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HOT ENOUGH FOR YA?



**August
Newsletter
2016**

Rollin'

*Newsletter of the Silver
Wheels Cycling Club*



From the Editor

The tenth annual "Dog Days Wine Tour" was a big success. Nearly 400 riders, good weather and a whole bunch of volunteers made for a great event. Speaking of volunteers, there were over 70 helpers that day who completed nearly 150 "jobs". Many had one shift, some had more than one, some spent the whole day helping and some put in multiple days. Whatever you contributed, **THANK YOU!!** Keep in mind that this is our only fundraiser which helps pay for club activities, materials and all the food at our events.

I also want to thank Carl Gonzalez for his informative bike history series. His last segment is in this issue.

Steve

President:

Gary Schmitt

Vice President: *Deb Wailes*
Treasurer: *Betsy Nestor*
Secretary: *Larry Best*
Membership: *Randy Lottman and Emily Townsend*
Website Coordinator: *Tom Weber*
Merchandise: *Cindy Pesta*
Sunshine: *Mary Minter*
Safety Education: *Ed Stewart and Mark Kasmark*
Newsletter Editor: *Steve Osmialowski*
Ride Committee: *LaDean Hutter and Greg Orlowski*
Social Committee: *Sue Wells*
See the club roster for phone numbers/email

Recent Rides & Events:

RIDE THE DOG - July 9



Food stop for hungry cyclists

We had 75 riders take part in our annual "Ride the Dog" event where club members could ride any of the DDWT routes. Temps were in the mid 70's with clouds and a breeze.



There were 14 who completed the challenging Double Dog Dare of 125 miles!



A group of riders took a chance at crossing the new bridge on Hughes Rd one evening. It is about a quarter mile walk and would be very muddy if it had rained!

What is the Old Bike Hanging in my Brother's

Garage?

Part 6 - Grupos, Handlebars, Pedals and Saddles

By Carl Gonzalez

Groups (or grupos as they are known in the lycra circuit) became popular in the eighties when Campagnolo, Shimano, Spidel (Mavic) and Suntour matched mechanical components like hubs, brakes derailleurs, seat posts, bottom brackets, headsets and gave them names like Record, Chorus, Dura Ace, 105, 600EX, Superbe Pro on to sway builders and enthusiasts from hand picking individual components from different manufacturers. The consequences were mixed. Before the advent of grupos, virtually all individual pieces and parts worked well with different manufacturers pieces and parts. The grupos largely killed that because everything became proprietary and it was difficult to make a homogenized mix of foreign parts work together. Dura Ace freewheels didn't work with 105 shift mechanicals and so on. If you knew what you were doing, you might be able to pull it off. If not, you were out of luck. The bicycle industry is like banks and insurance. They need to get bigger and make more money or they die. They need us to get out from underneath older technology that works great, thank you, and buy new stuff so they thrive and they separate you from your hard earned dollars. It would be difficult to imagine being able to ride or service a current day bike in the next twenty years because of calculated, built-in obsolescence by component manufactures and the bicycle industry in general.

Saddles are the same now as they were then. They are all uncomfortable but are so in various degrees. Nothing has changed. Leather saddles were popular then and are making a resurgence today with offerings from Brooks. Saddles today accommodate our ever changing physical nature by offering holes and sleeker designs, but essentially they are all the about the same.

Handlebars back then were steel or aluminum. Be careful riding some of the old stuff as some brands were notorious for failing. This also includes stems. Many stems and bars from that time did not use advanced manufacturing or strong alloys. The end result was a failure and a tumble to the ground. Always examine older handle bars for cracks. It is a good practice to do the same with your modern bike too.

Rat trap pedals were the norm in the seventies. That meant you could ride with either your sneakers or, if you had cages and straps on the pedals, you could use slotted cleat cycling shoes like the pros used. By the mid eighties, Look came out with their clipless pedal that did away with simple pedals and shoes. Soon, everyone gave in and paid a lot more money for pedals and shoes and few have turned back. Off road types and a few dinosaurs like myself have stayed away from the "clipless phenomenon". No need for debate, though. Do what you like.

