



Vol. 32 Nbr.5

Wheelmen Tracks

May 2010

Congressmen Attack Walkers, Bicyclists and People Without Cars

On March 12, the US Department of Transportation Secretary Ray LaHood said in a speech:

Where I've been in America I've been very proud to talk about the fact that people do want alternatives. **They want out of their cars; they want out of congestion; they want to live in livable neighborhoods.** This is the end of favoring motorized transportation at the expense of non-motorized. We are integrating the needs of bicyclists in federally-funded road projects. **We are discouraging transportation investments that negatively affect cyclists and pedestrians. And we are encouraging investments that provide facilities for bicyclists and pedestrians of all ages and abilities.**

On March 17, at a meeting of the Appropriations Subcommittee on Transportation, Housing and Urban Development:

Ohio congressman Steve LaTourette suggested LaHood was on drugs, dismissed the very idea of bike lanes and derided any change from a car-dependent society. He suggested that environmental sustainability projects have "stolen" \$300 million from other programs and attacked LaHood's encouragement of bicycling.

Iowa congressman Tom Latham said that one biker is one less person paying into the transportation trust fund and said real transportation needs are being "swept aside."

These two elected officials are extremely important because they are on the Transportation, Housing and Urban Development committee and they decide where billions of tax dollars are spent. Tell the congressmen what you think of their comments. Their staff keep a tally of phone calls, so each call is important and will only take a minute out of your day.

LaTourette DC office: 202-225-5731

LaTourette Painesville office: 440-352-3939

LaTourette Twinsburg office: 330-425-9291

Latham DC office: 866-428-5642

Full report of LaTourette and Latham's comments, go to:

<http://www.courthousenews.com/2010/03/17/25656.htm>

Full report of Secretary LaHood's comments, go to:

<http://fastlane.dot.gov/2010/03/my-view-from-atop-the-table-at-the-national-bike-summit.html>

In addition to the above two attacks:

- Missouri Senator Bond asked Secretary LaHood, "When did it become the responsibility of the federal DOT to build sidewalks?"

Continued on page 2

Congressmen: continued from page 1

- Oklahoma Senator Inhofe criticized a draft bill as having “focused very heavily on transit, bike paths, and sidewalks.”

- Alaska Senator Begich and South Dakota Senator Thune questioned whether livability is applicable in rural areas.

- Arizona Senator McCain introduced an amendment to a FAA bill that would strip funding for bicycle parking facilities

To find contact information for these and for your elected officials, go to:

<http://www.votesmart.org/>

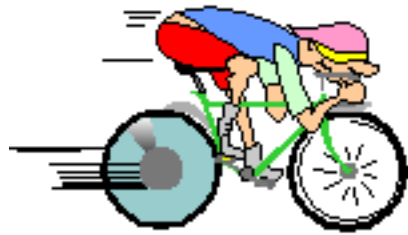
Make your opinions heard and help build a better America.




Cateye Totals

Member	March	YTD
Ballard, Ralph	447	860
Panek, Carol	298	844
Krebs, Dave	252	760
Hohn, Clyde	418	734
Hendrickson, Joel	618	702
Panek, Carl	128	629
Trost, Bill	307	513
Petro, Arthur	347	377
Bachman, John W.	11	11
Keiser, Lynn	11	11
Totals	2,837	5,441

Run 'em Down!



The uproar over Tony Kornheiser for his ESPN radio rant against cyclists, including his suggestion for drivers to “run ‘em down,” has ended with an apology. The sports commentator made nice in a [16-minute interview](#) with **Lance Armstrong** on March 19. Armstrong got involved through his Twitter page when people told him about Kornheiser’s ridiculing of cyclists, whom he called “disgusting poseurs . . . I’m not saying [drivers should] kill them, just tap them.” Armstrong led the charge in terming Kornheiser a “f-ing idiot” and that led to the conciliatory radio interview. Lance accepted the apology on behalf of cycling but amiably warned Kornheiser that he will be monitored. If you missed the 6-minute rant that started all this, [hear it here](#).

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JIM'S TECH TALK

Talking Torque, Pt. 2 PBR 3/4/10

Last week I discussed reasons for adding a torque wrench to the tool selection in your home shop. Now let's look at several good ones to select from.

I own 2 torque wrenches from Park Tool, the \$35 [TW-1](#), which is ideal for low torque settings, and the \$45 [TW-2](#), which handles higher torques. These are beam-type wrenches where you tighten while watching the needle on a gauge.

Park also has a new click-type model that looks promising but I haven't tried it yet -- the [TW-5](#) for \$106. With a click wrench, you set the torque number before you begin tightening. It then clicks when the designated tightness is reached, so you don't have to read a gauge.

I also own the \$185 [Effetto Mariposa GF Standard Torque Wrench](#), a click-type made in Italy expressly for bicycles. It comes with a complete set of allen bits and a protective case. What's great about this elegantly designed tool is its ease of use and compact size, so you can always take it along when traveling to events.

