

Rollin'

News letter of the Silver Wheels Cycling Club

October, 2011



Editor's Column **Larry Best**

So there I was, minding my own business as usual, when all of a sudden I started thinking about our yearly banquet. It's not that far away. I want to say a few words about my thoughts.

In My Opinion I'd like to see some changes made in the awards given out at the banquet. It takes a lot of dedication and hard work to get awards, whether it's for leading the most rides, being the most improved rider, or riding the most miles of any club member. For that the male recipient gets the "Silver Balls" award, which is a smallish plaque with two ball bearings glued on it. The woman counterpart gets the "Silver Nipples" award which is the same thing with two spoke nipples glued to it. Cute, but I think the club can and should do better. I'd like to see some genuine trophies engraved with the recipient's name, the year, and the mileage engraved on them. They don't have to be six feet tall, but something like these pictured here would, I think, be appreciated.



The trophies pictured are all less than \$10 and that includes three free lines of engraving. There are dozens more from which to choose.

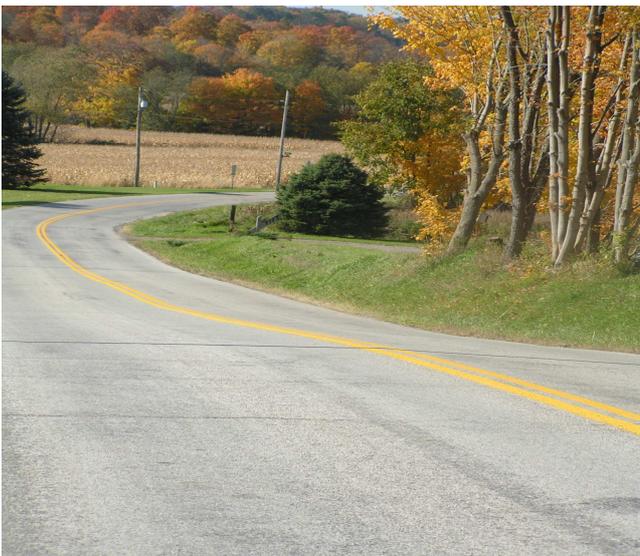
The “Tough Old Bird” trophy, which is awarded for misfortune on the bike, is a beautiful trophy which is passed on from member to member every year. Nice! I think that similar awards ought to be given to members who rode the most rides, led the most rides, etc., and the trophies or plaques would be theirs to keep.

The ride leader’s jersey is a nice and expensive gift. I was fortunate enough to get one last year. I don’t want to sound ungrateful, but I would have liked a trophy or a plaque better. The jersey will wear out after awhile. Pins are awarded, but how could you display them as your hard earned prizes? You could wear them, but I’ve never seen anybody do this. If they did and you got close enough to see what they were it could be embarrassing.

I’d like to know what you think. Please address your responses to: bikespokin@gmail.com. When writing letters to the editor please make it clear if you’d like your name to be published, or if you wish to remain anonymous.

Bicycling In the Fall – You Gotta Love It

By Ed Stewart



Bicyclists have this bittersweet love affair with autumn. You know what that means – we love the beautiful color in the trees, adding even

more enjoyment to our favorite sport. You also know that with the arrival of fall comes with Autumn leaves add an aroma to the air that’s special and unique. The temperature can be nice with less with a chance to wear a light jacket once in a while. The crisp sound of leaves crunching beneath your tires and getting caught in an onslaught of leaves blowing off trees will bring back memories of childhood and other fun times.

Fall comes with a unique set of hazards as well.

- ❖ Fallen leaves will tend to collect in the holes and dips in the road, hiding a larger hole underneath. If the road you are riding on has other chuckholes and seam fractures, steer clear of the collected leaf piles.
- ❖ Layers of leaves can be slick – especially if wet beneath the top layer. It is safe enough to ride straight through these if they cannot be avoided, but use caution if you must ride through a pile on a turn. Try to keep your turn wide and avoid braking while in the pile. Treat this pile as though it were like ice... because it is.
- ❖ Bike lanes can be problematic in the fall. Leaves are blown into the lane by traffic and will collect there to create a hazard for you. Also residents will often rake their piles right out into the lane without realizing the danger it creates for cyclists. That pile may appear harmless, and often is, but it may also contain other lawn debris like branches or other litter you do not want to ride in. Ride farther out in the road and stay on a straight line rather than swerving back and forth to dodge numerous piles – this confuses motorists.
- ❖ Even bike trails can be a problem in the fall, despite how close you are to all that colorful nature. If the trail has overhanging branches – the ones that gave you nice shade in the summer – those branches will shed more than leaves in autumn. It’s the larger twigs and branches on the trail that can get caught in your brakes and spokes and if that happens you’ll likely crash.

The drop in temperatures throughout the fall is usually gradual so we can become accustomed to it. Often, however, we are surprised one morning and the air is a lot colder than expected. That bit of a drop in temps can mean there's frost on the road – especially in the shaded areas. Frost on the road equals another slippery surface to respect. As soon as the sun hits it, it will melt rapidly but where the sun doesn't hit will stay frosty until the air warms enough to melt. If you're riding on a surface with broken sunshine like that, use extra caution and try to stay in the sunny areas when possible.

