CBTC NEWSLETTER

Official Publication of the Coastal Bicycle Touring Club, Savannah GA

www.cbtc.org

CBTC Meeting

Members agreed to schedule four general memberships per year. The next meeting will be 3Q22 (July-Aug-Sept)

2022 Board of Directors

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Kim Turner
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2022 Committee Chairs

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Merchandise: John Arney
johnarney@gmail.com
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Fairwell Steve

Steve Bolton, honorary CBTC member, avid rider and oh-by-the-way, the person who, as Garrison Commander, Hunter Army Air Field, provided support to allow club riders to ride the great roads on the base, is departing. LTC Stephan R. Bolton relinquishes command on 29 August, and will PCS (Permanent Change of Station) to Ft. Leavenworth, Kansas, for his next assignment. This month's Member Focus is on Steve, as a way of saying thank you for allowing us to ride on Hunter. You will not be forgotten.

August Ride Schedule

Ride leaders for each category will be assigned. Ride director: Kim Turner kimbooskie@gmail.com

Helmets are required on all rides. Rear view mirrors are highly encouraged. Please arrive at least fifteen minutes before scheduled roll-out. Guest riders must sign the club waiver prior to roll-out. Club members acknowledged the waiver when they joined or renewed membership in the club. Enjoy the rides and the company. And if you have an idea about a new ride, contact Kim and she'll work to make it happen. Oh, by the way, now that we've reset our clocks, club rides begin at 8:30am each Saturday.

Date/Ride	Mileage	Directions	Ride Leader
Saturday, 6 August, 8:30am, Harris Neck Ride	21/30/41	Journey south on I-95 to exit 67, then turn left on Highway 17/25 and pull into the McDonald's and park along the road behind the restaurant.	Kim Turner, 214-725-2490, kimbooskie@gmail.com
Saturday, 13 August, 8:30am, Right Turn Clyde Ride	24/34	Meet/park in front of El Mariachi Mexican restaurant, 5730 Ogeechee Road, Savannah. Two groups, the faster loops from Ogeechee Road to Little Neck, around to first rest stop at El Cheapo on Route 204, then around to Quacco and back via Mitsubishi to second rest stop (Parker's), then through Southbridge. Second (a little slower) group rides in Southbridge residential area, avoiding road traffic.	Roy Reynolds, 870-310-9868, royreynolds59@hotmail.com
Saturday, 20 August, 8:30am, Ride to Fancy Hall Ride	22/32/40	Journey south, either on I-95 or Georgia Route 17 to Highway 144 (Ford Avenue) in Richmond Hill. Park in front area of Publix Market, 12800 GA-144.	Kim Turner, 214-725-2490, kimbooskie@gmail.com
Saturday 27 August, 8:30am, Skidaway Island Ride	19/24/34	Meet/park in The Village parking lot, across the street from the BP station. Normally three groups, varying from fast-to-leisurely, all riding throughout the island, to include segments in The Landings. Post-ride eats and cold drinks at Your Pie in Sandfly.	Deborah Wharff, 410-905-1690, deborahwharff@icloud.com

Member Focus

This column shines a light on individual club members. The intent is to introduce individual club members to the membership writ large, with a focus on each person's passion for cycling.

This month's Member Focus is on Steve Bolton. Steve is also known at LTC Stephan Bolton, Garrison Commander, Hunter Army Air Field. A significant number of club members enjoy the privilege of riding on Hunter, where there is little-to-no traffic and roads are smooth. It was through Steve's efforts to sponsor CBTC members for a visitor pass to Hunter that facilitated this ride experience.

Steve will be leaving on 1 August for assignment to Ft. Leavenworth, Kansas, to become Director of Curriculum at the U.S. Army Combined Arms Center, the "Intellectual Center of the Army". This Member Focus highlight's Steve's military career, and, in a small way, is a way to say "Thank you Steve" for providing access to Hunter for club riders. He will be missed. The following information is extracted from:

https://home.army.mil/stewart/index.php/about/Garrison/hunter-army-airfield/HAAFCDR

Stephan R. (Steve) Bolton

Lieutenant Colonel Steve Bolton was born at Fort Belvoir, Virginia, and raised in Lawrence, Kansas. He is a Special Forces officer who commissioned Armor in 2004 via Officer Candidate School.

