

CHAINRING

Newsletter of The
GVR Cycling Club

www.gvrcycling.org



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The Club Needs You! GVR Cycling Club Board Openings

The GVR Cycling Club has been off to a good start over the past two years even with the covid crisis. It has been active with in-person and Zoom meetings, established a website and a regular newsletter. These efforts have brought cyclists together through in-person and electronic communication as the sport has rapidly expanded because of and in spite of the covid crisis.

At our annual meeting in November, we must elect new officers for 2022. While the club’s secretary, Joanie Rogucki, has indicated a willingness to stand again for office, we need volunteers to run for President, Vice-President and Treasurer. With a membership of nearly 80 people, we hope there are persons out there who see the club as an important resource for Green Valley cyclists and will be willing to “throw their hat in the ring.” If you would like to volunteer or learn more about the club and officer responsibilities, you can call or e-mail Hank Deutsch, President, 608-498-5619 or hankdeutsch@gmail.com, or Tom Wilsted, Vice-President, 860-214-2822 or tom.wilsted@uconn.edu.

October GVR Cycling Club Meeting

Our first in-person meeting is scheduled for October 19th at 3pm the GVR East center. Dale Brokaw will bring his E-trike and will discuss his personal journey of acquiring the most appropriate cycling equipment over time as his physical needs changed.

He'll also introduce us to the Tucson organization - Spokes Fighting Strokes - <http://spokesfightingstrokes.org/> which helps stroke survivors, through adaptive cycling, get their lives back by regaining strength and ability, hope and freedom.

We are planning for the meeting as either/or/both an in-person and a Zoom meeting. This way we'll be prepared to react quickly if GVR has to close facilities to large groups, and it allows us to include remote members who prefer not to participate in person.

“BACK IN THE SADDLE AGAIN!” by Hank Deutsch, President, GVR Cycling Club

“Back in the saddle again! Out where a friend is a friend...” sung by Gene Autry is the opening of one of most famous western movie and radio songs.

Yep, I am back in the saddle again here in Green Valley where bicycling friends have found new life in their senior years. We are grateful to have returned safely to our hacienda after our five month visit to our former home in Wisconsin. Four days on the road returning here was hard on the aged body.

I look forward to returning to visit where “friends are friends”... sitting in the bicycle saddle and riding along our scenic trails and paths.

Despite our devastating and continuing pandemic, our GVR Cycling Club continues to prosper despite the Covid constraints. Our club has nearly 80 members, an active and highly recognized newsletter, the *ChainRing*, and numerous cycling projects and programs with membership participation.

Soon the cycling club must nominate some new officers for the board of directors at our November annual meeting and election. If you want to consider running for office, call 608-498-5619 or e-mail me hankdeutsch@gmail.com for more information.

We will return to our in-person membership meetings on the third Wednesday of the month beginning in October. Programs will focus on electric bicycles, the Pima County Sheriff Auxiliary Volunteers program on safety and an update on local cycling projects and issues from the Santa Cruz Valley Bicycle Advocates. Also, we hope to formalize our participation with various local youth cycling groups.

Yep, pardners, it is good to be “...Back in the saddle again!”

Hank Deutsch
President
GVR Cycling Club

Local Cycling News

Becoming a Bicycle Advocate

A recent *Bicycling Magazine* article focused on the work of Dillon Osleger, a Californian who has been a strong and long-standing bicycle advocate - https://www.bicycling.com/skills-tips/a36269928/how-to-protect-advocate-for-trails/?source=nl&utm_source=nl_byc&utm_medium=email&date=090521&utm_campaign=nl_24960338&utm_term=AAA%20--%20High%20Minus%20Dormant%20and%2090%20Day%20Non%20Openers%20%28NEW%29
Osleger is the President of the Sage Trail Alliance, a group dedicated to providing access to and

improving cycling trails in central California. With support from sponsors like REI, Patagonia, Rapha and Trek and working relationships with the US Forest Service and a number of non-profits, they are making an impact on the quality and availability of biking trails - <https://sagetrail.org/>. Osleger provides five pieces of good advice on how riders and other volunteers can join and support this effort.

