

# CHAINRING

Newsletter of The  
GVR Cycling Club

[www.gvrcycling.org](http://www.gvrcycling.org)



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**Next Newsletter Deadline: September 12, 2022**

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## Club News

### October 12th, 3:00 p.m., GVR East Center – Time for Our First Club Meeting

Regular monthly meetings are returning to the GVR Cycling Club. We will be meeting on the second Wednesday of each month at 3:00 p.m. at the GVR East Center so block out that time and date from October through April on your calendar. Our October meeting will feature our club treasurer, Neil May. He will describe his riding a double century or 200 miles in one day. However, he hasn’t just ridden one double century but he has ridden over fifty. He was recently honored by the California Triple Crown Hall of Fame for this achievement. While riding a double century seems a pretty distant goal, Neil claims there are quite a few riders in their 70s with a double century under their belt/seat. Come along for an interesting afternoon’s program.

### GVR Cycling Will Soon Have Its Own Riding Apparel Design

Dave Dardano is a new resident of Green Valley as well as a new club member. He hails from Bellingham, WA but will now be spending time at his new home in Green Valley. He jumped right in by volunteering to head up the Club's Apparel Committee. His first assignment is working on a club kit. He is an experienced rider with many sets of cycle clothing as well as opinions about what works and what doesn't. He has suggested working with a friend at HUP, a cycling apparel company - [Website](#). The company offers a wide variety of options and will work with the GVR Cycling logo and create a number of designs at no charge to the club. The designs can also be modified to meet club needs. Jerseys are available in club, race and skin fit and they can be ordered in any combination with no minimum number.

Dave suggests this company would be one option for the club but if members have other suggestions for cycle clothing companies, please let him know. There will be a GVR Cycling Club meeting on November 9<sup>th</sup>. Dave will bring samples of jerseys and bibs to the meeting to show clothing quality as well as potential club designs. If you have ideas or input on the project, contact Dave at [ddardano@gmail.com](mailto:ddardano@gmail.com) or cell 360-325-6849. He would love to have member feedback and if there is lots of input or suggestions, he will set up a Zoom call before the November meeting to discuss ideas. He is looking forward to meeting club members and riding with our groups.

## Local Cycling News

### 2021 ADOT Traffic Injury and Fatalities Report – Not Good News for Cyclists

The Department of Transportation's 2021 Report on Traffic Accidents, Injuries and Fatalities has arrived and there has been a general increase in all categories statewide. The news for cyclists continues to be negative. Statewide there were a total of 1027 bike accidents reported that resulted in 1,005 injuries and 45 deaths - [Website](#). Pima County had 137 crashes, 133 injuries and 7 deaths. Statewide bicycle related deaths increased in 2021 over 2020 by 41% overall with a similar increase in Pima County and the number of deaths has been on an upward trajectory since 2018. Ride carefully, wear bright clothing and have front and rear lights to be as safe as possible.

### El Grupo Receives National Recognition

The League of American Cyclists honors individual cyclists and cycling groups for their efforts to encourage and expand the cycling community. Its 2022 award for the Cycling Club of the Year, one of its highest honors, went to Tucson's El Grupo - [Website](#). It recognized El Grupo for building youth leadership skills, camaraderie and a healthy lifestyle. Congratulations, El Grupo!

## Upcoming Riding Events



The Nogales Classic is scheduled for October 15th - [Website](#) . Rides are 22 to 85 miles long and registration is \$50.00. It is a fun ride and a number of GVR Club members have participated in the past.

Sierra Vista hosts its Sky Island Tour on October 1<sup>st</sup> - [Website](#). Ride lengths are 5, 20, 30, 44, and 62 miles. Following the ride there is art and wine tasting in Veterans' Memorial Park. Registration is \$20-\$70 depending on your ride length and the event supports National Alliance on Mental Illness of Southeastern Arizona.

Sunday, October 30<sup>th</sup> is the date scheduled Tucson's Fall Cyclovia - [Website](#). This free event includes walkers, riders, and runners who come out to celebrate Tucson's public streets. There is a traffic free route through Tucson with events and food booths along the way.

## Tucson – Explorer Bike/Hike Trail Maintenance

A group will be carrying out maintenance on the Explorer Hike/Bike Trail west of Tucson on Saturday, September 17<sup>th</sup>. If interested in helping with this project, go to this [Website](#) for more information.

