

Rollin'

Newsletter of the Silver Wheels Cycling Club, Inc. September, 2015

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Editor's Column



By Larry Best

So there I was, minding my own business as usual, when all of a sudden I decided that it was no longer possible to ride two wheeled vehicles. These are sometimes known as bicycles in certain circles. Actually it wasn't really all of a sudden either. I knew it

was coming and fought it as hard and as long as I could. I have a neurological disease which effects my balance. So if I intended to keep riding (and I definitely do) something with more than 2 wheels was needed.

Cycling has been and will continue to be a huge part of my life. My social life revolves around it and most of my closest friends are cyclists. To get me to stop riding they'll have to drag me off cleats first. I ain't quittin'.

So bought a trike. Like most of us I researched all I could find on the internet, read reviews, read about personal experiences, watched videos, etc. At the store I asked the nice man for the model that was the lightest, most aero, most race suitable one he had. I ended up with a Catrike 700. I've only ridden it a few miles as of this writing and here are my first impressions.

IT'S HUGE! To haul that thing to rides and back I'll need a flatbed truck. It won't fit through the door to my workshop unless I pick it up & turn it on its' side and even then it takes

up the entire place. The chain looks like it would take up about a third of the bike trail if laid end to end. Everything looks very sturdy & nearly unbreakable. Beauty is in the eye of the beholder, of course, but to my eye, no, you couldn't call it beautiful, graceful, and pretty or any other of those nice adjectives.

Riding it. Here's my analogy. Let's say that I have been driving sports cars for the last 50 years & having a ball. Now they've taken all the sports cars away and have given me a VW Bus. Yeah...well, the hippie busses certainly have their charm & good points...but they ain't no sports cars. I'm positive I'll become more used to the trike & also get faster as my skills on it improve. It's quite different from riding a traditional diamond frame bike. I also need to find out how to take along a forklift with me so I can get out of the blasted thing. I'm a septuagenarian and I'm 6'4. This thing puts my butt 6" from the ground. Getting up from my living room couch suddenly seems like the easiest thing I've ever done.

So look for me out there, I'll be the one with the flag going very slowly.



SWALE
by
Joe Etzler.

Dear Silver
Wheelers,

Eleven silver
Wheelers
completed a
fantastic 586 mile
ride around Lake
Erie yesterday.

The weather was
outstanding.
About 7 days of
light to heavy tail
winds !!!!! 3 days
with no significant
wind and one day
of moderate head
wind. We had 2
hours of light rain
the entire
trip. Plenty of
sunshine with
temperatures
between 65 and
90. It is hard to
imagine any better
luck with the
weather.

We saw many
interesting things
from big cities to
rural country side
and a lot of Lake
Erie. We had a
personal guide
thru Buffalo and 2
relaxing ferry
rides. Some of us
stayed at a few
very interesting
"Ed Stewart"
motels.

There were only 2
flats and no
injuries at
all. WOW!

It was very
heartwarming to
see a large group

of Silver Wheelers waiting for us to land in Sandusky when we arrived from Pelee Island. I know it was a long wait on that hot pier. Many thanks.

Can't possibly describe the trip in an e mail so will probably have a show and tell at a membership meeting.

I wish to thank all who helped with the planning of this ride, especially Ed Stewart who worked many, many hours creating a practical and adventuresome route and then could not go along. I can only imagine how disappointed he must have been.

Gratefully

Joe Etzler

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What's that creaking?

We all ride lots of miles and a silent bike is much more enjoyable to ride than a noisy bike. But we've all experienced it... that

clicking and creaking that pops up out of the blue. Most people will look to the BB first and point the finger there as it seems to make the most sense. But is the noise really coming from the BB?

First it is important to understand that the source of noises on bikes are very hard to pinpoint. Almost all noises sound like they could be coming from the BB. Hence the reason the BB gets blamed. So you install a new BB only to find the noise persists. What now? Here are some common places to check before you decide the BB is at fault.

Clicks are usually caused by a small movement between two parts, usually metal. Creaks are more involved and can be caused by numerous things.

This list is not in any particular order, so you should try each one individually and test ride before moving on to the next possible source.

- Loose chain ring bolts. Make sure to grease and then torque each bolt.
- Loose pedals. Grease the pedal threads and re-install making sure to torque them properly.
- Loose, dirty or worn cleats. Check cleat bolts and replace cleats if worn.
- Loose derailleur hanger. Try some Loctite on the bolts that hold the hanger in place.
- Dirty quick releases. Clean and grease them.
- Dirty dropout. Wipe both front and rear dropouts so they are completely clean. Then apply some grease to all sides of the dropout so that when you clamp down the quick release, the grease is spread in between the dropout and hub.
- Hubs that need to be serviced. Whether just grease or news bearings, hubs should be maintained.
- Chain issues. A stiff link, maybe a dry chain? Clean and grease your chain.

