

HELENA BICYCLE CLUB

helenabicycleclub.org

HBC MARCH 2014 NEWSLETTER

Next Meeting:
March 25,
2014
7 pm

Mark & Dee Dee Cress (with friends):
Planning & Riding a Self-Supported Tour Across America

Montana Wild Center
2668 Broadwater Ave. (south end of Spring Meadow Lake)

March Meeting:

Self-supported, Cross Country

Mark & Dee Dee Cress (and friends)

Mark and Dee Dee in Manitowoc, Wisconsin, preparing to board the Lake Michigan ferry S.S. Badger



Mark & Dee Dee Cress: Planning & Riding a Self-Supported Tour Across America

During the summer of 2013, HBC members Mark and Dee Dee Cress rode their bicycles from Oregon's Pacific coast, to Maine's Atlantic shoreline. Mark and Dee Dee cycled as far as Michigan with HBC members Bruce and Sue Newell, then after an accident, Mark and Dee Dee continued on their own.

Along with Mark and Dee Dee's account of their crossing, Bruce Newell will describe some of the tools and the planning processes used to identify their chosen route. (See Tour Planning Tools, page 2)

Amended HBC By-Laws Adopted

Following October 2013's amendment to HBC's By-Laws, the club voted at its February 25, 2014 meeting to further amend its By-Laws, predominantly in response to other bicycle clubs' best practices, discovered as part of the club's pursuit of federal 501(c)(3) tax-exempt status.

Our amended By-Laws are available in full on the club website, but here are highlights of February's amendments:

Purpose—We clearly state that HBC's purposes are charitable and educational; we all knew this, but our By-Laws didn't say it.

Director conflict of interest—Substance and procedures were added to existing language.

Trustee's By-Law amendment—This was a housekeeping item to correct a mistake in our October '13 By-Laws. A sentence, which spoke to the ability of the Board to directly amend the By-Laws, was stricken.

Our educational purpose—Was further emphasized.

HBC earnings—Were prohibited from benefiting any member.

HBC's non-political purpose—Was affirmed.

HBC's allowable activities—Were more clearly defined, consistent with our non-profit, charitable, educational purposes.

Dissolution—In the unlikely event HBC would ever cease to be, HBC's assets were explicitly directed to flow to a similar organization.

A Tire-some Article: How Does *Your* Bike Roll?

Pedaling along on our bicycles, we all fight *gravity*, *friction*, and *rolling resistance*. While we can't outwit gravity, there are things we can do to wrestle friction and rolling resistance into a draw.

By keeping us glued to this blue planet, *gravity* is our friend. For cyclists, however, often it's often the root of our struggles. When we cycle uphill we struggle against gravity, which unsympathetically tries to drag us kicking and screaming backwards down the hill. Everything that revolves on our bikes, by acting as a lever, has to be lifted (by a combination of your bike's momentum and your hard work), through half of its rotation. Tires and wheels are the worst offenders, as their rotating mass is a long way from their fulcrum.

Friction is a speed killer as well. As we pedal along the air tugs at us; at 13 mph air resistance is the biggest force resisting our forward motion. All of our bike's moving parts rub against each other, especially a poorly-lubed chain, but these frictional losses are small compared to the wind, either nature's own or that created by our forward rush.

There's good news. We can reduce our bike's *rolling resistance* by paying attention to our tires. According to the German tire manufacturer Schwalbe, "...tire pressure, tire diameter, tire construction, tire tread ... all have an effect on rolling resistance." In general, smooth treads roll more easily than do knobbies, and the more flexible your bike tires construction, the easier you'll roll. The key, according to Schwalbe, is to reduce the amount your tires deform as they roll along, since going out of and returning to round is what makes your tires slow. http://www.schwalbetires.com/tech_info/rolling_resistance

Jan Heine, accomplished endurance cyclist and editor of *Bicycle Quarterly*, has tested different tires' effect on performance. He suggests that tire resistance is a bigger drag than most cyclists' think. Heine has measured some tires rolling as much as 20% easier than do other, similar tires. Aside from the weight penalty of bigger tires', (mostly paid when accelerating or sprinting uphill), Heine thinks that for most of us, on paved or gravel roads, wide tires, if inflated correctly, roll faster. <http://janheine.wordpress.com/2014/01/05/wide-and-fast-tires/>

"Inflating your tires to achieve 15% tire drop [how much your tire flattens along the ground] will optimize your bicycle's performance, comfort and handling. Our tests of tire resistance have shown that tire resistance is high at very low pressures. As pressures increase, tires roll faster, but the performance levels off at a certain pressure. Beyond this point, higher inflation brings only negligible performance improvements." <http://www.bikequarterly.com/images/BQTireDrop.pdf>

Heine's argument has to do with comfort, vibratory losses, and tire deformation losses. I recommend both his and Schwalbe's articles for your further study. In the end,

Heine recommends a relatively big, flexible, properly inflated tires (Heine, like many randonneurs, rides very long days on 40+mm tires). <http://janheine.wordpress.com/2012/06/13/bicycle-quarterly-performance-of-tires/>

You can't beat gravity so it's probably best to make your peace with hills. Keep your bike's bearings and chain properly lubed and adjusted, but don't think that a pair of \$10,000 gold-plated Unobtainium hubs are necessarily going to roll any faster than would a more moderately priced pair.