He enlisted in the Army Reserve in 1990 and later served as a Special Forces Communications Sergeant in the Colorado and Virginia National Guard. From 1998 – 2004 he served as a Special Forces Detachment Medical Sergeant in C Company, 2nd Battalion, 7th Special Forces Group, (Airborne) at Fort Bragg, North Carolina.

Lieutenant Colonel Bolton's initial officer assignment was as a Scout Platoon Leader in Crazyhorse Troop, 1st Squadron, 3d Armored Cavalry Regiment at Fort Carson, Colorado. From 2006 – 2017 he served on three occasions with 3rd Battalion, 10th Special Forces Group (Airborne) at Fort Carson, as Executive Officer and later Commander of A Company; Commander of Operational Detachment – Alpha 0322 in B Company; and as the Battalion Assistant Operations and Operations Officer. He later served with 4th Infantry Division as the Special Operations Integrator. He arrives from NATO Special Operations Headquarters at SHAPE, Belgium, where he served as Aide-de-Camp to the Commander and as a J5 Planner.

He has deployed for operations in Haiti, Afghanistan, Iraq, Mali, Djibouti, and Tchad, and to five South and Central American partner nations for security cooperation activities.

Lieutenant Colonel Bolton holds a Master of Arts in Global and International Studies from the University of Kansas and a Master of Military Arts and Sciences from the School of Advanced Military Studies. He is a graduate of the Defense Strategist Course, Command and General Staff College, Maneuver Captains Career Course, Armor Officer Basic Course, and several special operations schools. His awards include the Bronze Star, Defense Meritorious Service, Meritorious Service, Joint Commendation, Army Commendation, and Army Achievement Medals; the Combat Action, Combat Medical, Master Parachutist, and Master Free-Fall Parachutist Badges; and the Special Forces Tab.

Editorial Comments

Steve is also an avid rider. He came here from SHAPE (Supreme Headquarters Allied Powers Europe), Belgium. We first encountered Steve on the Sunday Islands Ride, when he rode with us on his very cool retro Eddy Merckx road bike. More recently, Steve's ride is a full-carbon Cervelo that he churns steadily over 20 mph. You may recognize Steve in the group photograph….he's the tallest in the second row, third from the left. This photo was taken on Sunday, 3 July, also on the"Islands" ride.

3 July, 2022. Islands Ride. 18 riders, 12 are CBTC members

Club outreach - Germany bike tour

The club received outreach in mid-July from Terry Herron, a long-time member of Kickin' Asphalt Bike Club in Hilton Head/Bluffton. Terry has been organizing European bike trips for over 25 years, and wanted to pass on information about a guided bike tour starting in Saarbrucken and ending in Koblenz, Germany. There is room for 6-8 more riders, and the cost of the entire package is approximately $1,200 per person (couples) and $1,500 (single).

Terry plans and leads the rides. Included are bikes (to include e-bikes), hotels, all breakfasts and luggage transfers. Riders stay together always, ride at moderate speeds, at modest distances each day.

If any CBTC members are interested in this ride, contact Terry at:

terry@herron-group.com
843-271-9919

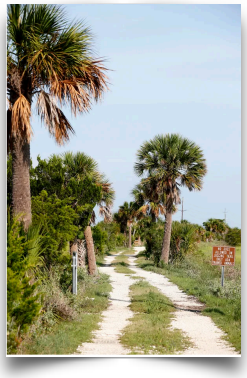
Compete tour information can be found at: (Hint: click on the British flag to view in English)

https://www.velociped.de/en/all-bike-tours/germany/saar-bike-trail/saar-moselle-rhine-individual.html

"Two rivers with magnificent bike trails: Enjoy the Saar river with its French flair and industrial history, the Völklinger Hütte is part of the UNESCO World Cultural Heritage today. Then, marvel at the famous "Saar loop", a spectacular loop in the course of the river. The landscape changes where the Saar river mouths into the Moselle as wine growing becomes more and more prominent. Along the winding Moselle, the bike trail leads from the Roman town Trier to all the famous places on the Moselle. Follow the wide loops of the river enjoying a great time on your bikes as well as some worthwhile stops. You will discover Bernkastel-Kues, Traben-Trarbach and Cochem to test the light and fruity wines of the Moselle there. You will walk around the narrow streets of the small villages before reaching the "Deutsche Eck" in Koblenz to enjoy a magnificent view across the Rhine valley."