- Seatpost/saddle issues. These are often times easier to identify as they go away when you stand up and pedal, but you should still check for tightness in all bolts and maybe even clean and grease the saddle rails.
- Is your crank arm touching the front derailleur cable? This one gets overlooked all the time.
- It could be your headset. Take it apart and apply lots of grease to all touching parts. Then re-install the headset and stem and torque the bolts to spec.
- Handlebars are known to click and creak due to loose stem bolts. Take the faceplate off, clean it and re-install torquing the bolts to spec. Most clicks here are due to too low of torque on the stem bolts. Make sure you've got them tight enough.
- Loose cable guide under the BB shell. Make sure to tighten the bolt holding the cable guide on. It is a good idea to use some Loctite on the threads of the bolt as road vibration can cause it to loosen.
- Cable housing rubbing against each other. This is more common with older external shift cable Shimano setups and once drove me insane until I realized what it was. This is harder to fix since the housing will always tend to rub each other. An easy fix is to wrap some electrical tape around each piece of housing where they rub each other.
- Cable ferrules. They often times will click because of a slight movement between the ferrule and the metal ferrule holder attached to the frame. An easy fix is to wrap the ferrule with electrical tape (or switch to plastic ferrules, BUT this degrades performance slightly).
- Headset spacers. Many riders use several spacers (two 10mm spacers to make 20mm or a 20mm and a 5mm to make 25mm, etc.) and these can move ever so slightly under load. The fix is to use a one piece spacer cut to the correct height. These are hard to find in anything other than the standard 5mm, 10mm and 20mm heights BUT, fear not as we make carbon headset spacers in 5mm - 50mm in 5mm increments.
- Spokes and nipples! There are several places here to apply some lubricant. The first is the spoke head. It can rub and/or move slightly against the hub causing a click. I like to put a drop of oil or chain lube on each spoke head so that it lubricates this area. The next spot is where the nipple exits the rim. If you look closely, you can see a small gap that could click under load. Again, a drop of oil or chain lube on each nipple so that it drips down into the rim. The third spot is any crossing spokes that touch each other. I like to flex the spokes so they aren't touching, clean them with a shop towel and then add a dab of grease so that when they touch again, they are lubricated and won't make any noises.
- This was sent in by Facebook Fan Gregory R: "I once had a click that came from an over-tightened bottle cage bolt on the seat tube. When I would be out of the saddle powering up a climb or sprint, I (guess I would) cause a slight bit of flex in the seat tube and that in turn would make the cage bolt creak. Weird but true."
- Seat post length. This is a weird one but common. If you are using a longer seat post, one that extends fairly far into the frame, it can flex when riding. This flexing motion can cause a noise as it contacts the inside of the seat tube. The solution for this is to cut the Seatpost shorter or change to a shorter seat post. If cutting, make sure to leave enough post in the frame to follow the manufacturer's minimum insertion length.
- Here is a recent one that just happened to me. My bike had been silent for months and all of a sudden, not 5 minutes into a ride it would click once (and then twice) every pedal stroke, but only when standing. Before getting to

crazy thinking it was something in depth, I asked myself "what has changed since the last ride?". The answer was nothing, other than putting on my front wheel. So, I tightened the front quick release a bit and BAM... noise gone and I can ride in peace and quiet again!!

- Another strange one here. I was having a clicking when climbing. I pulled the BB, greased the threads and bearings and re-installed the crank. The noise went away but came back a few weeks later. So I once again pulled the BB, greased it and the noise went away again... only to come back a few weeks later. So this time when I pulled the BB I looked inside the BB shell on the frame. I noticed some clear coat overspray. I removed that, re-installed the BB and crank and now the bike has been silent for a year.
- Another new one! Check your cassette. I had a clicking, almost pinging noise. Checked the usual places which didn't help, even switched the BB even though I know it's almost never the BB causing the clicking, and still didn't help. Finally I changed cassettes and the clicking went away. This was a Shimano cassette. Shimano cassettes have been known to click recently, so if you have clicking and ride Shimano, check your cassette!

A LITTLE ABOUT BRAKE PADS

By Larry Best

Brakes can do several things. They can save you from accidents. They can cause you to have an accident. They can make ungodly noises. They can wear your rims down so that they're so thin the pressure from the air in the tire and tube will cause the rim to blow out.

I'm not going to discuss disc brakes here. I'll save that for another time.

Brake pads should be changed every one to two years regardless if they're worn out. The ozone and other pollutants from the air will cause the pads to become hard and brittle reducing their effectiveness. Riding in this part of the country it would be very unusual to wear out pads because we just don't use them very much. If you lived in Colorado or Utah it would be a different story.

