



Peninsula Pedallers Inc

News Letter

July 2011 – No 3

Ride Co-ordination Sub-Committee

To cater for the different sorts of riding that we enjoy, we have appointed a sub-committee to put together our ride calendar from now on. The sub-committee will bring a wealth of experience across the ride types we offer.

The reason for this is to provide more rides of varying surfaces, terrain and distances to cater for a wider cross section of our members. For example, shorter rides that start a little earlier and are over by midday, rides that are more local to the Peninsula and so on. Not that we will be taking away any of the rides we have offered previously. We want to improve the calendar by enhancing its variety. There will be more rides to choose from than in the past.

As Ride Coordinator, I will be ably assisted by Penny and Dennis and we will meet on a Monday night a week prior to each Calendar Night Committee meeting to put together a preliminary calendar for ratification at the Ride Calendar Club Meeting

If you would like to put on a ride for the October – November - December Calendar, please let me know by Friday 5 August in time for the Sub-Committee meeting. Please have a couple of alternate dates available.

If you have a ride idea, but feel you don't wish to lead it, let me know, I am sure we will find a leader to help you out.

David Skinner
Rides Co-Ordinator

RESTAURANT NIGHT

Frankston RSL

183 Cranbourne Road
Frankston



Time: **7.00 pm**

Date: **Saturday 13 August 2011**

RSVP to Trish by Friday 6 August 2011
Phone: 5996 9162 or 0438 289 039

Special Guest Speaker

Club members are invited to come along to the next Club Meeting on 18 July, when we will have a special guest speaker.

Phil Smale from Sealey's Cycles has agreed to speak on the topic of Bike Sizing.

Please bring a plate towards refreshments.

Reminder - PP Rules & Road Safety

- Stay single file when facing solid double or single lines
- When stopping for a rest or to regroup, make sure you are completely off the road and away from corners
- Ask the ride leader if it is okay to head off in front
- When 2 abreast, keep to the left as close as practical, no more than 1.5 m apart (Road Law)

Kyneton Weekend

Penny McCarthy has been able to get time share unit style accommodation at Kyneton for the weekend of 20-21 August at very reasonable rates



There will be various ride options on road, distance & terrain to suit riders' abilities. That is a pleasant weekend away with recreational riding.



Maximum number per unit is one couple & 3 singles and there are 2 units booked with an option for a third

Cost will depend on numbers from \$32 to \$50 per head – first in best dressed – and you can stay for a week if you want to at that price, not just the weekend.

At the time of print, 8 people are going and Penny can organise another unit if need be

Please contact Penny 9789 3928 to obtain your place. Payment will be required by the end of July and Penny can give you payment options.



Ballarat Weekend 2012

Penny has done some great investigative work in respect to the accommodation for next year's Ballarat weekend, Labour Day 10-12 March 2012

From the information Penny gathered, we have decided to stay at the **Welcome Stranger Big 4 Holiday Park, 263 Scott Parade Ballarat VIC 3350 - 1800 622 777**

This facility caters for our needs with a good mix of cabin options, powered sites and camping sites, along with a swimming pool, mini golf, excellent BBQ and camp kitchen and recreation room.

Prices are in the middle compared to other places and it is a well kept, clean Big 4 park (Discount to Big 4 members),

It is well positioned for ride starts and finishes and close to the centre of town and Lake Wendouree,

By staying at the one venue, it allows us to utilize all of the facilities and not have to go offsite for group BBQs.

Those that went this year want to go back to Ballarat next year.

The district offers kayaking at nearby Lake Burrambeet and the Begonia Festival is on as well which was enjoyed by some of us this year on the Monday.

To avoid disappointment, you should make your accommodation arrangements sooner rather than later so you don't miss out.

Bear in mind that Ballarat accommodation is tight this weekend due to the Begonia festival.

Please give me a call if you have any questions

David Skinner – 0409 525 283

The Recent Wodonga Weekend

Four families braved the cold nights last Queen's Birthday weekend - Ronald & Brenda, Felix & Joan, Murray, Helen & Ian Grierson and David & Rita.

We enjoyed our BBQ on the Friday night utilizing the park facilities and realised that oh, yes we were in for a cold night.

The Griersons arrived in plenty of time on Saturday, and we had a great ride on excellent bike paths along the Murray and through pretty sections of Albury.

We headed for home mid-afternoon and although the days were magnificent in full sun, there was still crispness in the air that started to chill by the time we got back.

We all enjoyed a brisk walk to the pub for dinner on Saturday night. When we arrived in our coats & beanies, the waitress thought we had come in from the snow!

It was interesting for each of us to check out 3 new camper vans, all of different styles brought along by the Spargos, Bordas & Skinners.

Sunday we awoke to a frosty morning. The non riding ladies looked forward to a day of shopping and to meet the riders for lunch at Tallangatta.