Cooler temperatures also mean we have to bring out our extra wardrobe to keep warm on cooler rides. Everyone has their own preferences for which items they use for covering up and we also have our own interpretation of what is "cold." My wife will bring out a light jacket on days when I'm still riding in short sleeves; I will put on tights on days when some friends are still riding in shorts. There are few guidelines as to what is "needed" for comfort, but here are a couple that make sense:

- Additional layers will be welcomed if the wind picks up and temps drop any further;
- arm, leg and knee warmers are some of the handiest items to carry;
- having a way to cover your ears or head – or even your helmet – makes sense when the winds bring more chill
- Many regular roadies have an aversion to carrying extra weight let alone a trunk rack for hauling needed supplies and other things. Well, in times of changing conditions, a way to haul extra stuff becomes really valuable. What extra stuff?
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- The joint doctors tell us that we need to protect the ligaments that go across our knee caps once the temperature gets down below 60°F. That used to seem warm to me but the more I get out in

temps at that level the more I believe them. Surely there are slight personal variables for this but it is a pretty good guide, and one that is easy to remember. Why take a chance with a damaged ligament that could end your season when you still have plenty of riding left – and possibly keep you from going to spin class in the winter?

One thing that is often neglected in colder weather riding is to bring enough hydration. You may not feel as though you are perspiring that much but you are sweating a lot more than imagined. With loss of water in the body comes the need for replacing that water. You should still go by the general rule of a bottle of water per hour at the least, unless you are riding less than an hour, in which case it doesn't matter a whole lot if you bring water. The need for energy replacement continues also, so carry your favorite energy bar or other source of extra power.

One more item you may want to remember to bring along is a camera. Why go out of your way to catch the fleeting beauty of fall on your bike without taking some memories home with you? Riding a bike brings you close to nature – closer than most other activities – and you get to see and experience nature in a unique way. A camera will help you ride that ride all over again as often as you want, and you can share it with whomever you want.

This year get out and enjoy that love affair you've been harboring with fall. If your spouse or significant other gets a little jealous, take him or her along for the ride. And don't forget the camera.



Last Month's Survey:

Last month's survey was about frame materials. The question was, "If you could have only one bike which frame material would you choose?"

The choices were:

Aluminum

Steel

Carbon Fiber

Titanium

The results of the survey was a three way tie between steel, carbon fiber, and aluminum. No one voted for titanium.

This month's survey is about food. Of the food you'd carry with you on a long ride, which would be your choice?

To participate in the survey go to:
<http://www.surveymonkey.com/s/KLMJKXN>
 and vote for your favorite. Results will be in next month's issue.

Newbies:

Welcome to new SWCC members who joined in September.



Margaret D'Anieri, Wellington
 Tom Fishburn and Cindy Pesta, Brunswick
 Colleen Linn, LaGrange (welcome back!)
 Ken Sloan and Lisa Shome, Oberlin

More Universal Truths About Cycling

UNIVERSAL TRUTH OF CYCLING #6 NEW BIKE WEATHER

Tonight	Tomorrow	The Day After	The Day After That	Next Week	Following Week	Next Month
50° Low	67° High	57° Low	53° Low	50° Low	60° Low	67° Low

Buy a new bike or thoroughly detail yours and the Gods sense it. They immediately send in three weeks of storms.

And please spare me the "but in Ohio we don't let weather affect us, we're hardcore. We ride anyway."

Not on a new bike that you've been lusting after for years you don't. Not on a bike you've just spent 6 hours of hard labor detailing you don't.

No way you're subjecting that custom steel or carbon-fibery thing to foul weather.

So all you can do is go into the garage at night and stare at it. Maybe polish (again), check the tires and fill the water bottles. Lay out the bike clothes for that first, big ride that'll happen someday...someday.

UNIVERSAL TRUTH OF CYCLING #7



COST + \$500 RULE.

So, been riding long enough that you're gonna build up your own bike, eh? Good for you! Got it all figured out, right? Frame costs this much,

add in wheels, bars, drive train, stem, headset...fun stuff isn't it? Add it all up plus labor and there it is...right?

Wrong. Oh my, so wrong.

Now tack on \$500. Ta da! There you go! That's your total cost.

Why? How do we know? We just do. And before you start calling us names, know that we're not being smug, we're just trying to help you.

UNIVERSAL TRUTH OF CYCLING #8
THERE ARE TWO KINDS OF CYCLISTS.

ONES WHO SAY "HELLO" AND ONES WHO DON'T.

Guess it's pretty obvious which side of this issue we fall on, yeah?

Here's the scenario: You're out on a ride and see a cyclist or few coming toward you. Being a steward of the sport, you greet them as they pass. Sometimes it's a full on "Hello!" Sometimes it's a wave. Sometimes it's just eye-contact and the little lifting of the hand off the bars thing.