Brake pads are pretty cheap...maybe \$20 for a set of four which is what you'd need. Here are a couple of options that deal with how and what to buy when replacing them.



The pads above are inserts. There are no metal parts or frames holding them. This is the least expensive way to go, so naturally this is how I buy mine. When you install these a vice is a handy thing to have. The rubber pads are held in place by a metal frame into which the pads slide, and those babies are really in there! I like to clamp the pads in the vise then grab the metal frame with pliers and pull. When the old pads are out the new ones have to go in. This is usually pretty easy. Pay attention here...the new pads will almost always have arrows that indicate which way to install them. The other thing that's more important is the metal holder will have a closed end and an open end. Make very, very, very sure the closed end is installed facing the front of the bike. If you don't do this the first time you use your brakes the pads will slide out of their holders and you'll have no brakes at all.

Another way to buy new pads is to buy the holder and pad already assembled.



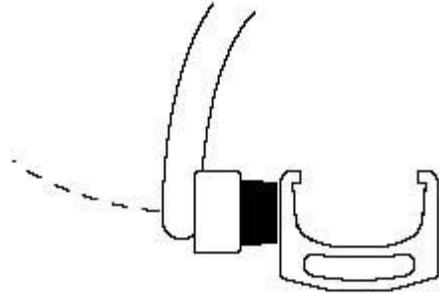
Some brake pads like these below have the bolts permanently attached to the pad.



The last two types are the easiest to install on your bike, but they usually cost more, too.

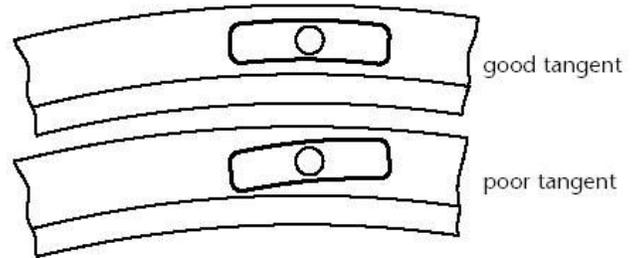
There are a couple of important things to do when actually bolting the pads to your bike. They can be adjusted several ways only one of which is correct.

The first step is to insert the pad into the brake arm slot and tighten it up with your fingers. You can still move the pad around so make sure it contacts the rim fully and doesn't rub

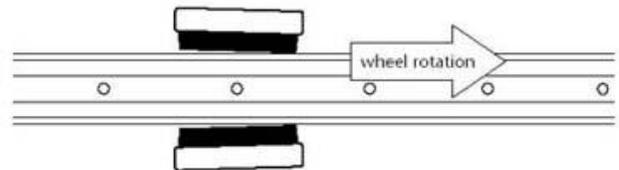


the tire.

Then check the front and rear of the pad to insure they're parallel to the rim.



One more thing. The front edge of the brake pad should touch the rim first. This is called "toe in" and it's important because it gives more braking power and keeps your brakes from squealing. When braking the front of the pad touches first then the rest of the pad squishes against the rim giving maximum power.



Once that's done squeeze your brake lever on the handlebar and tighten the pads with a wrench.

There's a little more, but I'm saving that for another time, probably next month



The Big Blue Ride

Sunday, September 20th

What? A ride to raise awareness of prostate & testicular cancer and to donate money to find a cure.

Why? Because men die of prostate & testicular cancer at about the same rate that women die of breast cancer. People are very aware of breast cancer & we need people to be aware of these two cancers in men that take about the same number of men's lives every year.

Where? The ride will start from the Ace Hardware /CVS parking lot on Rt. 58 in Oberlin, Ohio. The lot is located south of town on the east side of rte. 58. It's just south of McDonalds, 265 S. Main St, Oberlin, Ohio 44074.

Please park as close to the street as possible.

When? Sunday, September 20th, 8:00 am.

