



Vol. 33 Nbr. 5

# Wheelmen Tracks

May 2011

## Improving in Group Sprints

RBR 2/10/11

### *What's the matter?*

If you sprint against your buddies one on one, you always win. They can't beat you in a side-by-side drag race. But when you sprint in a group of 6-10 riders you're not nearly so dominant. Someone always seems to get by you in the last 50 yards. Why's that happening?

Sheer speed doesn't always win sprints. Because cycling is a drafting sport, you have to combine velocity with cunning. Go too early and you'll get passed. Choose the wrong person to tag behind for a leadout and others will fly by. It's a real art to get close enough to the line with maximum protection from the wind, then kick at just the right time to win.

Greg LeMond, America's 3-time Tour de France winner, likes to tell about when he began riding as a teenager with experienced racers. He could keep up with them and even drop them on hills. But in sprints they always beat him. They told him that because he was young, he could go first and get a head start! Greg finally figured out that far from doing him a favor, they were sitting on his wheel while he gave them an ideal leadout.

In a perfect situation, you'd sit about 4 riders back as the sprint approached. You'd pick the best sprinter and sit glued to his rear wheel. As he accelerated you'd stay there, sheltered from the wind while he did all the work, taking you to the head of the bunch

with about 50-70 yards to go. Then you'd slingshot out of his draft and win by 3 lengths.

Well, it doesn't always work that way. Other factors gum up the perfect scenario. Let's look at some of the variables you'll encounter in sprints and figure out how to overcome them.

### *HERE'S HELP*

---Don't get dropped! Most sprints start some distance from the finish line. Rookie riders are often astonished at how fast the pack goes just setting up for the sprint. They think: "I don't want to go hard now. If I do I won't have anything left for the finish." But you have to stay with the leaders right up to the last 300 yards if you want to have a chance to win. So be ready to sprint several times just to maintain position.

---Pick the right leadout. If you don't have a team of willing domestiques leading you out, you'll have to guess who might have the best wheel to follow. It can be hard to identify a sprinter by physical type. Many sprinters are relatively muscular, big riders but occasionally a lean greyhound type has plenty of fast-twitch muscle fibers too, hidden away in a climber's body. As the race (or your competitive local training ride) progresses, observe the other riders and ask yourself several questions:

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# Minutes

There are no minutes this month. Check the April newsletter for the FEB minutes. The next meeting will be on May 12th at Ole Towne Pizza in Amherst. See ya there.



# Cateye Totals

Member	March	YTD
Panek, Carl	575	1,630
Panek, Carol	277	955
Krebs, Dave	350	942
Ballard, Ralph	379	806
Trost, Bill	340	676
Hubbard, Dennis	243	484
Petro, Arthur	195	346
Riggs, David	213	323
Wilbur, Frank	228	288
Linneman, Ray	0	182
Hendrickson, Joel	168	168
Riggs, Diane	0	140
Bachman, John W.	31	44
Keiser, Lynn	31	44
<b>Totals</b>	<b>3,030</b>	<b>7,028</b>

## Club Newsletters of the Year


Congratulations to our 2011 Club Newsletters of the Year. Each newsletter has gone above and beyond to communicate effectively and frequently with their organization's newsletters.

### 2011 Newsletters of the Year

**StreetBeat & Reclaim** magazine  
Transportation Alternatives  
New York City, N.Y

**The Roadrunner**  
Santa Cruz County Cycling Club  
Santa Cruz, Calif.

**The Seatpost**  
Toledo Area Bicyclists  
Sylvania, Ohio

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*TRACKS*

President	John Bachman
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Editor	Dave Krebs

For ride info, call 440.775.1573

Who has been winning sprints? If you ride often with the same people, you have probably identified a couple of the fastest riders. Pick one and glue yourself to that rear wheel.

Who looks fast? If you don't know the others, watch to see who accelerates easily away from corners and who makes you hurt on short hills.

Who has been suffering in recent miles? You can often discount a person's sprint if he has been groveling for miles and barely hanging on. Even if he's normally fast, maybe the hills, speed and distance have sucked the speed from his legs. Remember, though, that sprinting is a great opportunity to exhibit how the human race differs from other mammals -- in our capacity for treachery. A fast finisher can feign exhaustion, suck wheels, and cry for mercy on all the hills. Then when you ignore him at the finish, he suddenly develops the legs of Cavendish.

Who has been sucking wheels all day? Some sprinters always sit in the pack. They never pull, never put their noses in the wind. Their race-long objective is to save themselves for the sprint. If a break goes away early they'll never chase, trusting that the pack will come back together for a sprint finish. That sort of behavior is accepted in a race, although it won't win any friends. If you suspect that someone is hanging at the back to save himself for the sprint, watch carefully in the last mile before the line. If he suddenly comes alive, moves up to the front 5 riders and begins to get that sprinter's gleam in his eye, you know where your competition will come from.

(Adapted from Coach Fred's Solutions to 150 Road Cycling Challenges, a helpful eBook especially for cycling newcomers.)