Uncle Al Ardizone, a pro mechanic and RBR contributor, tested the Effetto Mariposa with heavy use in his bike shop and gave it a top rating. His review is now in the *Product Test* archive on the [PREMIUM SITE](#).

One of the wrenches I reach for most is my \$17 [Ritchey Tool Torque Key](#). This simple click-type tool only fits 4-mm Allen bolts. It's set to the right torque (5 Nm) for carbon stems on carbon handlebars and fork steerers. It makes it simple to tighten these parts right.

Tip: Obey the instructions that come with the wrench you buy. Usually it's important to set click-type tools back to 0 after each use. Failing to do so will eventually degrade accuracy. Beam-type wrenches sometimes need to be reset too, which is simply a matter of bending the beam until the pointer is back to zero.

Note that torque values can be in inch pounds (in-lb), foot pounds (ft-lb) or Newton meters (Nm). Wrenches may not provide all values but it's easy to convert them if the component is calling for something different. Check the helpful chart at the bottom of [this page at Park Tool](#). If you see that your parts are all labeled Nm, your work will be easier if your wrench has that scale.

I'm in the bike biz and fully support it and encourage you to buy from your local shop, but it's only fair to point out that you can find inexpensive torque wrenches from general tool companies. For example, the serviceable [Pittsburgh Click Stop Torque Wrench](#) is \$30 at Harbor Freight.



No matter where you shop, the important thing -- becoming more important all the time with modern components and materials -- is to buy a torque wrench and use it. It'll make you a better mechanic and make your bike safer to ride.

Comment:

(**Jim Langley** has been a pro mechanic and cycling writer for 38 years. At RBR he's the author of [Your Home Bicycle Workshop](#) and moderator of the "Roadie Rap" technical forums on the [PREMIUM SITE](#). Check his "cycling aficionado" website at www.jimlangley.net, his [Q&A blog](#) and updates at [Twitter](#). Jim's streak of consecutive cycling days has reached 5,894.)

JIM'S TECH TALK

RBR 03/11/10

Crankset Considerations

Unless you're in the market for a new crankset, component group or road bike, you may be unaware that a longstanding technical tussle is being decided. It's apparent in what Campagnolo and SRAM are offering in their component groups this year, and in the way many new road rigs are equipped.

The relatively new "compact" double-chainring crankset has supplanted the triple. It's now the most popular lower-gear option for sport road bikes.

Don't get me wrong. Three-chainring cranksets are still available. Shimano offers the option for all their road groups. And triples will never go away. They're needed for loaded touring and by most mountain bikers.

But consider that SRAM offers compact doubles throughout its road line, and it recently introduced the high-end "XX" off-road group with a double-chainring crankset. It has quickly become popular.

Campy, which only a few years ago offered triples in almost every group, has also gone all double. It's your choice -- standard or compact rings. (You can still purchase a Campy triple as a separate component.)

Because spring is a big bike-buying season and you may soon be faced with a crankset decision, let's look at the options.

A standard double crankset has chainrings of 39 and 53 teeth, while the most common compact has 34/50 rings, with 36/50 also available. A typical road triple has rings of 30, 39 and 52 (or 50) teeth.

You want a crankset that provides the appropriate gearing for your terrain and fitness. It should help you make it over the toughest hills, keep up with your friends and be able to cover the distances you like -- all efficiently and comfortably.

Triples are losing favor because, while the third chainring provides very low gears for steep climbs, it comes at the cost of a more complicated and slower shifting sequence. A triple also adds weight and complexity. Special equipment is often necessary -- bottom bracket, front and rear derailleurs, front shift lever -- and a longer chain. Given equal quality, a triple crankset is more expensive than a compact or standard double.

The compact crankset solves all the triple issues. With rings of 34/50 teeth it allows simple and fast shifting. It provides gears almost as low (easy) for climbing. It saves weight even compared to a standard double. Usually, no special parts are required to switch from a standard double to a compact (or back again).

Using a cassette with an 11-28 tooth range, a low gear of 34x28 will make climbing easy for most riders and a 50x11 high gear is plenty for fast descents. Keep in mind that today's bikes are lighter than ever, which helps against gravity.

So, who would want a standard 39/53 double? Mostly performance-oriented riders that are strong enough or have terrain flat enough not to need the low gears coming off a 34-tooth chainring. For them, it's more important to have smaller differences in effort with each shift.

On a standard double, the smaller tooth difference between the small and large chainrings lets the rider shift mostly on the cassette to fine-tune the gearing. Chainring shifts are made only when a large change in the gear range is needed.

To these strong riders, smaller chainrings are a disadvantage because they don't need the lower gearing. But for most other riders, a compact makes lots of sense, and particularly so compared to a triple.