1. Become a volunteer whether that means grabbing a shovel to improve a trail, write letters to local officials or serve on a board of a biking group.
2. Give respect to others using trails whether they be runners or walkers. Share the trails as those using them may be the very people needed to get support for future projects.
3. Learn about where you ride and ride trails responsibly so that you don't damage or leave trash that will affect others following you.
4. Get to know local officials who make decisions about bike lanes and biking trails. Having a personal relationship and the respect of elected and volunteer officials can be a big help when important decisions are being made.
5. Think and be green. Use your bike for daily transportation and on errands and don't think you need new cycling gear before the old has worn out.

OK, you say, all that sounds great but can I really have any impact here in Green Valley? Biking is great here in GV, isn't it?

Here are some thoughts for starters.

If you are a mountain biker, you probably already know about the West Desert, Anza, BAJA Fitness and the new Adamson-Catino Trails. These came about because of the active involvement of volunteers who continue to maintain and expand these and other area trails. If you want to know more about these efforts or help with ongoing maintenance, contact Chuck Hill – chill@newnorth.net.

Also, be aware of where you are riding. If you notice pot holes or large cracks that need repair or sand/debris that needs sweeping, report these to the Green Valley Council on their service request form (<https://gvcouncil.org/service-requests/>). Pima County and Arizona DOT are usually very responsive and will carry out the corrective maintenance.

From a wider perspective, what roads need bike lanes, what roads need surface improvement? Pima County will be spending a significant amount of money over the next several years and the biking community needs to be heard. Those decisions begin with the Green Valley Council Traffic and Arroyos Committee - <https://gvcouncil.org/council-committees/>. Another group making decisions about our roads and bike lanes is the Tucson-Pima County Bicycle Advisory Committee - <https://webcms.pima.gov/cms/one.aspx?portalId=169&pageId=3805>. Again, know what they are doing and let them know when there is an issue of importance. Finally, know who holds the levers of power for our area of Pima County – Steve Christy, District 4 Supervisor - Stevechristy@pima.gov - and the County Administrator, Chuck Huckleberry - chuck.huckleberry@pima.gov.

Finally, you need to know that we have an organized advocate group in the Santa Cruz Valley Bicycle Advocate Committee - <https://scvbac.org/>. Check out their website to see what they are doing. If you have ideas or ways in which you can help, don't hesitate to volunteer. Bicycle advocates are needed, you just need to step up!

El Tour de Tucson is More Than Just Riding

November and El Tour de Tucson will soon be upon us. Congratulations if you have signed up for one of the rides. If you aren't riding, there are lots of other volunteer opportunities available. Riders will be traveling through the Green Valley area and there is one aid station sites where volunteers will be needed. If you are available that day (November 20) and want to help, contact John Yeager, jayeags@gmail.com or 231-946-8378 about how and where you can help. There are lots of other volunteer opportunities beginning three days before the El Tour event. For more information and registration, go to: <http://www.perimeterbicycling.com/join-pbaa/volunteer/>.

Anza Trail

When cyclists hear Anza Trail, they automatically think about mountain biking and their favorite rides. However, the trail was here long before Arizona became part of the United States and the trail itself has major historical significance for Mexico, the United States and Native American People. One of the important annual traditions is a pilgrimage made by people along the trail to the church of Magdalena de Kino where Father Kino, for whom the trail is named, is buried. The National Park Service has supported the creation of a film about this annual pilgrimage in conjunction with the Border Community Alliance. This video will be shown on Thursday, September 23, 2021 at the United Methodist Church in Green Valley. Because of covid restrictions, reservations are required. For more information, go to: <https://bca.app.neoncrm.com/np/clients/bca/eventRegistration.jsp?event=1199&>.



Bike Your Park Day Will Soon Be Upon Us!