The ride was again excellent with a beautiful sunny day. We rode from the Hume Weir just out of Wodonga on very good roads with shoulder most of the way. The hills were not too difficult with steady grades. The scenery was magnificent with the Hume Weir on our left all the way, looking splendid at full capacity. Lunch was at the Tallangatta bakery, where good food was had by all and some of us chatted with the bikies who also thought the bakery would be a good stop for lunch.

The ride back was brilliant, more downhills and a tailwind – nothing better.



Riding past the Hume Weir

Sunday night's dinner was a shared meal of yummy home cooked stews & casseroles. After a good feed, we sat around in the warm camp kitchen and chatted away the hours until bed time.

Monday morning we awoke to an even icier morning. David & Rita set about packing up and got away late morning, while the others were staying one more day, looking forward to a day's sightseeing

Thank you Ronald & Brenda for hosting a very enjoyable weekend.

David & Rita

Hints & Tips

David Nickson has provided this interesting article written by Jan Heine on Tire Pressures.

- Width
- Tire drop
- No load full load
- Tire Cross-Section

Optimizing Your Tire Pressure for Your Weight

Inflating your tires to achieve 15% tire drop 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.

1 Optimum pressures

Riding your tires at this "cut-off" pressure optimizes both comfort and performance. At lower pressures, you roll slower. At higher pressures your bike is no faster, but much less comfortable.

Our tests of the same tires at various pressures determined the optimum pressure for each tire for our rider/bike combination.

How does this translate for other riders and other tire widths?

I compared our results with Frank Berto's charts for tire drop, and found that the "cut-off" pressure corresponds roughly to a tire drop of 15%. Perhaps not coincidentally, 15% is the tire drop recommended by several tire manufacturers.

2 Tire drop is the amount the bicycle is lowered as the tires deform under the load of bike and rider.

Tire drop

Measuring tire drop is not easy. Fortunately, Frank Berto already has done it for us. The chart below shows the pressures required for different rider/bike weights to achieve a tire drop of 15% with tires of various widths. Berto measured this for 700C tires,

but the values apply to other tire sizes as well. Note that the weights are wheel loads, not the weight of the entire bicycle.

Determining the wheel loads of your bicycle

Depending on your bike's weight distribution, achieving the optimal 15% tire drop may require different pressures in your front and rear tires. To determine your weight distribution, place one wheel of your bike on a scale, the other on a block, so that both wheels are level. Have a helper hold your bike upright, and sit on your bike (with any load you will carry) in your standard riding position. The helper notes the reading of the scale. Then turn the bicycle around and repeat for the other wheel. Use these wheel load readings to determine your inflation pressure for each wheel.

As a first approximation, you can use the values we measured for a variety of bicycles:

3 Over- and under inflation

The table below shows that narrow tires require very high pressures, otherwise the tire drop exceeds 15%. On the other hand, wide tires do not require high pressures for optimum comfort and speed. Inflating tires to the maximum pressure recommended by the manufacturer tends to underinflate narrow tires and to over inflate wide tires.

Conclusion

Tire pressures that correspond to 15% tire drop will optimize your bike's performance and comfort on average road surfaces. On very rough roads or unpaved roads, it may be useful to reduce the pressure. On very smooth roads, increasing the pressure slightly may improve the performance of your bike.

Notes:

This article was reviewed by Frank Berto.

- 1 At higher pressures, internal losses due to flexing of the casing decrease, but suspension losses due to vibrating and bouncing of the bike increase. See Heine, J. and M. Vande Kamp, 2006: *The Performance of Tires*. BQ Vol. 5, No. 1, p. 1.
- 2 Berto, F., 2004: Under Pressure. Australian Cyclist March/April 2004, p. 48.
- 3 Heine, J., M. Vande Kamp, A. Wetmore and A. Spence, 2007: Optimizing Bicycles for Carrying Heavy Loads. Bicycle Quarterly Vol. 5, No. 3, p. 37.
- 4 For tires mounted on rims of appropriate width for the tire width.

Bike Load Weight distribution ¶	Front	Rear
Randonneur bike front	45%	55%
Racing bike -	40%	60%
City bike rear	35%	65%

Tire inflation for 15% wheel drop in relation to wheel load and actual tire width.

4 Example:

Rider and bike weight: 100 kg.
Weight distribution: 45%/55%.
Wheel loads: 45 kg/55 kg.
Tire pressures for 20 mm tires: 125 psi/155 psi.
Tire pressures for 37 mm tires: 45 psi/53 psi.

For heavy riders/bikes, narrow tires require very high inflation pressures, and wide tires are a better choice.

Have you got something for Sale?
Contact the Newsletter Coordinator



Help - Our Support Vehicle Needed Support !!

On the recent Pakenham to Garfield ride, there was a slight miss calculation on the best place to park the support vehicle - no mention of who it was, but her initials are Kerry!

A nice local with a 4WD got us out of trouble in no time, phew!