## National and International News

### A Cyclist and the Queen

Louis Garneau is a known today for his He was a Canadian represented Canada in individuals invited to a in 2002 to celebrate



the dinner he asked her if he could have his picture taken with her. Not knowing royal protocol, he put his arm around her. She was gracious and smiled and only later he learned that you don't touch the Queen unless she touches you first - [Website](#).

Canadian cycling champion and best line of cycling clothing and accessories. junior champion, pursuit champion and the Olympics. He was one of fifty luncheon in Ottawa with Queen Elizabeth the 50<sup>th</sup> Anniversary of her reign. Prior to

### Electric Cars Are Not Necessarily Good News for Cyclists

Everyone has a good word for electric cars – they save energy, they reduce pollution and are quiet. All of those are good attributes but are they good for cyclists - [Website](#)? The answer is not always a yes. First, car companies and the general public are still wedded to SUVs and pick-up trucks. Both of these sit far off the ground and it is difficult to drivers to see walkers and cyclists over the long and high hood. Most of them still have long hoods even though the electric motors driving the car are no longer up front. Rather than making shorter or sloping hoods, car companies are now locating their trunks in the front where the motor used to be. Speed and weight are other issues affecting electric cars and, secondarily, bikes. Although electric engines are lighter than



*Ford Trunk Frunk*

gas powered, the weight of the batteries more than makes up for the weight loss. An electric car hitting a cycle will have the same impact as a gas powered vehicle. Finally, electric cars have not done away with Americans love of fast cars. Many electrics are as fast as or faster than some gas powered sports cars making them less safe. Car companies and the NTSB need to address some of these issues as they are a concern to us as cyclists.

### A Bike Thief Gets His Comeuppance

Austin Butler, the leader of a bike theft ring in Colorado, has pleaded guilty to facilitating organized crime, burglary and motor vehicle theft for stealing over \$1.5 million dollars' worth of bikes in 2019 and 2020 - [Website](#) . He led a gang that stole vehicles and then drove them into bike shops in the Denver and Boulder and then driving away with dozens of high-end bikes. He was sentenced to 16 years in jail. The rest of the gang is scheduled for trial later this year.

### The E-Bike Argument Continues



*Daniel Giffin, a Cancer Patient  
Who Took Up E-Bike Cycling*

Colorado is one of American's great biking hubs. It has a huge number of both paved and mountain bike trails but the advent of the E-bike has raised a number of questions about what areas are open to which riders - [Website](#). Hard surface trails have been less of an issue but mountain biking and other trails are often closed to E-bikes. The fact that there are different levels of electric propulsion has made mountain trail managers leery about opening up trails where bikes might damage the riding surface. The opposite side of the coin is that E-bikes have opened up the sport to many people who couldn't or wouldn't ride without the extra assist. As with all new technology, it will take time to find solutions to those questions that vex us today.

### Motorists versus Cyclists – English Style

Too often we read about drivers targeting bicycles in the USA where deaths occur or road rage erupts between cyclists and drivers. When one thinks about the English, our image is of a soft-spoken and reserved community. That is apparently a fallacy as road rage and drivers targeting bicycles are apparently an equal problem in Great Britain - [Website](#). Riders comment that drivers target cyclists wearing lycra, drive closer to cyclists wearing helmets and often view riders as less than human. There are some interesting parallels with the United States which makes one wonder if the US VERSUS THEM cycling mentality is going international or was always there.

## North Kansas City Tries Dedicated Bike Lanes and It Works



North Kansas City wanted to create a safe downtown corridor for traffic, cyclists and walkers. It created a separate cycling/walking lane at the right side of the road protected by a car parking - [Website](#). The goals of the experiment were increasing riding and walking, slowing traffic down to the speed limit and maintaining or lowering travel time along the corridor. The result of the change was a doubling of the

number of cycle trips through the corridor, speed levels dropped and travel time was not significantly impacted.

