

CBTC NEWSLETTER

Official Publication of the Coastal Bicycle Touring Club, Savannah GA

www.cbtc.org

CBTC Meeting

Members agreed to schedule at least two general memberships per year. The next meeting will be held 11 December prior to the "Holiday" social ride and dinner.

2022 Board of Directors

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Ride time

Following the club's long-standing policy regarding weekly Saturday ride start times, we will revert to a 9am start time once we set the clocks "back" on 6 November. Please mark your calendars accordingly. The first club ride following Daylight Standard Time change, however, is the club's "away" ride in St. Marys, Georgia. The Three Rivers ride departs at 7:30am on 5 November from the Howard Gilman Memorial Waterfront Park, St. Marys.

October 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. **By the way, this is the last month we begin at 8:30am, we'll revert to 9am start beginning November.**

Date/Ride	Mileage	Directions	Ride Leader
Saturday, 1 October, 8:30am, Right Turn Clyde Ride	27/34	Meet/park at the Berwick Shopping Center, 5730 Ogeechee Road, Savannah. Park in the vicinity of El Mariachi Mexican restaurant, the post-ride venue. Closed loop route from GA 17 to Little Neck, then over and around to the El Cheap station on GA 204 (rest stop), continuing on around to the Parker's on Route 17 (2nd rest stop), then back via Southbridge. Normally two groups, one the full route and the other for a shorter and slower jaunt through Southbridge.	John Arney, 912-660-4088, johnaarney@gmail.com
Saturday, 8 October, 8:30am, Liberty Trail Ride	24/34	I-95 SB to exit 76, then TR to Smokin' Pig parking lot. Out-and-back routes through some scenic areas with little-to-no traffic. Post ride lunch at Smoking' Pig.	Dave Taylor, 714-322-1173, d3taylor@live.com
Sunday, 15 October, 8:30am, Ellabell Ride	17/25/32/39	I-16 W to exit 143, TL on Highway 280 for 2.2 miles, then TR on Wilma Edwards for 1.5 miles to Hendrix Park on the left. Park along the road adjacent to the gymnasium that is under construction following the EF-3 tornado. Post-ride lunch at Sandra's Seafood restaurant, 4644 US Highway 80, Ellabell.	Roy Reynolds, 870-310-9868, royreynolds59@hotmail.com

Date/Ride	Mileage	Directions	Ride Leader
Saturday, 22 October, 8:30am, Skidaway Island Ride	27/34	TL at the 2nd traffic light on Skidaway Island, meet/park in The Village parking lot, adjacent to the BP station. Usually 2 groups, one at approximate 18+mph pace riding 34 miles, another at slower speeds riding about 27 miles. Normally post-ride lunch at Your Pie in Sandfly.	Geoff Carson, 912-257-9529, gvcarson@protonmail.ch
Saturday 29 October, 8:30am, Harris Neck Ride.	21/30/41	I-95 SB to exit 67, TL on Highway 17/25 and pull into the McDonald's and park in the unimproved lot behind the restaurant.	John Arney, 912-660-4088, johnaarney@gmail.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 Ken Pierce. Ken is considered the Club's unofficial "Master bike mechanic", having helped many club members with bike issues, and who also conducted informative bike maintenance sessions at club meetings. This member focus was derived from an interview, conducted in a very noisy restaurant following a recent club ride. Hopefully, it captures the information Ken shared.

Ken Pierce

I started seriously riding bikes in 1989, primarily if not exclusively mountain bikes. I rode because, at the time, I didn't have a car and my bike was my mode of transportation. I started using "clips" about two years later. But as a kid, like most kids, I learned to ride bikes, but probably not until I was around 8 or 9 years old, when we were living in Ohio.

In 1996, I entered service with the U.S. Army, and after basic training and classification, was eventually assigned to U.S. Army Europe as a helicopter mechanic. It was in Europe that I began racing mountain bikes, in the Installation Management Command (INCOM) mountain bike series, where races were conducted in locations throughout Europe. My father served in WWII, and I've always been very



Ken on the podium

interested in the history of that war. When in Europe, two of my favorite mountain bike rides were in Bastogne and Normandy. Bastogne was a key battle in the “Battle of the Bulge”, where General George Patton famously broke through German lines and relieved the besieged elements of the 101 Airborne Division. Normandy is, of course, where Allied forces landed along Omaha beach, to begin the lengthy and bloody process of freeing France (and Europe) from German occupation. Both Bastogne and Normandy rides follow the path of those Allied troops and remain bright in my memory. These rides are conducted each year, known as the “Trail of Liberty” rides.

In 2002, I suffered a stroke, and a year later was involved in a bad accident that landed me in the hospital for six weeks, and three surgeries. That put a little dent in my bike riding for a while. In 2004, I was discharged from the U.S. Army, although I remained in Germany for some time and eventually got back on my mountain bike for some races. To that point, I was riding mountain bikes exclusively. But in 2003, a friend traded me a road bike (a good road bike) for ten sleeping bags, since he was going on an extended camping trip. That was my first road bike - a Cannondale. I still ride a Cannondale.

