

Rollin'

Newsletter of the Silver Wheels Cycling Club, Inc.

November 2012



Editor's Column

By Larry Best

So there I was, minding my own business as usual when all of a sudden the wind started to howl. Here on the lake where I live, wind speeds reached 50 mph sustained with gusts much higher. I heard some clanging and banging and I knew it wasn't St. Nick so I went out to have a look see. Big pieces of siding were torn off the house. I walked around to the lake side of the house to take some photos and I couldn't stand. The wind literally knocked me down.

Global warming? Armageddon? Earth knocked off its axis? Ed Stewart p.o'd at me again? No, but it might signal the end of the riding season for many of us. I think that's too bad because there's many, many days ahead even in the dead of winter when it's easy and fun to ride. And yes, you can stay perfectly warm if you know how to dress and it won't cost you an arm and a leg. Well...okay, maybe just an arm or part of one.

I'm always surprised when people will go out to ski, hike, and window shop, make snowmen and tour the Christmas lights at Carlisle. But they won't ride.

"Oh! I'd love to ride but the wind, the horrible awful wind, the evil wind. Surely you can't mean I can stay warm when riding in that hurricane called the winter."

Yup, I sure am. In fact on a breezy day when it's 25 F you can get so hot you'll have to take something off. Even your extremities like your fingertips, toes, ears and nose can stay perfectly warm and cozy. When skiing, whether cross country or Downhill you'll also encounter wind.

I hear ya...

*Maybe **YOU'LL** have to take something off, but I'm not even going out to check the mail."*

"Besides it's too dangerous riding in ice and snow."

I never ride in ice or snow. I never ride when there's any kind of precipitation. I only ride if the streets are clear, which is actually most of the time in the winter.

I've got an article later on in this issue about how to dress for the cold and it's almost the same stuff you'd wear to go x country skiing or even downhill skiing or even hiking.



A Ride to Remember

By Evelyn Roob

FIVE-AND-HALF HOURS?

The gauntlet was thrown; the challenge was on but, were they up to the task?

September 9, 2012, 7:10 a.m. – watches synchronized. Could it possibly happen for the second time in two years, perfect conditions? Being September in Ohio, moderate temperatures might be expected, but this was flatland Ohio, Hancock County and the Hancock Horizontal Hundred. To a non-cyclist, just hearing the word “flatland” combined with bicycling sounds like pure joy. Not necessarily so to the experienced cyclist. And, especially when it comes to the HHH, and that particular day in September, prevailing wind can be a ferocious enemy.

Call them what you may: the four musketeers, the four stooges; but they were four brave Silver Wheelers setting out for their personal best record: all for one and one for all. In 2011, two lone wolves had set the pace, doing it in 5:40. **Could it be done in 5:30 or less?**

Game on!

They were experienced cyclists, Silver Wheelers of course; but also, being Silver Wheelers, they were, for lack of a better term, ‘mature’ cyclists. They had all ridden century rides before under varying conditions and knew what to expect. They’d have to function as a team, each man taking his turn leading the pace so that the others could draft behind, conserving energy. So, they set out and became the Silver bullet train.

As luck would have it, the winds were in their favor. It was a spectacular day. With very few stops they figured they could accomplish this journey. Of course, they were unmatched. A solid singular rider from the Hancock County flatland hopped aboard the train for a short time, riding with ease and confidence in his county. However, add a few overpasses and ever-so-slight rises in elevation and the

flatlander soon learned that this train was leaving the station without him. On they forged.

Three-and-a-half hours into the ride, at about the 63-mile mark, and the longest single stretch of road (the Lincoln Highway), they began to think it might be a good time for a break. Low and behold, appearing on the horizon, were two angels of mercy. Of course, this had been part of the plan, but one never knows how those plans could go awry. Not today. This was one perfect day. The angels and the riders converged in a shady location near a tree – comfort break – and refueled with liquids and power bars. After shedding a few layers from the early morning coolness and pausing for a quick photo op, the riders continued on their path.

Wow, this was all going better than any of them could hope for. Then, sometime during the ride, it occurred to each of them separately: what would happen if one of us has a flat tire or other mechanical malfunction? This was not part of the plan, but what if? It had not been discussed beforehand and was not discussed on the road. Would the others sacrifice their time and glory and help their comrade or would the lone rider be sacrificed a la Star Trek: “The needs of the many outweigh the needs of the few, or the one.” Luckily, this was not put to the test. No problems whatsoever. It was the perfect ride; they were going to do it!!!