## Cycling Gear

### Aero Bikes: What Are They and Which Are The Best Ones?

Serious aerodynamic bike design began in the 1980s as designers sought to reduce the amount of drag as a bicycle pushes through the air. The arrival of carbon as a material for frames, wheels and other components allowed cycle designers to experiment with different shapes in search of the fastest and most aerodynamic cycle. Of course, the cutting edge of aero bikes is mostly found in the racing community where a few seconds here or there can be the difference between winning and losing. While some very strange designs have been seen over the years, UCI, the international body governing cycling racing has established rules. Bikes generally must



reflect bicycling tradition and history so they don't look terribly different from your average road bike. The ability to drop those extra seconds requires significant bike company investment in both manufacturing and in wind tunnel testing. An aero bike may not be the best choice for the average cyclist unless they are a fast rider seeking even faster speeds. If you are looking for a new aero ride,

there are a number of reviews out there - [Website](#). New prices range from \$3,000 to \$14,500 although bargains can sometimes be found at the Pro's Closet - [Website](#).

### Boring White Socks

Do you wish you had socks designed to match your jersey or your helmet. If so, you need look no further than Haftner your design or help create even do aero design socks quantities.



“cool” socks that no one else wore or do you want your jersey or your helmet. If so, you need look no further than Haftner your design or help create even do aero design socks quantities. They and they will do a single pair of socks or larger

## Cracked Carbon Frame – What to Do

If you have a bike with a carbon frame you are always concerned about treating it carefully as a fall or drop can result in a cracked frame. Even a small break in the finish can result in worry. I found several of these on my bike and took them to the LBS. I was told that no, it wasn't a crack but to put some clear nail polish on to protect the finish from further damage. However,



what if it had been a crack – would it mean a new frame or shipping the frame to a repair specialist? Jim Langley at *Road Bike Rider* had exactly that problem. However, he searched the internet and found Predator Cycling's Carbon Repair Kit - [Website](#). Although it initially sounded somewhat complicated, he decided to invest in a \$99.95 kit. He describes the process as simpler than it sounds and it took two hours of work and twenty-four hours to dry. After several rides, his repair seems a success - [Website](#).

## Bicycle Group Sets



Bicycle costs break down into three major components: the frame, the wheels and the other components that provide for driving, shifting and stopping. When buying a bike, the components may be all from the same manufacturer or a mixture from a variety of companies – Shimano, SRAM, Suntour, Campagnolo, etc. If you are buying a more expensive road or gravel bike, it may come with a matched set of

components from a single manufacturer called a group set - [Website](#). Manufacturers have a variety of group sets that range from less expensive to those used mostly by competitive racers. Prices will reflect group set quality, weight and functionality. If you want to lower your bike weight or improve your shifting or braking, have a look at what different manufacturers offer and what your budget will allow.

## Another Take on Nighttime Reflective Gear

While vests are the most other options. A recent article socks, helmet covers, spoke addition to or to replace a



common reflective gear worn by cyclists, there are in *Bicycling Magazine* offered options including covers and arm and ankle bands. These could be in vest - [Website](#).

## Carbon Bikes and Bike Stands



Carbon bike materials have a deserved reputation as being more fragile than steel, aluminum or titanium frames and parts. The material does deteriorate over time and should not be handled roughly or incorrectly. If you are a carbon bike owner and do your own repair, you might want to invest in a bike stand that is designed for carbon frames - [Website](#). If you already own a repair stand and your seat post is not carbon you can still clamp your seat post without worry. If you have an all-carbon bike model, a bike stand designed for carbon is the way to go.

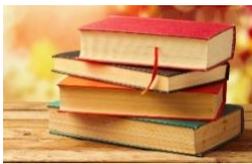
## Bicycle Health and Safety

### Beginning Cyclists - Eating While Riding



If you are new to riding longer distances, have you eaten enough beforehand or are you eating enough once the ride begins. Should you be eating energy bars or energy gels? What about sports drinks? Coach John Hughes provides an answer in one of his columns that appears in *Road Bike Rider* - [Website](#). His quick answer is adding 25-60 grams of carbs for every riding hour. That amounts to 100 to 240 calories in whatever type of carb you are eating. Aren't you glad you asked?

### Reading in Bed Makes You a Better Cyclist



What has reading in bed got to do with riding? Here is the scoop!

Reading in bed with a real book has been shown to lower stress by 68% and help you to sleep better - [Website](#). Those who sleep better are more relaxed and are more enthusiastic about both work and play .i.e. biking. Sooo, get in bed with a good book!

## Cycle Racing

### The Greatest Cyclists

Who are/were the greatest cyclists? Much of one's choices depends upon that person's viewpoint. It also depends on what you mean by the greatest – just those you can remember or those who go back through all of racing's history. *Cycling Tips* recently put together a listing of their "greatest cyclists" - [Website](#). How many names do you recognize and do you agree with the list?