In 2011, I moved to Georgia. Having been an avid mountain bike rider, the terrain and topography of southeastern Georgia just didn't match the trails and climbs I was used to, and in my mind, I said I would never ride a bike here. Also, while this area is beautiful, it just didn't match up to the beauty of riding in Europe.



Tour de Low Country 2022



Flat repair instruction

But eventually I did start riding again - on a road bike - mostly in and around Ft. Stewart, mostly just riding solo. I started riding in groups when I discovered the Coastal Bicycle Touring Club, somewhere around 2019. Prior to that I rode a few rides with the club, but only a few. I remember - vaguely - my first ride with the club, which was what is known as the Kilkenny ride, starting and ending just outside Ft. McAllister in Richmond Hill.

Now, I've become an avid group rider and still enjoy helping club members with the mechanical issues that pop up on their bikes.

Hunter Army Air Field - Visitor Pass Update

In a follow-up to last month's article concerning visitor passes on Hunter Army Air Field (HAAF), we have been informed that visitor passes are now being processed, after a short suspension. We believe the hiatus in granting visitor pass renewal and/or initial request was because HAAF Safety Office was developing a cyclist “rules of the road” policy, but that's only a guess and as of this month's newsletter, such a policy has not been promulgated.

If you have an existing visitor pass that will expire soon, follow this process:

- Complete Army form 2737-E-R (Visitor Pass Request), which can be obtained at:

<https://home.army.mil/stewart/index.php/about/Garrison/DES/visitor-information>

- Send the completed form to Glenda Bennett, Executive Assistant to HAAF Garrison Commander. In the text of your e-mail, include information of your existing HAAF visitor pass.

Glenda M. Bennett
Executive Administrative Assistant
U.S. Army Garrison Hunter Army Airfield
685 Horace Emmet Wilson Boulevard, Bldg 1201
Hunter Army Airfield, GA 31409
Office: 912-315-3815 DSN: 729-3815
glenda.m.bennett.civ@us.army.mil

- Glenda will take the information from the completed form, and compose a visitor authorization memo, which you can then take to HAAF Visitor Control, located just inside the Montgomery Street entrance. You will be asked to submit your driver's license, and after a short background check, you will then be issued a "Marne Pass", valid for one year. At this time, the pass will be a paper copy vs. the laminated visitor control card.

If you are a first-time visitor pass requestor, follow the same process outlined above, and indicate on the application form you are requesting the pass to "Ride bikes on Perimeter Road".

New member update

Jonie Fawley became the newest club member, joining in September. Jonie came to Savannah from Atlanta, and started riding with club members on the "No Sweat Wednesday" ride. Look for her on a spiffy looking deep blue Specialized bike. Welcome Jonie!

Bike Ed

This month's Bike Ed focus' on tire pressure. The information in this article was extracted from the October edition of Bicycling magazine, entitled "Your guide to hitting the perfect tire pressure for every ride".

More air isn't always faster

Road racers used to run narrow tires at rock-hard pressures because rolling resistance drops as pressure increases. But that's only part of the equation. What's true on a perfectly smooth surface - like a race track - isn't true in the real world. Following are guidelines to dial in your magic pressure number:

- The rougher the surface, the lower the sweet spot pressure.

- Ideal pressure for efficient rolling resistance is higher than optimal pressure for comfort.
- The pressure for best traction will be lower than optimal rolling resistance.
- For flat protection, set your pressure for the roughest surface you'll encounter.

Comfort boosts endurance

Specialized funded a study published in the Medicine and Science in Sports and Exercise journal that focused on the body's response to riding on rough surfaces. In a short sub-30 minute ride on a cobble-like surface on tires at high pressure (100-120psi), it was determined that oxygen consumption increased 2.7%, and heart rate increased by 5-7%. When tire pressure was decreased, oxygen consumption and heart rates decreased. So, if you routinely ride on rough surfaces, lower tire pressure decreases your body's workload and therefore increases endurance, not to mention comfort.

Front and rear balance is a myth

There is a persistent belief that you should just pressure for your front-rear weight balance, which is always higher in back. Don't. Weight distribution on a bike is NOT static. For example, when you brake, especially a hard break, your weight is shifted forward. It's fine to reduce front tire pressure 2-3% from rear pressure for comfort, but not more.

Tire and tube construction influences pressure

Low-volume tires like 25-30mm road tires take a much higher psi (80-130), while standard mountain bike tires will need a much lower psi, around 25-30 for most bikes. For tubes, the two most common materials are latex and butyl. Butyl, which most riders employ, holds pressure better than latex. Latex is more porous and can lose 40 psi over a week, even without riding. The advantage of latex is in its light weight.

Interestingly, Vittoria has recently developed and marketed their Air Liner for tubeless tires. Essentially a light-weight liner inside the tire, the Air Liner offers a run-flat capability, essentially taking up space inside the tubules tire without adding substantial weight. These Air Liner certainly aren't cheap - the road version retails for \$49.99. However, if they perform as advertised, they will protect against flats while extending tire life expectancy.



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.

