

OH Bike Mini-Newsletter – September 2023

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Message from the President



We are approaching the end of summer, and summer is usually when our club does most of our rides. But this summer has been extremely hot and humid. Because of the weather conditions, participation on the rides has been somewhat limited. The fall season should be better for our club rides.

The Friday IHRT Rides have been regular except for a few rainy and/or "bad air quality" days. I like to see the parents of the very young kids being taught how to ride a bike. It reminds me of how I learned to ride a bike and how it should NOT be done:

My eldest sister Joan had gotten a bicycle from the Montgomery Ward catalog as a gift. (I can't remember her riding it). My sister Sandy learned how to ride, and I wanted to ride very much. So Sandy (who was 4 years older than me) put me on the seat (the bike was way too big for me) when I was 6 or 7ish, told me to pedal backwards to get the brakes to stop, and then proceeded to push me down our very steep Altoona PA hill. I learned how to ride a bike very quickly.

I saw the ride report for the multi-class ride on Aug. 12th in Nanjemoy. It was well attended and successful. Jackie and I were sorry to miss this ride because Jackie is from Nanjemoy and she likes to ride in her home area. But we were in synagogue as we usually are on the 2nd Sabbath of the month.

See you on the trail or road,
Rabbi Randy, President

Half-a-Road Captain's Report

By Steve Palincsar



Born Under a Bad Sign

*Been down since I begin to crawl
If it wasn't for bad luck
You know I wouldn't have no luck at all*

Sometimes it does seem that way. On the [Leonardtwn, Fairgrounds & Sandgates](#) ride last July 22 Ellen Goodwin seemed to have run out of luck. We'd been heading south on MD-6, crossed Three Notch Highway, and started heading south on Morganza Turner Rd. Just past the Three Notch Trail she had a flat.

Bad luck, you say – but luckily she had tools, a pump, and a spare tube. And she had champion flat tire fixer Joan Oppel by her side to help. Things went well – tire removed, sharp found, tube replaced with spare, tire remounted – until it was time to pump the tire back up.

They discovered that the tube had a 40mm valve stem and the rim was so deep there was no way to get the pump head onto the valve.

Joan luckily happened to have a spare tube that was the right size, with a 60mm valve stem that was long enough to work, and after another remove-and-replace session they were back rolling down the road.

“That can't happen to me,” you say, “I always check that I have the right size spare tube in my tool kit.” Ellen checked too, except that on her last ride before this one she had a flat, and when she restocked her tool bag she accidentally picked up a tube with too short a valve stem, one she used on another one of her bikes.

And I always check, too. I have several bikes with various size wheels – 700C, 650B and also an Alex Moulton with 17-inch wheels. Once on the St Mary's Century riding a 700C bike I had a flat tire. I removed the tire, found and removed the piece of glass and remounted the tire, took out the spare I'd been carrying in my tool bag for months and tried to fit it in. Around and around the tire I went, stuffing in the tube, and as I moved around the wheel the tube I'd inserted into the tire before came back out.

I took the tube out and looked closely at it trying to understand what was wrong. It was an old tube, one I'd been carrying for some time, and the printing on the tire had partly worn off but I could just make out '7 inch.' Back then, 700Cx32 tubes typically had '27 x 1 1/4" 700Cx32' printed on the sidewalls. It took a while before it dawned on me that that label didn't say 27 inch but rather 17 inch. It was a tube that fit my small-wheeled Alex Moulton.

“Oh, that can't happen to me, I'm running tubeless,” and tubeless can be great. As one poster [said](#) on the Paceline Forum not long ago,

Just this morning on my ride I ran over a piece of glass. I heard what I thought was the sound of a puncture but looked down to see that I was still good. I thought about stopping to check (I should have) but was only a few miles from home. When I got home I noticed sealant had sprayed on the frame which of course is a sure sign of a puncture. With a tubed tire I would have been on the side of the road fixing that flat. When I got home I put

air in the tire and let it sit with the puncture side down. Checked it after a few hours and it is still holding air. This is why I ride tubeless.

All sealants are basically glue. Latex. That's how they work. As long as the sealant is still liquid, it can fill in and seal small punctures. But sealant, like the glue in those little tubes in patch kits, eventually dries out, and when it dries, it can't seal anymore. It needs to be topped up with fresh sealant every so often to stay liquid and to keep working.

How often? According to an article in *Bicycling*, "Bicycle tires are really thin and porous, which makes sealant evaporate over time and dry out. That's why it's necessary to top off your sealant about every two to three months, even if you haven't gotten a lot of punctures."

And although sealant is fine for small punctures, what about when you run over a big screw, as happened to [Rita Z](#) on August 15? Sealant isn't going to fix that.

For a big hole like that, you'll need a tubeless repair plug and a tubeless repair plug tool, included in a tubeless tire repair kit. You've got one of those, along with a tire patch and a spare tube for when all else fails, right?