In summary: What you can and should do is buy quality tires and keep them properly inflated. Don't dismiss the idea of riding on a little wider tire than you're currently using (unless your tires are already as wide as your bike will accept). Last but not least, buy a good tire pump and an accurate tire pressure gauge, and using Heine's chart for 'Optimizing Your Tire Pressure for Your Weight' (linked above), keep your tires properly inflated. Ride well. BN

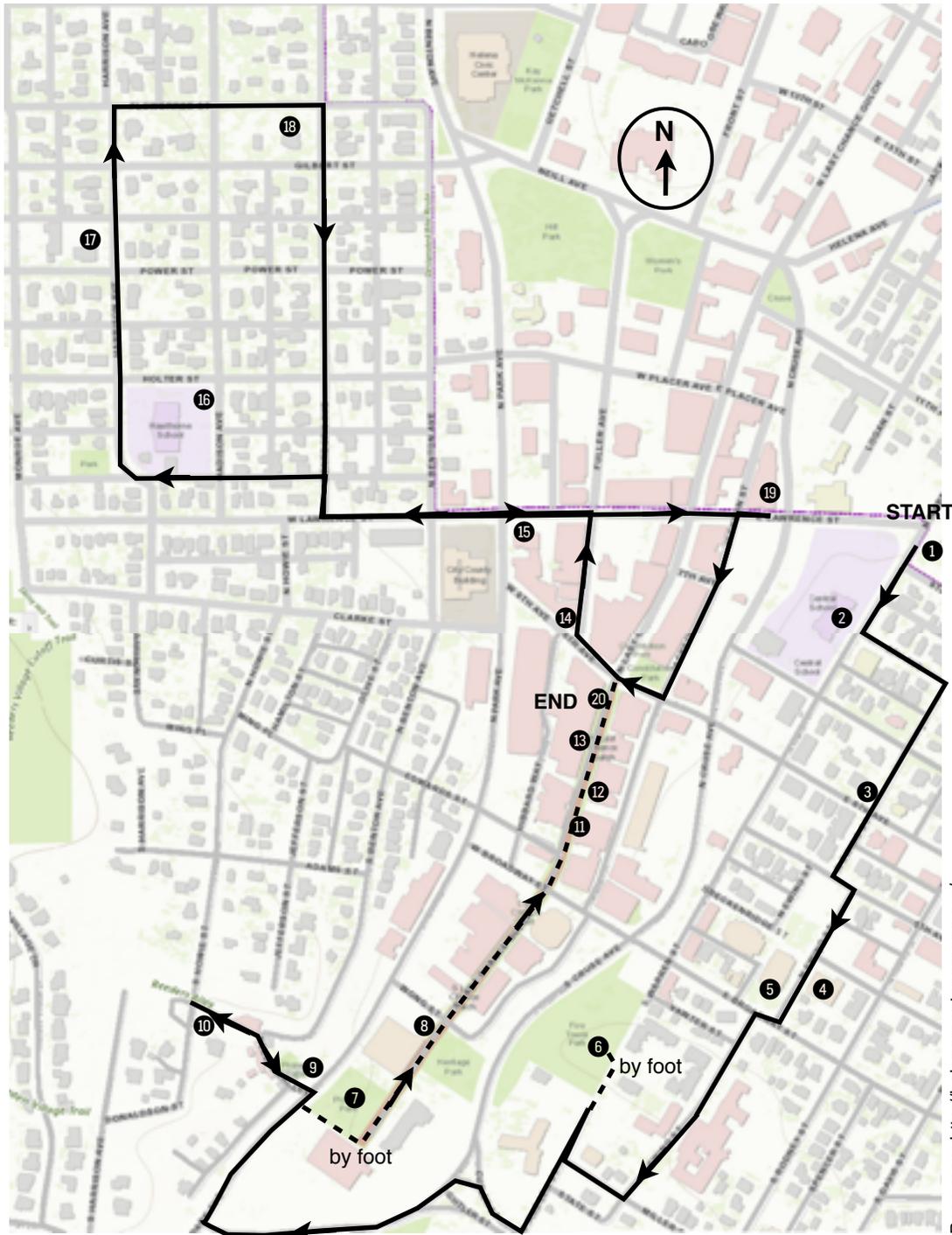
Tour Planning Tools (See Planning & Riding, p.1)

Planning tools to aid in ordering touring's daily cycle: Eat, Sleep, & Ride!	Routes	Water & Food	Shelter
AAA, state (great county maps, travel and camping guides), or App	x	x	x
Adventure Cycling Maps	x	x	x
Army Corp of Engineers			x
Bookstores, local and online	x		
Bureau of Land Management			x
Bureau of Recreation			x
Fairgrounds or Rodeo Grounds, County or City			x
Cycling Organizations, City or State	x		
City Parks			x
Chamber of Commerces		x	x
County Parks Departments			x
Crazy Guy on a Bike	x	x	x
GoogleMaps, Streetview, or App	x	x	x
Local Bike Shops	x	x	x
Libraries, WorldCat	x		
OhRanger.com or App			x
Public Utility Parks			x
Ride With GPS or App	x		
Search Engines (Google, Bing)	x	x	x
State Departments of Highways, Parks, or Natural Resources	x	x	x
State Travel Sites	x	x	x
TripAdvisor.com or App		x	x
UrbanSpoon App		x	
US Forest Service			x
US National Parks			x
Warmshowers.com			X

