

Rollin'

Newsletter of the Silver Wheels Cycling Club, November, 2013



Editor's Column

By Larry Best

So there I was, minding my own business as usual when, all of a sudden I got so busy I was unable to get this newsletter finished and mailed to you. I moved from Lorain to Elyria and that took an immense amount of time. Our house in Lorain was a large, three story colonial with a full basement. Cleaning that out took a long time. I'm now living in Twin Lakes in Elyria. It's proving to be a much more convenient place because it's literally just a few minutes from the places I go. Thanks to Marilyn Torres, Harold Smith, and Dave Hershiser for all their help on getting me situated.

Anyway, the responsibility for putting the newsletter and sending it to you falls solely on me, and I apologize for the lateness of this edition.

The three musketeers, aka the pony riders, Colleen, Wynn and Dan, finished their cross

country trip. They went east to west starting in Georgia and finishing in San Diego a mere 30 days later. Whew? Their stories will be related in a future club meeting.

Speaking of club meetings there are two items on the agenda. The last board meeting of the year will be held at Gander Mountain in the Cobblestone Shopping Center this Thursday. Like all of our meetings everyone is welcome to attend.

The last club meeting of the year will be Thursday, the 21st of November at the Carlisle Visitor's Center. HOLY COW! Even I'm going to be there.

Don't forget the Chili Weiner Ride on November 23rd. Someone erroneously said it was the last ride of the year. HAH! It's the last "official" ride of the year that counts for 2013 mileage. Some of us are actually brave enough

to ride all year. For those who are to chilly I say, "Learn how to dress properly ya wee lassies." It's fun to ride when it's cold.

Another Season Winds Down

By *Ed Stewart*

As I write this it is the second half of October and the sun is shining and the temperature is a balmy 65 with a slight breeze. A nice time for riding. But I also know that very soon much is going to change – the sun sets too early, rises too late, does not heat up the air as much as we would like, the winds will turn brisk and cut through our layers of clothing like a knife through cheesecake. Autumn happens.

Silver Wheelers will still be riding through all of October and most of November too. But our rides may be shorter and the crowds smaller, as the weather claims more bikes to be hidden away until warmer times return. Looking at the Ride Calendar, we see a few regular rides during the weekdays but none in the evening anymore after the clocks are set back. Then all we have left are a few weekend rides and hope the weather permits those as well.

Our "season" officially ends with the **Fall Chili Wiener** ride. That's the way we've always done it. This year the CW is a week earlier (**Saturday, November 23**) than usual because it falls so close to Thanksgiving and our Banquet awarders need extra time to prepare all the crazy certificates we festoon on those who ride often and far. The Chili Wiener



is one of those nice traditions

of the club, as the event opens and closes our regular riding season. When we first began the club we ate outdoors, hovering over the cauldron of chili loaded with smoked sausages, waiting for our turn to dig out a 'dog' and spoon up some soup. There were some times when the CW was really cold but we didn't seem to care all that much because we were doing what we enjoyed the most, with people we enjoyed a lot. And we knew it was the end or the beginning of something special again, always looking forward to the next season.

Our early crowds were only a dozen souls but now the group of season celebrants reaches 30, 40, and even 50. Talk will be of the many great times we've had together this season, and hope will be cast for how much better we anticipate the next one will be.

Even though the "official season" ends with the Chili Wiener, we still will offer rides all winter. These new rides will count toward the 2014 totals. Often we have nice weather in December and later even, nice enough for those who want to ride, can.

It's been another great year for Silver Wheels. Hundreds of rides, well over 100,000 miles ridden, many new members, our total membership cresting 325, almost 50 different ride leaders, new areas explored, new friendships kindled.

As I have always said, this is one heck of a club.



Bob Reichard had been in nursing and hospice care for most of the past year. He was 85.

As is true of so many of our members, Bob was a character - an interesting character. He and his wife Lois had been very active people who enjoyed biking and skiing and traveling the world over. He would talk excitedly for hours about his bike trips to Europe and all over the US. He even mentioned once that he had ridden to the North Pole, but I was never quite sure if that was an accurate memory. But I knew he had ridden in Alaska so maybe...

Bob was unable to join us in the club events over the recent years as his health - mainly his legs - were failing. Still, I'd see him riding around our town on trips to the store or bank or who knows where.

Since we were neighbors, Bob and I saw each other frequently and we would take the time to talk together - he would always ask about Silver Wheels and what sort of trips the club was doing. There never was such a thing as a short conversation with him - Bob could talk.

Bob had a love of cycling that few will ever share. He just loved to ride and made sure he rode as much as possible and planned most of his vacations - all over the world - included plenty of cycling. His last European trip was a Prague to Copenhagen tour, not with a group but one other friend. Another recent trip he took was from Florida back to Elyria. Along the way he met up with a hurricane near the Outer Banks. He described that ride as amazing - he would go along 30 mph and wasn't even pedaling, all sorts of debris flying right by him. Bob Reichard was a unique individual. Too bad most of you never got to meet him.