And, they did

One hundred miles finished in 5 hours and 20 minutes, including stops.

Total riding time 5 hours and 8 minutes.

Average speed approaching warp: 19.98 mph. Phew!



Next year LESS than 5 and more than 20???

The Four Musketeers in alphabetical order for impartiality:

Joel Edmonds, Scott Kapferer, Dan Roob, Gary Schmitt

Angels: LaDean Hutter, and Evelyn Roob

2011 Lone Wolves honorable mention: Dan Roob, Ben Zagorski

Hazards of Sandy

By Ed Stewart

By the time you read this Tropical Storm/Hurricane Sandy will be a thing of the past and most of us will have our power back on, internet enlivened, and water bilged out of yards and roads.

What storms like that leave for us cyclists is a mess on the roads. The biggest problem with riding soon after such a storm is all the debris still on the roads, left after high water and wildly blown leaves. These pose a real hazard for us and the leaves are the biggest problem. Wet, accumulated leaves can be as slick as ice, believe it or not. When riding straight through them, it is less of a concern, but if there is a collection at a turn, you need to be extra cautious about that slippery under layer.

As with collections of sand or gravel or mud, wet leaves need to be negotiated in a turn by reducing the angle of your turn as much as possible. If you can go straight in some areas or ride around the leaves, that is best. But if you are caught in a turn and must go through the leaves, slow down before getting there, using your rear brake mostly so you avoid the possibility of the front wheel grabbing and sliding out from under you.

Riding in the fall is really nice – you get to see all the pretty colors (what little is left now anyway) and the smells of autumn are uniquely musty and sometimes you even get a whiff of leaves burning. Winter is on its way but we can

still get many hours of riding in while the temps stay above freezing.

Winter Riding

By Larry Best

What to wear

I'm 69 & I'll ride if the temp is 20F or warmer & the roads are clear. I'd have no problem riding 50 miles in those conditions without a cold molecule on my body. Here's what I wear and remember I run kind of hot so your mileage may vary. I've also included links to most of the things I wear. To get to their web pages just copy and paste.

From the bottom up I wear Pearl Izumi booties over my regular summer cycling shoes. These are highly wind and water resistant. I have smart wool knee socks but dumb wool works just as well.

Over that I wear Performance Triflex tights. If you can't stay warm in these you should probably be in the emergency room somewhere. Personally I can't bear to wear them when the temperature is 30+

http://www.performancebike.com/bikes/Product_10052_10551_1123482_-1_____

On top I wear a thin, summer weight short sleeved Under Armour T shirt & over that I have a Polar Tec like Sahalie Butter Fleece turtleneck top. When you pick up the top it's incredibly light, but it's very warm, sleeves are quite long and it zips up into a nice snug turtleneck. Its biggest drawback is that it doesn't have pockets.

<http://www.sahalie.com/jump.jsp?itemID=3149&itemType=PRODUCT&path=1%2C2%2C8%2C2196&iProductID=3149>

Over that I wear a Performance rain jacket with pit zips. It's completely wind proof and has very long sleeves and a nice high turtleneck.

http://www.performancebike.com/bikes/Product_10052_10551_1009947_-1_____

I wear a relatively thin balaclava (ski mask) that I bought at Dicks Sporting Goods. I bought a neoprene balaclava thinking it would be really warm. It was. In 20F temp I had to stop & take it off within 5 miles of starting. I was soaked with sweat. The neoprene might be all right if you ride when it's below zero, but warmer than that it's way, way too hot. I need something that breathes. Get one too heavy & your helmet won't fit over it. Another suggestion when buying a balaclava is to get one you can breathe through easily. If it's very cold you can stretch the balaclava over your chin and up to your eyes if needed. That way 100% of your skin will be covered. I bought one that was too tightly woven. I rode 2 miles and was gasping for breath. It took me just a little while to figure out what the problem was. So, how do you know if you can breathe through it? Simple! When you're in the store hold it up to your mouth and try to take several deep breaths.