Because you've got to make your own luck. And that means having what you need when bad luck strikes. And not just having it, but also knowing how to use it. Watching a YouTube video, practicing at home. Not waiting until you're out by the side of the road to figure it out.

If not, bad luck is going to be all the luck you have.



Advocacy Award to Diane Harris

The 2023 WABA award for Biking For All will be given to Diane Harris for championing walking, biking and safe roads on everyone's behalf. The [WABA 2023 Awards Meeting](#) will be held on October 5.

Oxon Hill Bike and Trail Club Board Meeting Minutes - Draft

Date/Time	August 14, 2023 7 PM
Attendance	Board Members: Randy Schoch, Joan Oppel, Diane Harris, Walt Roscello, Jessica Hirschhorn, Ellen Goodwin, Steve Palincsar, Dan Donahue, Leslie Tierstein. Oxon Hill members: Jackie Schoch, Sherwood Byers, Wally Huie
Absent	Board members: None

President Schoch called the meeting to order at 7:06pm.

Minutes

A motion to approve the minutes from the July board meeting was made and seconded. Minutes were approved.

Treasurer's Report – Walt Roscello

Walt presented the Treasurer's report showing the club's finances are healthy. Year to date income has exceeded expenses (due to the Rural Legacy). The year to date ending balance of the checking account is approximately \$12,000, and the club's total funds on hand exceed \$59,000.

Membership Report – Joan Oppel

Jim was absent. Joan reported that the club had seven new members in the last month, with total membership holding steady around 400 members. The board briefly discussed ways to increase membership but decided to save that discussion for a dedicated meeting. Joan reported that Jim had suggested contacting lapsed members on the occasion of members only group rides to encourage them to renew their membership and join these rides.

Labor Day Ride – Joan Oppel

The board discussed again holding a Labor Day ride all-class ride for members at the Indian Head Village Green. All Board members agreed. Randy said he would check with the town office in Indian Head to see whether the Indian Head Pavilion is available. Steve will review last year's routes and post the ride on the club calendar. Wally offered to prepare hot dogs. Jessica will promote the ride to various local groups through social media.

Donations – Joan Oppel

Joan noted that the club has made annual donations to local groups that help support our rides by allowing use of their facilities for rest stops as part of regular rides. In recent years donees included Goose Bay Marina, King James Baptist Church, and the Nanjemoy Store. Joan mentioned that the owner of Goose Bay Marina does not want a donation, but instead would like positive reviews on Google Reviews. The board voted to approve motions to donate \$50 to King James Baptist Church and \$50 to the Nanjemoy Fire Department Auxiliary in the name of the Nanjemoy Store (whose owner also does not want a direct donation).

Advocacy Report – Diane Harris

Diane reported that WABA would be holding a meeting to discuss the Prince Georges County "Walkable Streets Act" for Prince Georges County. Diane is also helping to schedule meetings with local politicians to discuss cycling and pedestrian infrastructure in southern and eastern sections of Prince Georges County. Diane also noted that there will be a meeting with the Business Leaders Roundtable concerning pedestrian and cycling infrastructure and how that impacts them.

Walt noted that Maryland cycling and pedestrian advocates are meeting to strategize for the Maryland 2024 legislature session concerning getting bills passed. Advocates are also working on a separate effort for Maryland to develop a cohesive approach to bike and pedestrian trails.

Diane also mentioned that she received an [award from WABA](#) for her activities related to biking advocacy. She is an active member of several local bike clubs, including Diva Cycling and Getting It In Cyclists, as well as Oxon Hill Bicycle and Trail Club.

The meeting adjourned at 8:05 pm.

Next Meeting: The next meeting will be dedicated to a discussion of building membership. Date to be determined.

Adventure Cycling's Short Routes Program

By Leslie Tierstein

I recently attended Adventure Cycling Association's (ACA) webinar on "Short Routes". ACA would like members to submit routes that:

- Last 2 to 5 days
- Are in the US
- Cover between 50 and 200 miles (25 to 50 miles per day)

They have complete information on requirements for submitting a route and how to submit one on their web site: <https://www.adventurecycling.org/routes-and-maps/short-routes> Basically:

- The route should be designed using the [Ride with GPS](#) route planner, so cues are included and a cue sheet can be generated.
- 10 to 15 photos need to be included, either in a gallery attached to the Ride with GPS route or in an online photo site such as Google Photos or Flickr, to which you provide the link.
- The route should include points of interest (POIs) that indicate campgrounds or indoor facilities where you can sleep, places to get food, bike shops, and other amenities.
- You should have ridden the route recently, say, within the past year.

The Short Routes page provides access to detailed instructions as well as a form for submitting your route. So far, there are only two routes in the Mid-Atlantic.

What do you have that you can contribute?