Factoid:

Compared to driving a car, cycling is 1/2 the risk of death on a per-hour basis. Or 34 times safer (per hour) than motorcycling.

Last Club Meeting of the year. Should be Revealing

Ed Stewart

Our last club meeting for 2013 will be held on **Thursday, November 21 at the Carlisle Visitor Center on Diagonal Road, at 7 p.m.**

Like the program we had in September, this one will feature our members. Part one of the meeting will include a display of sorts by **models showing us how they prepare for riding in the winter.** Yes, we know, most of you don't even want to think of that but it is really a lot nicer than you imagine when you are properly prepared for it. We'll have members showing you what they wear for a variety of conditions and temperature levels, they'll let you know where they bought it and about how much to expect to pay.

With some luck, **Dan Roob, Colleen Linn and Wynn Garber will be back and rested enough to share a few moments about their recent cross country cycling journey** that they did in a spectacular time of just 29 days. Some of us have followed their trek on social media but hearing from them first hand will be a special treat.

And – a week or so later the club's display for the **Holiday Lights** program will be completed. We might still need some help in finishing that project so folks will be kept informed of what our plans are and how they might help.

And – we have the annual **Election of Officers and Directors.** As required by our bylaws we vote in November for our board for the following year. This season some elected members have agreed to stay on for another term and some positions will start their second year of 2-year terms. We will have two positions to fill, the office of Secretary and one Director Position, so they must be voted on.

And – our **Annual Banquet** will be following in just two weeks (**December 5**) so we will hear all about that. Last year we had about 100 members and guests attend and we anticipate that number to be exceeded this year. The banquet is a grand way to close out the social side of the club with recognitions of many achievements by members during the year.

See you at the meeting.

Bites for Bikin'

by Betsy Nestor

This is a quick, very easy to make dessert perfect for the fall gatherings. The main character is of course, pumpkin!

I hope all you have a great Thanksgiving. Enjoy!

1 box yellow cake mix

1 can (15 oz) pumpkin

1 can (12 oz) evaporated milk

3 eggs

1 tsp cinnamon

1/2 tsp salt

1/2 cup chopped pecans

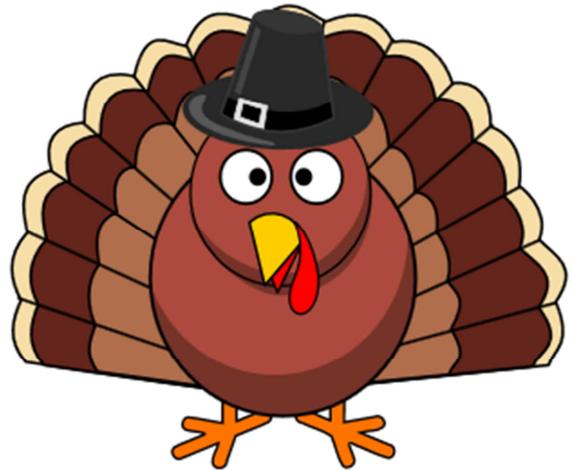
2 sticks melted butter

Preheat oven to 350* Grease bottom of a 9X13 inch pan. Mix by hand in a large bowl the pumpkin, milk, eggs, sugar, cinnamon, & salt. Pour into pan.

Sprinkle dry cake mix evenly over the top of mixture. Sprinkle with pecans and drizzle the melted butter over the top. Bake for 50-55 minutes until golden brown.



In case you've never met her, this is Betsy



Watch Your Nuts

Ed Stewart

This is a fair warning to guys and gals alike in the fall every year. Of course we are not talking about body parts... that would be crude. What we are talking about is to warn riders behind you of the prevalence of nuts fallen from trees, namely oaks, walnuts, and other trees that produce the fruit of their limbs.

The danger in nuts on the road... in addition to the human type... is that they can really throw your front wheel and cause you to crash, much like hitting a sizable stone. Since tree branches often hang over the edge of the road they can drop their nuts onto the road surface and many stay there, posing a hazard to us when we ride by. This is another of many reasons to not hug that road edge when riding.

As with many other hazards, size matters. The larger the size of the nut, the more hazardous it can be. How big is hazardous? When the diameter of the nut approaches the width of your tire, you need to avoid them. Of course a pile of nuts (also referred to as a congress) can be very hazardous.

Trails often have overhanging branches from oaks and other trees and the nuts do not roll away from traffic like they do in a road. So you will find them just about anywhere on the trail.

Fall brings with it the dropping of leaves and fallen leaves can be as hazardous as ice in certain circumstances. When the leaves pile on top of each other they become slippery. And when wet they are even more slippery. The hazard is pretty minimal while you are riding straight but on a turn collections of leaves need to be respected the same as gravel or ice. Corners are notorious for collecting leaves so be watchful.