If you haven't thought about participating in Bike Your Park Day, put it on your calendar for September 25th - https://www.adventurecycling.org/resources/bike-your-park-day/register-for-bike-your-park-day/?utm_source=byp&utm_medium=email&utm_campaign=20210816-byp-Register-Bike&utm_content=ACA+BIG+LIST. Pick a park and register online with the Adventure Cycling Association. You can ride alone or organize a group. There are already four groups planning to ride in Arizona so perhaps you can organize a ride to represent our club.

BICAS Training Programs

Bicas has fully reopened and is offering a variety of training opportunities throughout the fall. These include Build-a-Bike, Basic Bike Maintenance, Wheel Building and Brake and Gear Clinics. For more information and sign-up, go to: <https://outlook.office.com/mail/inbox/id/AAQkAGU1NDA3NTcxLWMzM2QtNDY3MC1iNWEyLWNiOWQzMjU0MzNjYgAQAKTaOptFGP9DhsSRh7kscb4%3D>.

National and International News

Creating a Quilt Out of a Patchwork of Mountain Bike Trails

Vermont has a variety of mountain biking trails that match different riding skills. However, one needs to travel by car from one to another in order to use them. Mountain biking enthusiasts have banded together to address this problem and create a connected trail that crosses all of Vermont - [https://www.adventurecycling.org/blog/green-mountain-gliding/?ruid=437746&utm_source=bikebits&utm_campaign=20210818 BikeBits&utm_medium=email](https://www.adventurecycling.org/blog/green-mountain-gliding/?ruid=437746&utm_source=bikebits&utm_campaign=20210818%20BikeBits&utm_medium=email). This bottom up effort to create the Velomont Trail over the next seven years will connect riders from Canada to Massachusetts with a mostly single track trail that can be used by riders, runners and walkers.

Afghanistan and Cycling

The news from Afghanistan just keeps getting worse for Afghans. One group that has gotten attention in the past couple of years is the Afghan Women's National Cycling Team. However, with the current takeover by the Taliban, the team members were fearful for their safety. They had taken to burning their cycle clothing and their bikes to hide any connection to what may be seen as incorrect women's behavior - <https://cyclingmagazine.ca/sections/news/afghan-women-cyclists-are-in-hiding-and-under-imminent-threat-from-the-taliban/>. Once the Taliban were in power, they banned all women's sports because a woman's face or body might be uncovered in the course of the sport. On September 6th, the 25 member team was evacuated to the United Arab Emirates https://www.cyclingweekly.com/news/i-was-doing-sports-to-stand-for-human-rights-for-girls-afghanistans-cyclists-watch-as-taliban-outlaws-womens-sport?utm_source=Selligent&utm_medium=email&utm_campaign=09092021_QYC-X_NWL_EO_cwnewsletter&utm_content=09092021_QYC-X_NWL_EO_cwnewsletter+&utm_term=9742678&m_i=bj_bPzSVFIRwHcipJBnFsV5kPaT62aNtMyN8hKXmjuRaXZ01_K3OBAIXs4kMqyc2DxUwgi3Q12Ycfu9WkzH4Ei8GMYS_vjbbby&lrh=4fb39de5d01e0249290c307298262f76b2ba456a98628d11e7e16c4c84f3f1b5&M_BT=47461392561789. Their eventual destination is Canada where they will be received as refugees. Remember them

in your thoughts and be thankful for the freedom we as Americans have to ride where and how we want.

Cycle Racing

World's Oldest Bike Race

The first continuing bike race is run in Belgium from Liege to Bastogne to Liege and began in 1892. It is a one day race of 250 kilometers (150 miles). It was first organized by a local newspaper for amateur riders. 33 riders began the first race with only 17 finishing. Leon Houa, who lived in Liege, won the race in 10 hours 48 minutes for an average speed of 14.3 miles an hour. For more information on this and other historic races go to:

<https://en.wikipedia.org/wiki/Li%C3%A8ge%E2%80%93Bastogne%E2%80%93Li%C3%A8ge>.