McQueen's Island Trail to reopen

The McQueen's Island Trail is finally ready to reopen, but many users of the popular railway bed turned walking and biking path will find their preferred access point closed.



After nearly six years of repairs to restore the hurricane-battered trail, the first two miles will officially open to the public in the next few weeks. However, recent updates suggest that the trail's midpoint entrance, located along U.S. 80 near the Bull River, will be permanently closed.

Before the trail's closure, the unpaved area served as an alternative access point from the Fort Pulaski Road entrance. The area was a frequent site of car crashes, with would-be trail users coming from the west crossing traffic to access the parking site and those leaving the trail having to pull out into free-flowing traffic typically traveling at speeds in excess of 45 mph.

The midpoint entrance's imminent closure means Fort Pulaski Road will become the sole entrance point. The current parking situation there is first-come, first-served on an unmarked dirt lot. Chatham County's Parks and Recreation Deputy Director, Holly Holdsworth, said there are no current plans to construct a paved lot at that entranceway yet.

The midpoint is currently being used as a staging area for construction equipment. Once the county's contractor is finished with their work, Environmental Program Manager Jefferson Kirkland said the county will notify the Georgia Department of Transportation (GDOT), which has jurisdiction over the U.S. 80 highway and its right-of-ways. According to Kirkland, GDOT has stated that they will no longer allow Chatham County to operate the midpoint parking area and that they have plans to install barricades in the vicinity.

Crazy bike engineer

There is a group of crazy engineers known as the Q group, who are dedicated to quirky engineering designs, to include quirky bikes. Q engineer Sergi Gordielev enjoys experimenting with the physics of bikes. What he came up with is crazy, even though it actually works.

Sergi calculated that bike wheels could be separated into segments, and still provide the surface contact required for forward movement. So he reengineered his bike, extending the frame to accommodate the wheel segments, and came up with a two-part front wheel, and a three-part rear wheel bike. Unfortunately, the ride was a bit bumpy so he returned the front wheel to a standard wheel, while retaining the "thirds" rear wheel.

So Sergi's Q engineered bike actually worked. For normal people, and normal bike riders (if, indeed, there is such a thing as a normal bike rider), the question of the day is - why? Why would anybody cut up a perfectly functioning wheel into segments and re-engineer the frame to accommodate the wheel segments? For any reader marginally interested in this unique bike, you can see it in motion at:

https://www.singletracks.com/mtb-gear/just-a-normal-bike-math-0-5-x-2-1-wheel-video/

Bike Ed

Continuing to re-post previous editions of "Bike Ed", the following article first appeared in the December 2019 newsletter. The article dealt with bike technology that allows people with various limitations and/or disabilities to ride - a long way of describing e-bikes.

e-Bike Technology

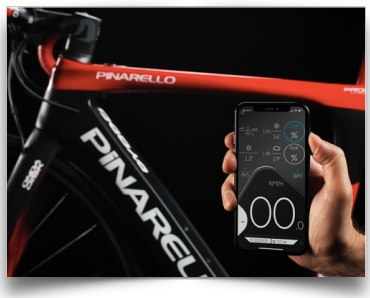
This month we're going to follow up on November's theme, discussing bike technologies that enable people needing a little assistance to get up and out on a bike. Specifically, we're going to review e-bike technology. First and foremost, let's dispel the common myth that riding an e-bike is "cheating", which is another way of saying that anybody riding an e-bike is not a real bike rider. In some ways, this view is somewhat discriminatory, given the fact that e-bikes were designed to provide assistance for people who have some type of physical limitation, or those who use a bike for a long commute, or perhaps for those needing some help in recovering from an injury, surgery, or some other physically limiting experience.

