

Rollin'

**Newsletter of the Silver Wheels Cycling Club,
November, 2013**



Editor's Column

So there I was, minding my own business as usual, when all of a sudden I got a call from a relative asking me what I wanted for Christmas. That was a wakeup call. I didn't realize that it's almost Christmas and it's already Hanukkah. All that must have happened when I stopped to pick up that pencil.

The Chili Weiner ride is over and that marks the last day you can accumulate mileage for the 2013 year. Any ride that's on the calendar now counts toward your 2014 total. So for mileage accumulation get out there and get started. Some of us ride year 'round as long as the roads are clear. If you dress properly you can stay nice and toasty. Not only that but you'll be in better shape come spring and will have bragging rights as well.

Our annual banquet will be held Thursday, December 5 at Tom's Country Place on Stoney Ridge Rd. in Avon. Festivities begin at 6:00pm.



There are some informative articles in this edition. One is about gearing which seems to be a mystery to many riders. Hopefully this will clear things up a little. There are a couple of new gadgets that are pretty interesting including an invisible helmet. The bike path has been extended or finished between the Elyria Police Station and the parking lot at Woodford and Gateway Blvd. Our pres., Ed Stuart has some thoughts on this. So stay tuned and keep turning the pages.

Letter to the Editor of the Chronical Telegram by Ed Stewart

I see the new bike path that runs from the police station to the parking lot at Woodford

and Gateway Blvd. has been completed. This is an asphalt side path (more like a wide paved sidewalk) that follows adjacent to streets apparently so bicyclists and pedestrians can get over to the bike trail that starts off of Bullocks Industrial Parkway. It also includes a large bridge at Second St. just west of Water Street.

For bicyclists who are uncomfortable riding their bikes on the street this is a good thing. Hopefully it will encourage more people to choose bicycling instead of automobile travel, which is a healthier and less expensive alternative. Eventually, hopefully in the next few years, that trail will continue on down into Cascade Park and somehow connect with the North Coast Inland Trail at High Meadows Park. When that is complete, trail users will be able to travel from Lorain all the way over to near Toledo. In time that trail system will also connect to Chicago and even Pittsburgh and Washington D.C.

As the trail gets more use, motorists will see bicyclists riding on the paved path but also see some traveling on roads on the same streets. The conundrum presented by bike paths and even bike lanes is that they work well for cyclists who are uncomfortable riding in the streets and prefer the separated system imposed by lanes and side paths, but more experienced cyclists prefer to ride on the streets, sharing the roadway with other vehicles. Riding in the road is quicker and often even safer.

In Ohio, just because a bike lane or side path is present does not require the bicyclist to ride there. This causes a lot of confusion for motorists (and even some law enforcement officers) who do not understand that. Let's hope the new side path created for bicyclists and pedestrians does not in actuality cause more problems for them.



The Invisible Bicycle Helmet

• **By Marc Lindsay | Active.com**

Every once in a while, an invention comes along that changes everything.

While this may not be electricity or the Internet, what it means for cyclists and our everyday lives is nothing short of genius.

Eight years ago, the idea came out of a master's thesis from Anna Haupt and Terese Alstin, who at the time were studying Industrial Design in Sweden. The creation was sparked from the ongoing debate surrounding the proposed law that would require all cyclists to wear a helmet.

The goal of Anna and Terese was to make a product that every person would be happy to wear—those cyclists who don't mind helmets and those who hate wearing them all together.

In a world where cars will win in every accident, nothing will ever be perfect for a cyclist. And while the helmet isn't cheap (\$600), it is proven to be the safest option available for purchase.

A recent study completed by the European insurance company Folksam showed that the Hovding provides three times the amount of shock absorption of any other helmet on the market. Couple this with the fact that you can't actually see or feel it when you're riding, and you've got one of the most creative and innovative designs that's hit the bicycle safety

market in years—maybe ever. How can a helmet be so safe, you say, when you can't even see it? There is an excellent, 1 minute video of how it looks and works on this page:

<http://www.active.com/cycling/Articles/The-Invisible-Bicycle-helmet.htm?cmp=276&memberid=108750308&lyrisid=42533231&email=bikespokin@gmail.com>

The helmet works like an airbag. It's worn as kind of a collar & inflates when the bike reaches a critical angle. Copy and paste the link and watch the video and it will become clear.

So, you think you ride a lot of miles huh? Try this!

Tommy Godwin's 'unbreakable' cycling record



Tommy Godwin cycled the equivalent of three times around the world in a year it has been described as an "unbreakable" record.

In 1939, Tommy Godwin rode 75,065 miles in a single year to set an endurance riding record that some believe will never be beaten. In fact, he kept on going until 14 May 1940, setting the

record for the time taken to ride 100,000 miles.

Born in Stoke-on-Trent in 1912, Godwin would have celebrated his 100th birthday this year. But unfortunately, Godwin's record is now largely forgotten.

The Year Record has fallen out of fashion and is no longer the coveted cycling achievement it used to be.

Imagine spending every day in the saddle for 18 hours, covering over 200 miles, repairing any mechanical failures, picking yourself up after crashes and then riding even further the next day to make up the time lost.

When I tell other cyclists about the record, they simply don't believe it's possible.

The distance is the equivalent of three times around the world in a single year, or riding from John O'Groats to Land's End in England and back every week.

It was all achieved on a heavy steel bike with only four gears. Yet more than 70 years later, the record still stands.

'Beyond the limit'

"It's those statistics that make the record virtually unbreakable," said Dave Barter, an avid cyclist who is writing a book about the Year Record.

"I've gone through his mileage diaries and painstakingly recreated each day's mileage into a spreadsheet."

Sometimes he survived on four hours' sleep and there were probably days when he didn't even bother and just carried on and slept in a field for an hour.