TWENTY GREAT HISTORIC HELENA BUILDINGS BY FOOT & BICYCLE

An Easy Spring Warmup — HBC Great Rides, March 2014

Please read: You are responsible for your own safety, so please ride safely. Wear a helmet, be visible and ride predictably. Control your speed on descents. This ride includes rough road surfaces, and you will be exposed to varying amounts of traffic and potentially dangerous weather. Portions of this ride are remote, where timely help may be unavailable. Conditions change due to alternations in routes, uncertain weather, changes in traffic, deteriorated road surfaces, construction activities, and other hazards or inconveniences too numerous to foretell or specify. These directions and this map, like all maps and directions, may become outdated and inaccurate without warning. The Helena Bicycle Club (HBC), its officers, volunteers, or contributors of these rides, trip leaders, and others associated with this bicycle ride description and map cannot be held responsible for the conditions of this route, or for any aspect of your ride. HBC is not responsible for any injuries or damages sustained or occurring while riding this route.



Base map: <http://helenamontanamaps.org/>
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| 1. Cathedral of Saint Helena (1924), 530 N. Ewing | 7. Anchor Park, "All of the Above, None of the Above" sculpture (2006) | immune to fire, cavort on facade) | 17. Thomas Power Mansion (1891), 600 Harrison |
| 2. Central School (1876), 402 N. Warren | 8. Broadwater's Buffalo (c. 1890) at L&C Library | 12. First National Bank (Securities Bldg) and the Bullwhacker, 101 Last Chance Gulch | 18. Tatum-Young House (c. 1880), 529 Floweree Street |
| 3. Original Governor's Mansion (1888), 304 North Ewing | 9. Pioneer Cabin (c.1864) (oldest house) and Caretakers House (1875) | 13. Lalonde Building (1929), The Parrot Confectionery | 19. Montana Powder and Equipment Bldg, Holter Museum, 12 E. Lawrence |
| 4. Lewis & Clark County Jail (1890), Myrna Loy Center, 15 N. Ewing | 10. Reeder's Alley and Morelli Bridge (oldest timber bridge in Montana) (c.1893) | 14. Montana Club (1905), 24 W 6th Ave | 20. Power Block (1889), and next door, Big Dipper Ice Cream, 58 N Last Chance Gulch St |
| 5. Lewis & Clark County Courthouse (c.1880), 228 Broadway | 11. Atlas Block (1889) (mythical salamanders, | 15. First Unitarian Church (Grandstreet Theatre) (1901), 325 N. Park | |
| 6. Fire Tower (1874) | | 16. Hawthorne School (1921), 416 Madison | |

HBC Great Rides, March 2014

Twenty Great Historic Helena Buildings by Foot & Bicycle

Link: <http://ridewithgps.com/routes/4122122>

Length: 3.6 miles

Cumulative elevation gained and lost: 350 +/- feet

Begins: Cathedral of St. Helena

Ends: Big Dipper Ice Cream

Difficulty: Easy; watch for traffic

Cautions: Walk to the Fire Tower, walk Last Chance Gulch

Narrative: While 20 buildings are highlighted, you'll see dozens, if not hundreds of interesting structures in this short loop. This tour would be fun with kids, with out-of-town guests, or just as an easy spring warmup.

Tour Resources: The following will add to your enjoyment as you go from site to site:

- Ellen Baumler's book "Historic Helena Walking Tours"; available at the L&C Library or for purchase
- Helena Walking Tours App <http://www.helenamt.com/helena-walking-app.php>
- Walking Tours: Courthouse Square & Central Neighborhood, West Side, Historic Last Chance Gulch, West Side — <http://tinyurl.com/kxc5fox>
- Helena Historic District Contributing Properties — <http://tinyurl.com/lth8huz>

Upcoming Events

March 25, 7 p.m.

Mark & Dee Dee Cress:

HBC March meeting—Planning & Riding a Self-Supported Tour Across America (see page 1)

March 27th – 29th

2nd Annual Montana Bike Walk Summit
Billings Hotel in Billings, Montana
Learn how to work with others to improve bicycling and walking in Montana.
<http://www.bikewalkmontana.org/bike-walk-summit-2014/>

April 22, 2014

Jason Karp will speak about the randonneuring at our April meeting. Randonneuring is long-distance (200k and longer) unsupported endurance cycling. Self-sufficiency and friendly camaraderie, not competition, are hallmarks of randonneuring.

Helena Bicycle Club

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HBC 2014 Board

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Don Harris, Double Divide Ride

Wayne Chamberlin, Double Divide Ride