Electric bikes are fitted with a battery-powered motor that gives a bit of extra boost while you ride. It's important to note that e-bikes engage the motor ONLY when pedaling, or stated in different terms, e-bikes don't provide the "boost" unless the rider is pedaling. e-bikes are not fully motorized,

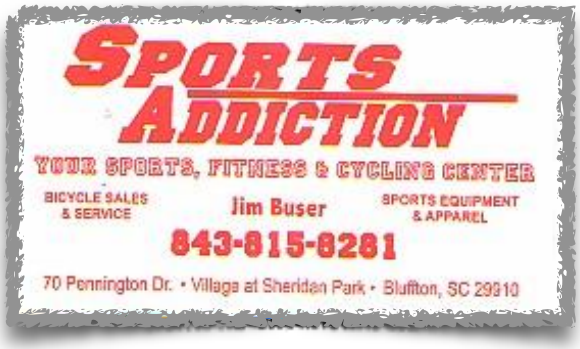
like a moped or other gas powered cycles. In other words, e-bikes require you to pedal, which sets them part to any other fully motorized vehicle.

There are two basic types of e-bikes, based on the location of the motor assist unit. Today's prominent bike manufactures employ either a crank assist technology or a hub assist technology. That means that the motor assist unit is located either in the crank, or what most of us consider the bottom bracket, or in the rear hub. Specialized and Giant, among others, employ crank assist technology. In crank assist bikes, the motor is housed internally in the crank unit, and the battery is located in the top tube. The Specialized Turbo Creo e-bike employs crank assist technology, and from first glance, one would not know that it's an e-bike (pictured above). Specialized states that this bike is capable of speeds up to 28mph, with a 54- mile distance per charge. For rides longer than 54 miles, Specialized has back-up batteries that slip into a frame mounted bottle cage. One advantage of crank assist over hub assist technology is that if a rider has a rear flat, repair is straight forward. Hub assist technology requires that power transfer wires be separated from the hub prior to wheel removal. That can be problematic for hub assist e- bike riders on longer rides.

Two of the more prominent hub assist e-bikes are Bianchi's Aria E-Road (pictured to the left) and Obrea Gain D40 (featured on the next page) road bikes. While the battery for these bikes is also located in the down tube, the motor unit is housed in the rear hub. Each bike is visually a "normal" road bike, except for a slightly larger rear hub. Like crank assist e-bikes, the motor assist has a top-tube mounted press switch, to turn on the battery and select from three motor boost modes - economy, medium, or turbo. Economy boost is the least battery drain mode, whereas turbo provides the maximum boost, at the expense of battery life. For experienced e-bike riders, turbo mode would be invoked on extreme climb segments, while economy would be sufficient for flat terrain (i.e., Savannah and the greater Coastal Empire) rides. For the really, really serious riders who are interested in e-bike technology, one might consider the Pinarello Dyodo road bike. This beauty is in the top tier of currently available road e-bikes. The Dyodo delivered a steady 20mph boost over an approximate 60 mile range, all the while providing the rider with the ultimate feel of a Pinarello. In addition, Pinarello offers the ebikemotion APP, downloadable



to your smart phone, which provides all of the features of STRAVA or Ride With GPS as well as data concerning the Dyodo. Like all Pinarello bikes, the Dyodo is a little "pricey", starting at $8,000, but it is without doubt at the top end of currently available road e-bikes.

Lastly, e-bike technology is not the exclusive domain of road bikes. There are electric recumbent bikes, in standard two-wheel or tri-wheel configurations, as well as a number of tricycle e-bikes available. Off-road or mountain e-bikes are also available, as are cruisers trail bikes. During the aforementioned Cranksgiving Ride, Savannah rider Peter Iannuzzi rode his tricycle e-bike while towing a trailer loaded with food donations - and he easily led the pack, demonstrating that an e-bike allows people with physical challenges to get out (and lead) on bike outings.

If you're in need of bikes, bike equipment or repairs, visit any of these shops and receive 10% discount on parts and accessories, by mentioning you are a CBTC member.