giving warning of its intention.
 - My car was legally parked as it backed into another vehicle.
 - When I saw I could not avoid a collision I stepped on the gas and crashed into the other car.
 - I started to slow down but the traffic was more stationary than I thought.
 - The accident occurred when I was attempting to bring my car out of a skid by steering it into the other vehicle.
 - I was backing my car out of the driveway in the usual manner, when it was struck by the other car in the same place it had been struck several times before.
 - I was unable to stop in time and my car crashed into the other vehicle. The driver and passengers then left immediately for a vacation with injuries.
 - The gentleman behind me struck me on the backside. He then went to rest in a bush with just his rear end showing.
 - The car in front of me stopped for a yellow light, so I had no choice but to hit him. (She pushed him through the intersection)
- Collisions, calamities, and injuries.**
- Coming home I drove into the wrong house and collided with a tree I don't have.
 - I told the police that I was not injured, but on removing my hat found that I had a fractured skull.
 - I pulled away from the side of the road, glanced at my mother-in-law and headed over the embankment.
 - I thought my window was down, but I found it was up when I put my head through it.
 - As I approached an intersection a sign suddenly appeared in a place where no stop sign had ever appeared before. I was unable to stop in time to avoid the accident.
 - In an attempt to kill a fly, I drove into a telephone pole.
 - I saw two kangaroos having it off in the middle of the road. So I hit them, which caused me to ejaculate through the sunroof.
 - I was thrown from my car as it left the road. I was later found in a ditch by some stray cows.
 - The telephone pole was approaching. I was attempting to swerve out of the way when I struck the front end.
 - I pulled in to the side of the road because there was smoke coming from under the hood. I realized there was a fire in the engine, so I took my dog and smothered it with a blanket.
 - The claimant had collided with a cow. The questions and answers on the claim form were - Q: What warning was given by you? A: Horn. Q: What warning was given by the other party? A: Moo.



Who is to Blame?

- No one was to blame for the accident but it would never have happened if the other driver had been alert.
- I didn't think the speed limit applied after midnight.
- I had been shopping for plants all day and was on my way home. As I reached an intersection a hedge sprang up, obscuring my vision and I did not see the other car.
- The indirect cause of the accident was a little guy in a small car with a big mouth.
- I was going at about 70 or 80 mph when my girlfriend reached over and grabbed my testicles so I lost control.
- I was on the way to the doctor with rear end trouble when my universal joint gave way causing me to have an accident.
- On approach to the traffic lights the car in front suddenly broke.
- The accident was caused by me waving to the man I hit last week.
- Windshield broke. Cause unknown. Probably Voodoo.
- No witnesses would admit having seen the mishap until after it happened.
- I had been learning to drive with power steering. I turned the wheel to what I thought was enough and found myself in a different direction going the opposite way.
- The accident happened when the right front door of a car came round the corner without giving a signal.
- I had been driving for forty years when I fell asleep at the wheel and had an accident.
- I left for work this morning at 7am as usual when I collided straight into a bus. The bus was 5 minutes early.
- An invisible car came out of nowhere, struck my car and vanished.
- I knew the dog was possessive about the car but I would not have asked her to drive it if I had thought there was any risk.
- The accident happened because I had one eye on the truck in front, one eye on the pedestrian, and the other on the car behind.
- I started to turn and it was at this point I noticed a camel and an elephant tethered at the verge. This distraction caused me to lose concentration and hit a bollard.



BICYCLE ACCIDENT STATISTICS

Helmets

Head injuries going up with increased helmet usage.

Between 1991 and 2001 two things happened: helmet use among cyclists soared, and head injuries soared along with it. Head injuries among cyclists went up by 10% on a simple basis, but when we factor in the dramatic decrease in the number of cyclists during that period, head injuries effectively went up by 51%. (New York Times, 2001)

Incidentally, from this we can figure that there was a 27% reduction in cycling. (e.g., 1000 injuries + 10% = 1100 injuries; 1100 injuries \square 1.51 = 728 injuries; 1000 to 728 is a ~27% reduction.)

Head injuries didn't go up because helmets turned would-be fatalities into simple injuries.

One reader complained that the reason that head injuries went up as helmet use went up was that fewer cyclists *died* as a result of wearing helmets, and those who didn't die were simply *injured* instead, making the head injury stats go up. It's a nice theory, but it's dead wrong. Cyclist fatalities have shot straight up with increased helmet use, just as cycling injuries have. Cyclist deaths went from 843 to 728 from 1991 to 2001. (Traffic Safety Facts 2001, PDF, p. 17) However, as per the NYT article above, the number of people biking went down 27% during this period, so we would expect the 843 deaths in 1991 to shrink to 615 deaths in 2001 even without increased helmet use. But as

helmet use surged, deaths didn't drop to 615, they actually went to 728. That's effectively an 18% increase in the number of cycling deaths as helmet use surged. And for those who complain that we can't look at specific years because of year-to-year variance, let's compare the five-year-average number of deaths from 1987-1991 and 1997-2001. That gives us 879 to 750 deaths, or an effective increase in biking deaths of 17% as helmet use surged.

Helmet use went from 18% in 1991 to 50% in 2008. (Consumer Product Safety Commission, 1999)

Helmet use and opinion survey. (NHTSA, 2008)

The Bicycle Helmet Research Foundation has lots of information about helmet efficacy.