Cycling Gear

A Tech Magazine's Take on E-bikes

The latest issue of *Wired* Magazine looks at E-bikes and makes recommendations for the 12 best bikes based on the rider's planned usage - <https://www.wired.com/gallery/best-electric-bikes/>. Some of the cycling categories include affordability and bike types: mountain, folding, commuter, and cargo. The magazine also provide a list of bikes they have tried and do not recommend.

What Are Group Sets?

If you are a cycling techie, you know all about group sets. However, for newer riders, and those who just want to get on their bike and ride, that term may not have much meaning. Group sets are single level of components made by a specific manufacturer (Shimano, SRAM and Campagnolo are the most common) and contain most of the components outside of the bike frame. They include the crank, cassette, derailleurs, rim or disk brakes, brake/shift levers, bottom bracket, chain and sometimes the wheels. The sets are grouped together by function, quality and price and there are different group sets for road and mountain bikes. For example, the entry level Shimano road bike group set is Claris and comes with a triple ring crank and an eight speed cassette and is found on many bikes costing less than \$500 (See illustration below). The Shimano top end is the Dura-Ace with either manual or electronic shifting with an eleven or twelve speed cassette and a double ring crank and is used by many bike racers. The differences between the different levels include lighter weight components as well as better functionality as you move from the least to the most expensive. Buying components separately can range from just over \$300 for Claris to over \$3,000 for Dura-Ace electronic shifting DI-2. If you decide you are in the market for a new bike or want to upgrade your existing ride, you can read more about group sets at: https://www.cyclingweekly.com/group-tests/road-bike-groupsets-buyers-guide-142789?utm_source=Selligent&utm_medium=email&utm_campaign=shimano2021launch_cwnewsletter&utm_content=shimano2021launch_cwnewsletter+&utm_term=9742678&m_i=Za5BTgviv0xeyLsnB7ndazGXP5zRLdN6aT3MLHdatdyTYSW_EaL5OUAvRcObZATrdmtCV676MDvVrm08egTm8lha4ZH6rCZZ1&lrh=4fb39de5d01e0249290c307298262f76b2ba456a98628d11e7e16c4c84f3f1b5&M_BT=47461392561789.

To give you an example, I bought a Giant FRS2 aluminum hybrid bike in 2005. I continued riding it after moving to Green Valley in 2008 but wanted better components. I debated between an equipment upgrade versus a new bike and liked the geometry of the Giant and upgraded to a Shimano Deore mountain bike group set. The same bike was a revelation with better functionality and a loss of 4 pounds of weight. I described it as my \$500 bike with \$1500 of upgrades. It served me well for many years until I succumbed to a Kestrel carbon frame but my Giant is still loved and ridden by my sister's partner. Neither a new bike nor a group set is free so the choice is up to you and your budget/dreams.



Have Bike, Will Travel – Wire S&S Machines - Roseville

Traveling with a bike is a challenge. There are options such as folding bikes but these have limited functionality if you are taking an extended trip. Breaking down your bike and shipping it in a travel case is one option. However, you need to be technically savvy when you reach your destination to reassemble the bike and make adjustments or have the case shipped to a bike shop for assembly. You also need to invest in a case and pay an additional shipping fee as oversize luggage. Enter Steve Smilanick, a cyclist and a machine shop owner in Roseville, California. Planning for a years-ago European cycling trip that only allowed normal size luggage, he designed a coupling device that allowed bike frame separation on the top and down tube that allowed for quick disassembly and reassembly -

https://www.adventurecycling.org/blog/have-couplers-will-travel/?ruid=437746&utm_source=bikebits&utm_campaign=20210818_BikeBits&utm_medium=email. The coupler is inserted into both ends of the frame and the teeth connect and are held together with a threaded collar (see image below).

The first major application was for tandem cycles which made them more portable. One company, Co-motion Cycles, now offers couplers for both its tandem and standard bikes. The coupler works well with both steel, carbon and titanium frames. For a listing of companies offering frames with couplers, go to: <http://sandsmachine.com/>.



Bicycle Health and Safety

How Fast Is Fast?