To keep my hands warm I have a very nice pair of Zero mittens, but I can't wear them if it's 20+F because they're too hot. I was riding with Dan Roob, who doesn't particularly like to ride when it's cold. Dan worked as a carpenter for about 300 years and had to work outside in the winter. He was complaining about his hands being cold so I loaned him my mittens. After a few miles he had to take them off because his hands were too hot. I have no trouble working

any of the controls on the bike while wearing mittens. I usually wear a pair of Grandoe ski gloves which are plenty warm and water proof. I can fit glove liners in them if I need to. Take a look here for gloves at very good prices:

<http://www.sierratradingpost.com/s~mens-gloves-winter/>

When the weather gets "warmer" (30F+) I change the rain jacket with a Performance windbreaker & lighter gloves. In my experience the hardest things to keep warm are the extremities. Keep those comfortable & you'll be fine. Why do I wear Performance stuff & the Sahalie top when there are bicycle specific choices? Two reasons! 1. Bicycle specific stuff tends to be very expensive. I've seen rain jackets for over \$200. I'm a cheapskate. And 2. The expensive stuff doesn't work one bit better. I know-I've tried them.

There are other options like chemical hand and feet warmers, battery powered electric socks and more.

The most common mistake riders make when riding in the winter is to wear too much. Standing in the parking lot waiting for the ride to start you should be pretty chilly. Very shortly after beginning physical exercise, e.g. riding you'll warm up quickly. As your heart beats faster it will pump more blood to your fingers and toes warming them.

Your performance is not going to be as good as it is in the summer. There are a several good reasons for this. Cold air is more dense and therefore harder to move through. Air that's 30 F is 10% more dense than air at 80 F. Ten percent means about 2 gears lower to achieve the same level of work. Your blood vessels contract and won't allow as much blood to flow through as compared to summer preventing your aerobic system from working as efficiently as it does in warmer weather.

Give winter cycling a try even if it's just one ride. Brrrrrrr! Sure it's taking a chance, but it's a very small chance and you might actually have fun. It will also give you bragging rights.

I'll have rides on the calendar probably twice per week during the winter usually at a ** pace. If it's 25+ F and the roads are clear the ride will be on. I hope to see you there instead of torturing yourself in spinning class or in your basement on a trainer.

2012 Membership Survey

By Ed Stewart

Every so often we like to survey our membership to tap into your collective minds as to what we are doing and what we should be doing better or more often or whatever. We did this in 2010 and we're doing it to you again, so here is the 2012 survey. It's a bit like the other so we can compare some responses, but a littledifferent too, as we have changes some stuff.

Here is a link to the survey:

<https://www.surveymonkey.com/s/7HQR2PT>.

You may have to paste this into your browser in order to get the link to connect.

A new treasurer

Silver Wheels Treasurer Swap

At its November 1 meeting the board of directors accepted the resignation of treasurer Kathy Yourkiewicz.

President Ed Stewart appointed Rick Wells as the new treasurer.

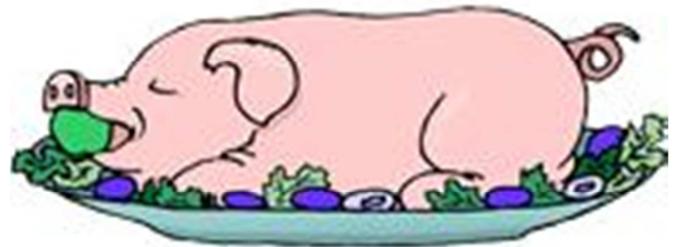
The swap has been in the making for a couple of months after Mrs. Yourkiewicz explained her growing duties with geriatric relatives. As most of you know, caring for aging parents and friends is difficult and time consuming. Kathy and Rick have been working together for a while already and the resignation and appointment were formalities that completed the change.

Kathy has served the club very well over the past number of years, being a staunch steward

of our finances. She left her mark on our procedures. Her dedication and service to the club earned her the club's highest honor last year, the Silver Wheeler award.

Rick Wells is looking forward to the opportunity to serve the club. He will complete the remaining 14 months of the position. He has been very active with club activities since joining and is one of the higher mileage members.

SWCC Annual Banquet



By now you should have received your invitation to the club's annual banquet on Thursday, December 6th. As it has been for the past several years it will be held at Tom's Country Place, 3442 Stoney Ridge Rd., Avon, Ohio. Social time will begin at 6.00 PM and dinner will be at 6:30. Reservations are \$10 per person and must be mailed to:

Cindi Conrad
5400 Pin Oak Circle
Sheffield Village, Ohio 44054

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