EDITOR'S NOTE

Larry Best

This is a tough pill to swallow, but the research and numbers don't lie. In the next issue I'll include other statistics such as time of day, place, who's at fault in most bicycle-vehicle collisions, issues of age, etc. Stay tuned. The numbers are quite interesting and certainly NOT always what you'd expect.





WHAT'S IN YOUR SEAT BAG?

Years ago (many years ago) I raced bikes. Riders of this ilk are usually minimalists and I'm no exception. Unless you have a team car with a mechanic, lots of spare parts, spare wheels, and even a complete spare bike, following behind you as you ride; it would be wise to carry some useful things to use when you have a breakdown. Please note that I did not say **IF** you have a breakdown. No...it's **WHEN** you have a breakdown. If you ride even a few miles per year eventually you **WILL** have a problem on the road. The most common problem is a flat tire.

Below is a list of the items I always have with me. I consider this to be a bare minimum road survival kit.

2 Allen wrenches

Park spoke wrench

2 tubes

CO2 inflator

2 aluminum tire levers (I hate the plastic ones-ALL of the plastic ones, I don't care what brand)

A Crank Bros Speed Tool

4- 12 gram cartridges - 1 is carried upside down in the inflator

Everything but the tubes is wrapped up in a clean rag so nothing jingles when I ride. The rag is handy to wipe up with after a repair.

Wallet

Cell Phone (these last two go in my jersey pockets).

2011 is my 49th year of adult cycling; that means after high school. Over that time period I have had very, very few times when I needed more than the above list. Yep! There have been some but you could count them on one hand. There are many people who like to carry more. Some carry much more. That's fine with me but to my way of thinking there comes a point of rapidly diminishing returns, so I leave my first communion picture, the pipe wrench, the leaf blower, and the circular saw at home.

Got a Mamil at home?



Every weekend, across the nation's rolling countryside, watch out for the **Mamils: middle-aged men in Lycra.**

And ladies, if you have a man at home taking an unusual interest in how you shave your legs, you may have a Mamil in the making too.

Given the number of men aged 35-55 who are buying fancy-pants road racing machines, is this a 21st Century mid-life crisis? Has the silence of skinny tires and carbon fibre frames replaced the thunderous noise of sports cars?

The past few years have seen the rise of the uber-techno, super-flashy, full-carbon fibre, eye-dazzling road bike. Flash road bikes definitely look like a midlife crisis. The market for these bikes has expanded faster than a prom dress comes off.

The result can be seen on Saturday and Sunday mornings as middle-aged guys polish the rear derailleur, lower the mirrored shades and pedal away into the distance. Before the ride we're comparing the latest GPS route-finding cycle computer and

pretending that we know how to stretch.

We hit the first hill and suddenly we're a puffing, panting, heaving mass of sweaty humanity that is way past its sell-by-date. Sounds humiliating? I've never had so much fun in my life!

Something that actually makes sense is a Mamil's solution to saddle sores. An acne infested teenage shop assistant tried to sell me some chamois cream for \$30. I've got loads of unused lubes like Vaseline, Noxzema, hand cream and others at home. He thought I was terminally uncool. I know better son, respect your elders.

Cycling is good for you. Nothing wrong there. Oh oh! The costs.

Ladies, look away now. Men who seriously cycle typically spend about \$4,000 to live that dream. That sum will cover the set-up and the first year, then about \$1,000 a year, at least, on top of that.

One of the bikes most lusted after is the **Pinarello Dogma**, yours for a little more than \$11,000. Grown men stop and stare at this machine, like seven-year-old boys pressed against the toy shop window.

Thankfully, most Mamils don't have that kind of money to burn. But it hasn't stopped the rapid growth of a suburban money-laundering operation. It goes something like this. Man drools while looking at \$125 bib shorts on cycling website – they're the kind that make you look like a wrestler. Partner says no, think

about our starving children. Mamil continues to look at bib shorts and decides they will help conceal his 42-inch waist.

He calculates that three weeks of hard pedalling will help on the belly front – which is coincidentally the same time it takes to receive a secret new credit card to pay for the shorts. Job done. Platinum status achieved with the online cycling retailer. Discounts on more cycling stuff, all of which is sent directly to the office rather than home.

When you run the calculator over all of this, flash road bikes definitely look like a midlife crisis.

There's a look to strive for, expensive kit and excuses for weekends away.

I and my band of cycling brothers disagree. It's about becoming a happier and healthier person rather than sliding towards mediocre oblivion at the bottom of a beer glass.

But I conclude with a message from my own Mrs Mamil to other cycling widows. She's discovered a precise form of retaliation. If your husband buys another stupid fluorescent jersey, buy yourself another pair of shoes. That way, at least one of you can look good.



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LUBRICATION

Larry Best

Why do so many people badmouth and dislike WD 40? I've used it for many years without ill effect. As far as I can tell, nothing I've ever used it on has accumulated more dirt, worn out faster, or operated more smoothly than when other lube has been used. In my experience it's also a very good cleaner as well as water displacer.

So.....I gotta ask.....what's wrong with it? And **PLEASE**, when you tell me what's wrong with it, submit some objective proof that's been documented by some independent testing lab. I want objective, not subjective evidence. Don't tell me stuff like, "Well, everybody knows..." because **I don't know**. I honestly don't know if WD 40 is better or worse than other lubes. If somebody can put this to rest, I'd appreciate it. I don't love WD40. I use it for a few things. I'm just curious.

See ya next month.