## Cycling History

### Head Tube Badges: Remember Them?

When you were a kid did your bicycle have a head tube badge with the bike company name or logo? When we were growing up the ability of companies to do extensive bike decoration was limited and a head tube badge allowed a company to design and add a name/logo to every bike coming out of their factory. At the height of the new safety bike era, c.1900, there were companies that specialized in making badges for bicycle manufacturers and many of the badges now might be considered works of art - [Website](#). If your riding isn't satisfying enough, perhaps you might want to begin collecting head tube badges. There are reproductions as well as originals out there. Just put vintage bicycle head tube badges in your search box and you'll be surprised at what you find.



## Interesting Cycling Stories

### Does That Bike Feel a Little Heavy?



A Canadian group at called Epic Cycling at *Play to DIY* decided to create a bike made almost entirely out of concrete. But not just any bike but one you can actually ride. It took two months to complete the project and its weight came in at just under 135 kilograms (300 pounds). The bike is fully functional with a concrete frame, wheels, pedals, crank, seat and handlebars. A fascinating video of the process can be found at: [Website](#). Why they did it is not clear to this editor and who would want to ride a 300 pound bike is also not clear.

### A Chimp on a Bike



Chichi the chimp escaped from Ukraine's Kharkiv Zoo and spent hours roaming the streets - [Website](#). When zookeepers finally caught up with her in a local park, they gave her a cuddle and returned her to the zoo riding a zookeeper's bike.

### Can Artificial Intelligence Do Everything?



[Cycling Tips Magazine](#) recently conducted an experiment using artificial intelligence. It provided an AI system with a variety of bicycle photographs and asked it to create some images using some key words - [Webpage](#). The resulting images were interesting to say the least. I don't think it's time yet to turn over bicycle design to AI.

## Today's Cycling Quotation

You do not need a therapist if you own a bicycle!

Dan Aykroyd

## Today' Photograph



Cyclists Riding Among the Sunflowers. Note – Photo created Using Artificial Intelligence

## Today's Funny

Memorable Moments in Cycling History

### The Titanic

The beginning of the decline of cycling may have begun with the first great disaster, the loss of the Titanic on April 15, 1912.

Before the Titanic was launched, many had predicted that a bicycle could not be built that large. The Titanic Bike was almost 900 feet long, with deck stacked on deck of crew and passengers and cycles, and with two massive spoked wheels that were almost 120 feet in diameter and driven by crew pedaling at the bottom of the giant bike. Critics contended that the strains of the deep sea roads would cause stresses and cracks that would lead to the destruction of the giant bicycle.

Nonetheless, when the Titanic began its maiden run between Southampton and New York City, the bike was fully loaded, and the passengers were in a festive mood. For the first part of the journey, there were no problems whatsoever, and even the most apprehensive were lulled into calmness or even joyous festivity in spite of the dangers of the sea road.

However, while in the vicinity of Newfoundland, a critical mistake was made when warnings of ice in the sea lanes were ignored. Not long after, as the Titanic was just beginning to descend a particularly steep grade in a heavy fog, cries of "ice" were heard. Indeed, the whole lane was coated with a slippery sheet of ice, making effective braking or control impossible. Evidently, the cold weather had created an

ice-storm-like conditions. As the Titanic began its wild descent to the bottom of the icy hill, most aboard did not realize their grave danger until their final moments.

On the heaving decks, a frantic effort began to get at least some of the passengers to safety. In case of such a catastrophe as was now occurring, tandem five-seater safety bikes had been mounted on hoists to allow the passengers to escape. However, so confident of the safety of the Titanic were its builders that there were not enough safety bicycles for the passengers on the upper decks, let alone the teeming masses in the lower stowage or the laborers on the lowest decks, who continued to pedal to the very end unaware of their impending doom. In addition, the loading was carried out so frantically that often bikes were lowered to the pavement with more or less than five riders, with people sitting backwards on their seats, or even with children or no one in the steerer's position. Frequently, too, the tandems were dropped rather than lowered to the icy pavement. And even when the bikes were properly crewed and lowered, their riders still faced a steep and icy road and nearly pitch black darkness (no thought had been given to providing lights). The very last people who left the pitching giant bicycle noted that the band was still playing. Immediately afterwards, the giant bicycle frame broke from the heavy stress, and the Titanic crashed at the bottom of the hill, leaving few survivors.

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