Sometimes you get a nice greeting or a wave back. Nice. That small but bonding gesture. Then there are the ones who ice you.

"Hello."

(silence)

Really? And I'm not talking about the times where they may not have heard you. I'm talking about *eye-contact*, multiple greetings and...nothing. Sometimes even a scowly-face.

Working on the middle-east crisis, handling the nuclear power plant crisis in Japan, fighting a

raging forest fire, fixing a problem at the international space station - these are the kinds of situations where dead-seriousness and scowly faces are completely cool.

Understandable. But riding a bicycle on a Sunday afternoon in perfect weather? Nope.

Why should this bother us? Are we that needy? No. And honestly, most times we just let it roll off our backs. But overall, it's about manners. When you think about it, technically, people don't have to say please or thank you. They don't have to smile at one another. They don't have to respect one another's personal space and well-being. But it's what makes life tolerable. It's called civility and it's really, really simple.

Roadies who actively race have the worst track record when it comes to this kind of thing. There are some riders and clubs that have cultivated a culture of acting superior to all others on the road.

Lighten up!

I love and respect our sport too. Members of our club have been doing it at a pretty high level for years. But we do it because it's fun. Period.

And let's break it down – we're both out there putting our next-to-nothing bodies into the mix against multi-ton steel cars on tight roads. Oh, and we're in form-fitting lycra.

In the great food chain out there on the roads we're pretty down there. Seems like we need some solidarity.

So as you pass this little online article, let me be the first to wave and say "Hello."

**UNIVERSAL TRUTH OF CYCLING
#9 OBSTRUCTION SYNCHRONICITY.**

Carl Jung must've been a roadie. There's no other way to explain how he so adequately detailed and summarized the theory of synchronicity.

Here's how it always goes down:

You're riding along, the road to yourself. Up ahead you see flotsam in the bike lane. Hazardous flotsam like shattered glass, nails and destroyed pavement. You have no choice but to swerve into the roadway to avoid it. But at the exact moment you reach said pile of tire-shredding material, here comes a flood of cars that whizz by you, right on your elbow.

Planets align leaving you with nowhere to go.

In the miles leading up to this obstruction you had the road to yourself. And once you pass this obstruction, the road will again be wide open.

But at that exact moment, all comes together.

Jung calls it Synchronicity.

I call it a maddeningly frustrating, perfect storm of cycling and traffic crap!

I like my description better.

**UNIVERSAL TRUTH OF CYCLING #10:
YOU'RE NEVER DONE BUYING BIKES.**

The ideal number of bikes can be expressed in a simple formula: $x + 1 = y$. x = the number of bikes you currently own y = the ideal number of bikes.

Admit it.

"I don't think I'll ever want another bike."

Yep.

"This is it...a custom bike...it's the last bike I'll ever need."

Uh huh.

"Why do I need another bike? I'm happy with the ones I have."

Okay look! Just stop lying to yourself. Stop denying the fact that if I were to march into your house, get on your computer and go to your internet history, besides email, Face book, how to make \$5,000 per week working at home sites, and The Official Rules For Beer Pong I'd find mostly bike sites.

If you're reading this right now, you've got the hots for cycling. And that means there's always another bike out there you want.

There now, doesn't it feel good to come clean?



Halloween is coming



YOU READY??

LAST PAGE



Here's ace bike rider Cecil Yates burning up the track at New York's Madison Square Garden. He's won eight six-day bike races in his brief, blazing career.

Time out . . . for a few winks of sleep, a meal, a quick massaging of weary muscles—and a mighty welcome Camel cigarette. How good it tastes!

WHEN Cecil sprints, the track fairly smokes. But when Cecil smokes, speed's the last thing he wants in his cigarette.

Because cigarettes that burn fast can't help but burn hot. And this fiery excess heat burns away the tobacco's subtle elements of flavor and fragrance. The result is a hot, flat, unsatisfactory smoke.

"Slow-burning cigarettes are cooler,



milder, tastier, and more fragrant"—science and common sense both say so.

And the *slowest*-burning cigarette of the 16 largest-selling brands tested was Camel! (The panel to your right gives details.) A few puffs of a Camel tell you that there's more pleasure per puff . . . and then you find that there are more puffs per pack—an average smoking equivalent of 5 extra smokes!

EXTRA MILDNESS
EXTRA COOLNESS
EXTRA FLAVOR

SPEED'S
MY BUSINESS— BUT
FOR PLEASURE GIVE
ME A **SLOW-BURNING**
CIGARETTE... CAMELS
ARE **MILDER AND**
COOLER

In recent laboratory tests, CAMELS burned 25% slower than the average of the 15 other of the largest-selling brands tested—slower than *any* of them. That means, on the average, a smoking *plus* equal to

**5 EXTRA
SMOKES
PER
PACK!**



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MORE PLEASURE PER PUFF...MORE PUFFS PER PACK!

Camels — *the cigarette of Costlier Tobaccos*