That should do it for my series on old bikes. There is so much more that I

have not covered. I hope these stories have helped you understand where bicycle design and function have evolved from and help you appreciate the gift of bicycling that we all celebrate. Have fun and pedal on.

Sadly, another local cyclist was struck by a car and killed recently. Silver wheels made a donation in the memory of Mark Snyder, 58 who died of trauma as a result of be hit on Oberlin Road July 18, 2016. The donation went to the Velosano Ride for the Cure.

Don't Learn Safety by **Accident**

By The Education and Safety Committee

The Education and Safety Committee recently launched a new website page called "Don't Learn by Accident". We are using the input from the recent survey to identify the types of accidents our club members have been involved in, or observed, and also to address safety concerns raised by our riders. Our first focus area on bike versus bike accidents was recently added to the new webpage. You can access the content by clicking on the Don't Learn Safety by Accident link box in the lower left-hand corner of the main Silver Wheels page, just below the Sponsor Happenings. Please stop by and check out the information. We hope that our topics will help teach you a little something new that you can add to your "safety multi-tool kit" to enhance your riding experience and those you ride nearby!



Bike Detectors **By Steve Osmialowski**

As we ride our bikes on local roadways, we often get stopped by those pesky traffic lights. Some intersections have detectors embedded in the pavement to sense a vehicle and trigger a green light. I was curious about these after hearing many comments about how they really work. I did some research and found many articles about the subject. Much of the text below is taken directly from these articles but modified where clarification was needed. What I learned is that this technology is pretty much like any metal detector, just bigger! As a treasure hunter that uses a metal detector frequently, I did not realize how similar these sensors were!

Wires are embedded in the pavement to form calibrated loops with a send and receive circuit. There is an electromagnetic field generated within the

and receive circuit there is an electromagnetic field generated within the loop at all times. Any large metallic item that enters the loop will cause a disruption that is sensed by the receiver. If you keep hitting a problematic traffic light that is difficult to change, take the time to examine the area where you're stuck. Look for saw cuts or lines in the pavement showing where the loop was inserted. There are three commonly seen shapes, and the way you position a two-wheeled vehicle over them can affect whether or not it gets detected. If you can't see the outline of the loop (such as if the road was repaved) try both techniques and see which one works.

- **Dipole loop: large rectangle shape - Put both wheels directly on one of the saw cuts at either the right or the left. If you're still not detected, lean slightly towards the center.**
- **Quadrupole loop: 2 large rectangles, like a figure 8 - Place both wheels on the center saw cut, which has two wires and is more sensitive. If the traffic light doesn't change, lean slightly towards one of the outer lines on either side.**
- **Diagonal Quadrupole: Rectangle with multiple angled lines - Designed to sense two-wheeled vehicles more easily. If a bike isn't detected, the sensitivity of the loop might be too low in general.**
- **You will also find round loops cut in the pavement. "Wrap" your bicycle as much as possible around the perimeter of the loop, placing both wheels on the cut. Try to place the biggest metallic piece of your bicycle on top of where the loop intersects w/ another cut that leads to an adjacent loop or to the side of the road to the black box that houses the brain that regulates the lights: this is typically where the strongest field is generated.**
- **Some municipalities add markings on the ground to show where to place the front wheel of your two-wheel vehicle in order to locate it at the most effective spot to trigger the green light. These marks, when they exist, are especially useful when the street has been repaved, and the cuts in the blacktop are no longer visible. Look for a small "T" or a small "X" shape in white paint, usually in the right-wheel track of the lane, right at the intersection (eventually, before any pedestrian crossing.)**

These hints are designed for a single bicycle. If you are with a group, more bikes in the loop will give a bigger signal to help trigger the green. What about carbon frame bikes? There is usually enough metal in the wheels and crank to trip the light. Remember it's not weight or magnetism but the mere presence of metal within the loop.