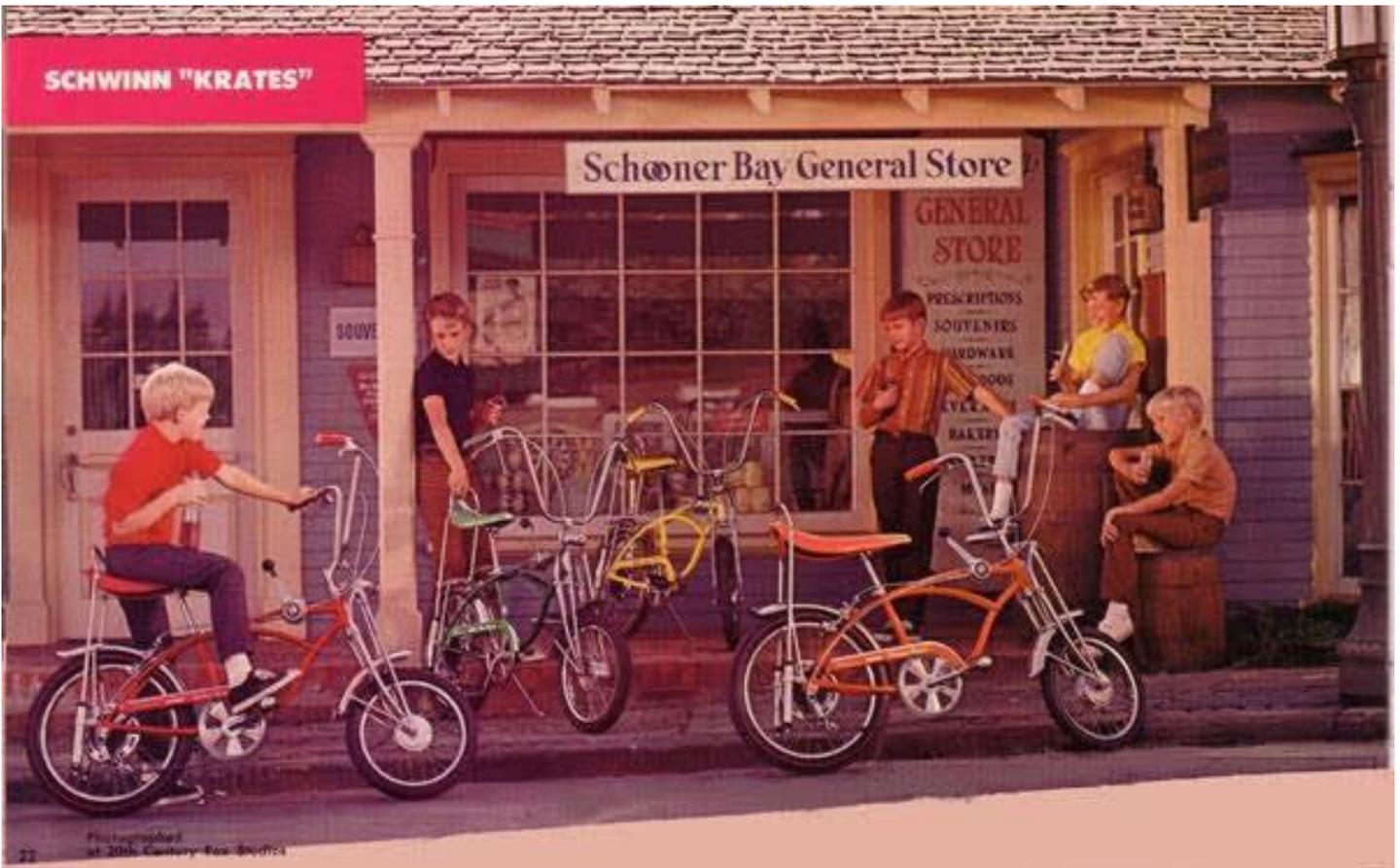
Who? Silver Wheels Cycling Club is sponsoring this event. Contact us with questions at Silverwheelscycling.com or Larry Best at bikespokin@gmail.com or 440-309-6449.

How Much Does it Cost? The ride is free, but there's a discount if you wear blue. We ask that you donate some \$\$ for the cure and awareness of prostate and testicular cancer. Anything you can spare from \$5.00 to \$5,000 would be appreciated. 100%, that means every single cent of donations will go to the Movember Foundation, a charity that promotes men's health in areas of prostate and testicular cancer. Here's their web site: <https://us.movember.com/about/>.

Other Stuff The ride will have 2 routes: a 62 mile route & a 30 mile route. The 30 mile route will be mostly flat, but the 62 mile route will feature a couple of hills. There will be no maps, but both routes will be clearly marked & que sheets will be available. No services, i.e. swag, food, sags, or mechanical help will be available, but both routes will pass stores where food and drinks will be available. There's no need to register in advance for the ride...just show up. **PLEASE** show up & ride & especially encourage women to come as well. We've supported them. I encourage them to support us.

Last Page

Some of you no doubt wonder from time to time just how SWCC got started. It began with a bunch of young punks with nothing better to do than to start a bicycle gang. As the years went by and the young punks became old punks the gang changed the name from Heck's Angels to SWCC. Here are some suspects from the original gang.



From left to right are:

Joe Etzler, Ed Stewart, Bud Ennis, Larry Best, and Bob Gazer

taking a break at what is now McDonald's