How fast do you ride? Is a good day's average 12 miles an hour, 16 miles an hour, 14 miles an hour or some other number? Are you at the front of the pack or sometimes lagging behind? The magazine *Biking Ultimate* recently ran an article on bikers' average speeds based on their age - <https://bikingultimate.com/average-cycling-speed-by-age/>. While riding speed of individuals in the same age group can vary, these averages give each one of us a baseline. The article points out that individuals lose strength and power as they age thus affecting their average speed. For example, a 25-30 year old rider may average over 20 mph which a 60-65 year old rider will only average 11.5 mph. It is interesting reading and may make a few of us feel a little bit better about our riding speed. (And, no, they didn't include E-bikes!)

Training Regimen for Seniors

John Hughes, a racing coach, provides some great advice and suggestions about how one can train for racing as well as for reaching riding goals such as "birthday rides", centuries and other challenges - <https://www.roadbikerider.com/anti-aging-training-in-your-50s-60s-and-beyond/>. He provides some good suggestions based on age and on previous levels of activity.

Weak in the Knees

Are you having knee pain regularly? *Bicycling Magazine* recently included an article that provides insights into the various causes of cycling-related knee pain and tips on how to avoid it - <https://www.bicycling.com/training/a20020906/why-do-my-knees-hurt/?source=nl>.

Pulling Up Your Socks

Martin Sigrist in *Road Bike Rider* suggests an exercise to test your balance and hip flexibility: *stand on one leg pulling up the sock on your raised leg*- <https://www.roadbikerider.com/pull-your-socks-up/>. Sounds pretty easy if you are 25 but if you are 75, not so much. He suggests trying this and, if unsuccessful, investigate why you cannot do this task and what steps you need to take to become stronger, more agile and have better balance. Improving your balance, strength and flexibility can all lead to improved cycling.

Getting in Shape for Summer – Use a Sauna?

While our change from winter to summer in Arizona is more gradual than the situations found in colder climates, we might want to learn from their experience. The Canadian National Institute of Health conducted an experiment having both male and female runners use a sauna

after workouts to see if they adapted more quickly to warming outdoor temperatures - <https://runningmagazine.ca/sections/training/hop-in-the-sauna-to-improve-heat-adaptation/>. At the end of three weeks, they found both male and female runners performed better than they had previously in warm weather climates. Our only problem may be finding a sauna in Southern Arizona.

Cycling History

9/11 and the Canary Yellow Schwinn

Sally Jenkins, a *Washington Post* reporter, was driving into her New York office when the Twin Towers were hit on September 11, 2001. She was dispatched to St. Vincent's Hospital downtown but with no taxis or public transportation, she had to run or walk to get there. As no survivors had arrived, she moved from site to site during the day. Getting more and more tired, she came across a bike shop in Greenwich Village that was still open. She asked the sole occupant if they had any rental bikes and he said they were all gone. Having only a \$20 bill she asked if there were any bikes for sale and she would bring the rest of the money in later. He went out to the back of the shop and came back with an old ten speed Schwinn. When she tried to pay, he said just take it. This is the story of the bike and one reporter's 9/11 experience - <https://www.washingtonpost.com/sports/2021/09/11/sally-jenkins-9-11-anniversary-perspective/>. An interesting read!

Interesting Cycling Stories

Pandemic, What Pandemic? Riding/Walking Across America

You would think that the pandemic would have discouraged riders/walkers from making long walks/rides across large swaths of the country. If you thought that, you would be wrong! Perhaps it was the long lock-down or maybe there are still adventurous people who want the challenge of a long ride/walk. If you want to learn more about who they are and why they walk/ride, go to: https://www.csmonitor.com/USA/Society/2021/0813/By-bike-and-by-foot-Americans-discover-their-country-and-themselves?utm_source=bikebits&utm_medium=email&utm_campaign=20210901_BikeBits.

Today's Photos

Two bicycle concept models from Specialized
What the future might look like!





Today's Funny



Courtesy of Bikeyface.Com

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