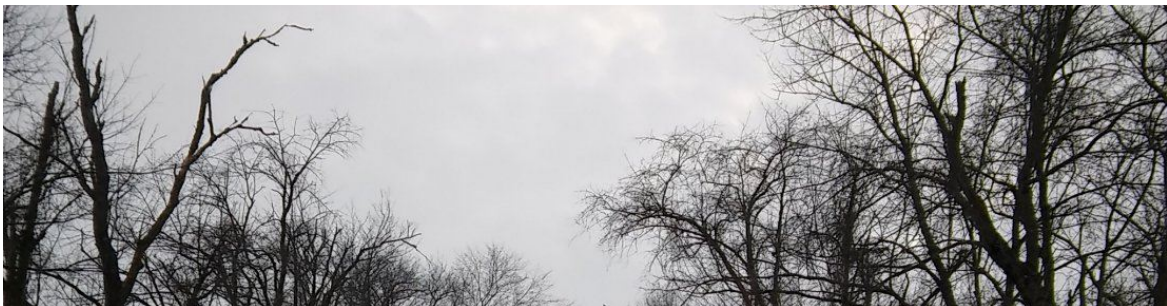
Biking for Jesiah

**SANDUSKY — Team-J has mounted up to pedal across America in support of cancer.
(The Higgenbotham's are Silver Wheels members)**

Three local bicyclists — Nino Turner, Benny Higgenbotham III, Ben Higgenbotham Jr. and Doug Page — will participate in the nearly 3,000-mile bike ride starting in San Diego and finishing at the statehouse in Columbus. Their mission: to bring more awareness of Hydrocephalus and GIST (gastrointestinal stromal tumor), both rare forms of cancer. Sandusky resident Jesiah Page, 12, is the team's main inspiration and a member himself. The squad, called Team-J even named itself after Jesiah. A patient of both hydrocephalus and GIST, Jesiah has already gone through 22 brain surgeries, four spinal surgeries and the removal of a cancerous tumor, resulting in the removal of a portion of his stomach. Regardless of his illness, Jesiah stays active. He participates in cycling — which he does with the members of Team-J whenever he has the chance — swimming, horseback riding and track and field. Jesiah, unable to ride the full distance with his team members, will be joining them for the last 30 miles. "Jesiah wanted to go with the team," Jesiah's mother Bettyna Turner said. "He's still so excited for them. He wants people to know he suffers, but is still normal. That last 30 miles is a victory ride. It's an accomplishment to demonstrate his ability to overcome." The team departed for their cross-country ride in June. It'll likely take a month before arriving back in the Buckeye State. Members said their biggest concerns are dealing with traffic; battling the extreme heat through the desert states with no shade; and struggling to find services and hydration during long stretches of open road. "We might feel some discomfort along the way, but it's nothing compared to what Jesiah and other kids suffering from cancer are going through," said Benny, Team-J's director and Jesiah's grandfather. "Our biggest driving force will just be remembering our focus." Turner is nearly speechless about Team-J's efforts for her son. "I'm elated and honored for their ride," Turner said. "I'm surprised by the magnitude of the ride and their efforts, but I am very proud of Team-J and all of the strength they have offered to Jesiah." For updates and pictures of Team-J's ride, go to their website teamj.us.



OK - I know it's been mighty hot lately. If you need to cool down, here's a reminder of what we will experience in about 4 months!





Thank you Silverwheels members for the gift card after my Surgery at the end of June. It will be greatly enjoyed!!

Joanne Gutacker



Clean Transportation



Car, bike and technology enthusiasts may be interested in the 5th annual "Clean Transportation Cruise-in" taking place Friday, August 19.

The FREE event is from 5-9PM at Edgewater Park in Cleveland. This event will showcase the latest alternate fuel transportation technologies. Pedal power is the main one we all use! You'll see electric vehicles, Segways, compressed natural gas vehicles, hybrids, electric motorcycles and more! Local experts will be on hand to answer your questions too. You can learn all about these innovative technologies while enjoying the park. Live music, games, food trucks and a raffle are included. Proceeds benefit the Earth Day Coalition and promote the U.S. Department of Energy's Clean Cities Program.

Reminder

The September 15th membership meeting will feature a sports nutritionist. If you have any specific questions on the subject, send them to Jan Friswold in advance.

Studies have shown that riding a bicycle every day makes you more awesome than the general population!



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