Starting Times & Locations

Oberlin:

The Oberlin start is in the Oberlin Inn parking lot located in the rear of the Inn.

Amherst:

The Amherst start is the City parking area 3 located between Tenney & Park Avenues just east of Church Street.

Weeknight evening rides:

Well, they're back on! Tuesday's will start from Oberlin & Thursday's from Amherst. Both will start at 5:00 PM!

Weekend & Holiday Starting Times:

Sunday & Holiday rides start at 8:30 AM Eastern Daylight time for the summer months.

Saturday rides will start at 9:00 AM from Prospect School in Oberlin.

Don't forget to turn in your miles to: miles@lorainwheelmen.org!

Gauge the Slickness of Wet Roads

RBR 03/04/10

Wet pavement can be tricky. Even the best tires can lose adhesion in a painful instant.

Let's use a checklist to get a grip on this challenge.

- **When did it start raining?** Pavement is usually slickest just after becoming wet. Traction improves as soon as it has rained enough to wash away the oily and dusty topcoat.
- **What's the pavement type?** Well-aged blacktop or concrete generally means reliable traction. Chip and seal should be no problem because tires can grip the rough surface. Smooth, new asphalt poses a risk because it releases oil when wet.
- **Are there other hazards?** On any surface, beware of sandy corners, spilled oil, sealing tar, metal plates, leaves and painted lines. When wet, these can be like ice patches.
- **What's your tire pressure?** Generally, reducing inflation by 10-15 psi improves traction. Softer tires are less apt to skip or shudder during cornering on rough pavement. The rule for rain: Run the lowest pressure you can without opening the door to pinch flats.
- **Is there slipping when you stand?** Climbing or accelerating out of the saddle in a straight line is a relatively safe way to test traction. If your rear tire slips, now you know how much precaution to take.

Finally, consider the **LeMond Parking Lot Test**. Years ago, Coach Fred rode with Greg on a rainy California day. Before they rolled out, Greg cruised around the parking lot, doing sideways-sliding "hockey stops" with one foot out of the pedal, MTB downhill style. Then he knew how much traction to expect.

Calendar

May 2010

Date	Start	Destination	Distance	the etc's
2 nd	Oberlin Inn	Valley City	51	Long – to the SE
		LaGrange	25	A shorter version
9 th	Amherst	Milan	55	a Mother's Day ride
		Vermilion	25	Maybe thru Mill Hollow
13 th	Lorenzo's	Prolog	25	A quickie ride
		Meeting	7:30	
16 th	Oberlin Inn	Spencer	52	A nice flat one
		Wellington	25	A sorter flat one
23 rd	Oberlin Inn	Medina	59	A nice rolling one
		LaGrange	25	Just an easy stroll
29 th	Oberlin Depot	JJJ	100	<u>an 8:00 AM start</u>
			50	County Road 500 cutoff
30 th	Amherst	Wakeman	49	Via Mill Hollow
		Oberlin	25	A stop at the Zone
31 st	Amherst	U-Show	25ish	a Memorial Day ride



Time Change

All Sunday and holiday rides start at **8:30 Eastern**.

Banquet News - Reserve Now!

It's banquet time again! Please save **May 8th** on your calendars-5:30 PM. We'll be meeting at Henry's at the Barn, 36840 Detroit Rd., Avon. (Exit I-90 at 611 to Detroit, left on Detroit, the driveway into Henry's is almost immediately on the left) It's very frightening that I'm giving anyone directions. The choices of entrees are-blackened 12 oz ribeye, southern fried chicken, or cornmeal dusted Carolina catfish. Please RSVP with your choices (moendeb@hotmail.com or 440-988-8918) I would appreciate it if you will let me know, **even if you aren't attending** so I don't have to track everyone down before the banquet. The cost of dinner is being picked up by the club. We will have a cash bar and the owner has agreed to give us happy hour pricing. Thank you!! Debbie

Lorain Wheelmen Membership Form

New Renewal

Name _____ Age _____ Other Family Members _____

Address _____ Age _____

City _____ ST _____ ZIP _____ Age _____

Phone () _____ Cell Ph () _____ e-mail _____

Dues (due March 1st) Schedule (1/2 after Oct 1st for **NEW** membership)

Adult/Family \$15.00

Return To:

Lorain Wheelmen
P.O. Box 102
Amherst OH 44001-0102

Waiver

In signing this release for myself or the named member (when the member is under 18), I understand the intent of this release and agree to absolve all of the sponsors, or organizers and associated entities be they individuals or organizations, singly and collectively of all blame for any injury, misadventure, harm, loss or inconvenience suffered as a result of taking part in any Lorain Wheelmen Bicycle Club ride or in connection with any activity associated with or related to said organization. If the member is 18 or over, he/she signs for self. If not, then the parent or legal guardian must sign below.

Date _____

Signature of member or parent/guardian