Godwin had to learn how to walk normally again when he finished the challenge

"He pushed it [the record] beyond the limit of any mere mortal."

I worked with a guy who tried it again this year - he lasted about a month and a half. The essence of it is that for a year you have to completely give up your whole life. When I tell other cyclists about the record, they simply don't believe it's possible.

'Butcher's bike'

Godwin's daughter, Barbara Ford, described her father as "hard as nails" but also said that he was really "a big softie" "There was nothing he wouldn't tackle or do, and nothing he wouldn't do to help someone."

"At 14, he used to ride a bike in a pair of shoes he'd borrowed from the lady next door. He'd get on an iron-framed butcher's bike and cycle a road race of 25 miles and win it. He never bragged or told anyone. He was so unassuming and didn't want any fuss.

He once saved a woman from a fire, and after checking she was ok, he simply got on his bike and carried on riding.

All his cups and trophies, he gave away. He didn't need any recognition. When they unveiled a plaque in his honor someone asked me what he would do. I told them he wouldn't show up.

Everyone should have had the privilege of meeting Tommy Godwin, because he was just attempted the record.

I asked him why he did it. "He just said: 'Why not? Why did Mallory climb Everest? Because it's there.'"

"He did it just because he loved cycling so much. Guinness did say that my dad's record would always be safe. They won't accept a challenge because they think it's too dangerous."

'Unimaginable constitution'



Godwin often slept in a field to get some well-earned rest

There are also issues over verification: it would be all too easy for a rider these days to swap a tracking unit with other riders.

Tracking devices did not exist in 1939, so Godwin's mileage was verified by respected figures such as police officers, and posted daily to Cycling - the magazine that originally set up the challenge.

Stoke-on-Trent cycling legend Brian Rourke said: "In theory, the record should be breakable because new road surfaces and modern bikes offer a huge advantage. They can do 500 miles in a day now. But to do over 200 miles, every day for a year, on a three-speed bike made of steel, is basically impossible."

"Nobody could ever match his record. Even if it was broken, the conditions just aren't comparable."

After the feat, Godwin had to learn to walk normally again and uncurl his hands. Yet within weeks, he was serving his country in the RAF.

"I honestly don't know how he did it. His constitution is just unimaginable," said Mr. Rourke.

GEARS BY Larry Best

Gears! OH c'mon, you've heard of them. They're dirty, greasy, make embarrassing marks on your leg, they're sharp and will slice you open like a chainsaw if you're careless and they also cost as much as the gross national product of a third world country when and if you have to replace them. They're also the most complicated thing to figure out on a bicycle. If you've ever stood next to a couple of experienced cyclists talking about gears, you've probably walked away wondering what the hell they were talking about.

Is that your problem, Bunky? Well, never fear. I'm going to try to make them simple to understand. "Try" being the operative word.

First, you need some vocabulary, and yes, there will be quiz later so pay attention.

Let's take a look at your rear wheel. See all those gears? Those are called "cogs" Now take a look at the cranks where your pedals are attached. See those big gears? Those are called "chain rings." If you get them mixed up you'll have to go home and hide under the bed for a week.

OKAY, let's go back to your 7th grade science class. Remember the teacher drawing diagrams on the board and saying stuff like, "When big drives small you get speed but little power." Now then, when small drives big you get power but not much speed.



In the picture above you see that a big chainring is driving a small cog. That will get you a lot of speed but not much power. If you were going downhill or had the wind at your back, this gear would be a good one to use because you can go fast but don't need the power. If you needed power to climb a hill this gear wouldn't work well at all. You'd want to switch to a smaller chainring and a larger cog



The cogs (rear wheel gears) pictured above are very different from each other. The one on the left doesn't have much difference between the small cog and the large one. When you shift gears using the cogs on the left one there won't be a big difference, or jump, between the cogs. This one is made for racing.

The cogs on the right have a very wide range between the smallest cog and the largest cog. This is a wide ratio cog set and is suitable for climbing steep hills or for loaded touring. Using the largest cog will give you a lot of power but not much speed.

On to cranks and chainrings. You do remember what those are don't you? Good! I was just about to release the flying monkeys.

There are two cranks pictured below. One is suitable for heavy touring or climbing steep hills. The other one is for going fast on flat terrain. See if you can guess which is which.

Lots of power-not much speed

Top or bottom?

Lots of speed, not a lot of power

Top or bottom.



Remember that when small drives big you get power. Big driving small equals speed. So if you guessed the top one for power run to the fridge & grab a beer. If you guessed the bottom one for power run to the fridge and eat a raw artichoke.

Some cranks have 3 chain rings although most have two. When you need power you should shift to the largest cog on the rear and the smallest chainring on the front. The top crank is a triple-it has 3 chainrings. Take a look at how small the smallest one is. Lots of power available when you use that one. You might be

able to climb out of the Grand Canyon using that one.

When you need speed, use the biggest chainring on the front and a smaller cog on the rear.

SO...to summarize, remember that

1. big drives small for speed but low power
2. Small drives big for power but slow speeds.

So when you're tooling along on the flat and there's no wind you can use your big chainring on the front and a smaller cog on the back. How small? Depends on how you feel. If your legs are burning up or you're pushing too hard, shift to a larger cog. You've probably got 10 cogs which, of course equates to 10 choices.

Man oh man! Look at that hill coming up. I'm gonna gear down for that one. Shift into a large cog on the rear. Not good enough? Shift to a small chain ring on the front.

Guess what? If you could follow my gibberish you now know almost everything you need to know about gears. Actually there's lots more but you don't NEED to know it. If you liked this write in and tell me and I'll give you a more advanced version. Give me a little time though. I'll need it to make up some more lies.



LAST PAGE



These professional racers use bikes that are so light they seem to disappear under them.