The way to deal with leaves – or gravel – at a corner is to do some of your turn before you reach the hazard, straighten your angle while in the pile, then continue to turn after leaving the hazard. If you try to turn while in a pile of leaves your front wheel can slide right out from under you and down you go.

It's an interesting coincidence each fall that our roads fill up with nuts and our airwaves fill with politics. For the one we ride around it, for the other we use the mute button.

SHUT UP!

By Larry Best

Those of you who ride with me often know that I don't tolerate any noise from my bike except the tires on the pavement and the soft whizzing of the chain. If I hear anything else I'll try to find and fix it as soon as I get home.

It is fairly common to have unwanted noises on your bike. But ticks and clicks are very hard to find and eliminate sometimes. What seems like it is tied to the pedals may be coming from the seat post, etc.

Here's one that mystified me. I bought a new helmet just before going to Florida to ride for a week in February. We were riding along & I kept hearing this awful creaking sound. I had carbon fiber forks and I thought it might be them; I was afraid of them cracking. I suffered through the whole week with the noise. When I returned home I saw that the city had paved out street. The next day I went for a ride & the creaking was gone as it was in Florida on very smooth roads. The least little bump would start the creaking. I was riding along, saw a car, and turned my head sharply to the left to watch it. I heard the creaking. Then I turned my head to

the right and the creaking started again. It finally dawned on me...it was the Styrofoam like liner in my helmet and had nothing to do with the bike at all.

Sometimes things like temperature and humidity can affect noises as well. Also, things like the front derailleur cage just hitting the crank, loose bottle cage bolts, or the front derailleur cable sticking out and hitting your shoe can seem like they are clicks but really aren't. Another thing to consider is that the frame and components are flexing from pedaling forces, and so you can get a click or creak sound where you think it couldn't be – for example the seat post & clamp can make noise even when you are standing and pedaling due the frame flexing.

Clicks tied to your pedaling can come from the bottom bracket-the short tube that the crank arms and their axle run through. BB (grease all threads in contact with the frame and BB, all metal to metal contact surfaces, and torque to the recommended settings, which can be quite high), the faces of tapered BB axles if they have a little corrosion

- bolt holding the BB cable guide onto the frame (grease threads and make sure the bolt is not touching the BB shell inside the frame)
- crank bolts (grease threads and washers)
- chain ring bolts (take them all out and grease the threads, the faces where they contact the CRs, and the CRs where they contact the crank spider arms)
- a dirty chain, inadequately lubed chain, stiff link in a chain or a burr on one of the "break off" special links used to assemble the chain
- front derailleur clamp (clean and put a light film of grease on the inside of the clamp where it touches the seat tube)
- front derailleur cage hitting crank arm
- the pedals (grease the threads and the shoulders of the axle where it butts against the

crank arm, get some wax, silicone etc. on the cleats, check for play in the bearings, squirt some lube into the guts of the pedal machinery if possible)

- shoes/cleats - loose cleat nut rattling around in the shoe sole, shoe/cleat interface, cleat bolts, cleats touching pedals (wax lube, silicone, or furniture polish)
- seat post and saddle (grease the post, seat post bolts, saddle rails, and add some oil to where the rails go into the saddle body)
- bars and stem (grease the stem where it clamps to steerer or goes into the steerer if quill type, top cap, stem bolts at both ends, handlebar bolt if quill stem, and handlebar where it goes through the stem)
- grease/tighten QRs and where the hub axle contacts the frame
- tighten cassette lock ring, grease cassette hub body and cassette spacers
- grease steerer tube spacers (if thread less)
- replaceable derailleur hangers (remove, clean, grease all parts and threads, reassemble)
- any other bolt (bottle cages, derailleur clamps, derailleur bolts, shift cable casing stops, etc.)
- cables hitting the frame (cable donuts), or shifting in their end ferrules (lube contact points).

Wheels can make noises when pedaling or coasting (check for spoke tension, particularly on the rear non drive side, put a drop of lube where each pair of spokes cross and where each spoke enters the rim and the hub flange, check for loose metal bits or spoke nipples in the body of the rim and cracks in the rim at spoke holes.).

Clicks that happen when you coast can come from:

- computer wheel magnet hitting the pickup
- nuts on threaded Presta valve stems (**throw the nut away**)

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- valve stems hitting/moving against the rim
- wheel reflectors wobbling.

Needless to say, you want to try these things in what seems like the most likely place the noise

is coming from, but there are plenty of stories about "I was sure the noise was in the handlebars but it went away when I tightened up the spokes in the rear wheel," so keep trying different things until you have success.

Keep Going

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LAST PAGE

This is the very latest model from the bicycling industry. It's like nothing else you've ever seen, but I think it shown some promise and I wouldn't be surprised if it caught on. The only problem I can see is that it would be awfully hard to draft it.