## Progress in Tampa, Fla.

The League has been following the cycling fatality news from Tampa, Fla. closely and has been [advocating support](#) of the Bicycle Safety Action Plan. South West Florida Bicycle United Dealers (SWFBUD) -- 12 Tampa Bay bike shops united behind bicycle advocacy -- [reported on March 22](#) that state representative Janet Cruz (D-58) is sponsoring a bicycle safety bill. SWFBUD has worked with Rep. Cruz in the past year to further the cause of bicycling in the Tampa area. Cruz has voiced her support for a paved bicycle trail along the Bypass Canal in the Tampa area and also appeared at a memorial bike ride last October 1 to memorialize the loss of bicyclists' lives on the roads of Tampa Bay.

## Use Your "Air Brakes"

RBR 2/16/2011

We all know that wind makes riding tough. If you're going 18 mph on a calm day and suddenly a 10-mph headwind cranks up, it takes almost twice the effort to keep your speed.

But sometimes wind resistance is useful. It can help you brake without touching the brake levers. Let's say you're in a paceline. Suddenly your gap to the rear wheel ahead is getting uncomfortably short.

If you snatch the brakes, you'll probably slow too much and then need to pedal fast to close the gap. This yo-yoing causes a chain reaction among the riders behind. That's dangerous.

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# Caring for Shimano Clipless Pedals

RBR 2/16/2011

Last week one of my teammates mentioned that he was being driven crazy by a drivetrain click. Every time his right pedal passed 5 o'clock, he heard and felt a pronounced click. I enjoy finding and fixing bicycle noises and have a popular page on the subject on my website with solutions for all kinds of common and unusual clicks and clunks from me and you: <http://jimlangley.net/wrench/keepitquiet.html>.

However, no matter what we tried, we couldn't get rid of his click. Finally, I thought to ask him how many miles he had on his bike. When he told me he was approaching 20K, it dawned on me what the problem might be: his Shimano clipless pedals.

## **Pedal play or noise can indicate it's time to regrease**

What happens is that the pedals come from the factory with enough grease inside the bearings for up to about five years of use. But, if you're a high-mileage roadie, like my teammate, you can wear out the grease faster. And, when that happens, the bearings don't have enough lubrication and they can make noise. Also, you may develop a small amount of side-to-side play in the pedals -- noticeable if you push and pull on them.

**Tip:** If you keep track of when you install new parts on your bike, it can be easier to determine if they might need repair or replacement. I make a note in my training diary so I can look back.

## **You only need a few tools**

Fortunately, the fix is easy and doable by anyone with a few simple tools and some good bicycle grease, such as Finish Line, Park Tool, Phil Wood, etc. For tools, you'll need the right pedal wrench for your pedals. Some can be installed with an Allen wrench that fits in the pedal axle. However, note that Shimano recommends always using a regular 15mm pedal wrench on the pedal-axle flats for tightening. That ensures that the pedals are tight enough and won't loosen while riding.

**Tip:** Pedals are a little tricky, so use care when installing and removing them. Always start them by hand to ensure you don't damage the crankarms' delicate aluminum threads. And, remember that the left pedal is reverse-thread. Turn it clockwise to loosen it and counterclockwise to tighten it. See my pedal page for more details: <http://jimlangley.net/wrench/pedalbasics.html>.



You'll also need tools for removing the pedal axle in order to repack your pedals with fresh grease. For current Dura-Ace pedals, an adjustable wrench works. For other models and older Shimano SPD pedals, pick up one of Shimano's TL-PD40 axle-removal tools (available at bike shops), which fits

on the special splined end cap that's unscrewed to remove the axle. Or, if you don't want to buy a new tool, you can make do with pliers if you protect the splined cap so you

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## Pedals continued from page 4

**Tip:** To use pliers safely, a good trick is to cut short sections from an old punctured inner tube and slip them over the jaws of the pliers.

### How to repack the pedals

Regreasing Shimano clipless pedals is surprisingly easy (the following steps work for some other pedals, like Look Keos, too). You can do it in about five minutes. Remove the pedal from the crankarm. Then, to remove the pedal axle to access the bearings, unscrew the end cap on the inside of the pedal and pull to extract the entire axle and bearing assembly from the pedal. Don't worry about losing small parts; it will come out as one piece.

**Tip:** Use gentle pressure to loosen the end cap. If it doesn't loosen, you're turning it the wrong way and you need to turn it the other way. You can also look at the end cap or the tool (depending on the pedal model) for marks showing which way to turn it.

To finish the job, stuff about a tablespoon of grease inside the pedal and put the axle back in. When you push the axle in and tighten the end cap, you pressurize the sealed chamber inside the pedal body. This forces the grease into the bearings and relubes them, and they're good to go for another 5 years. Note that there's no need to clean the bearings or remove any old grease because it's a sealed system.

The one caution is not to force the end cap. If, when you're tightening it, it resists, unscrew it and start again. What can happen is an air bubble can get inside the pedal and prevent the cap from getting any tighter. If you force it, you can split nylon end caps -- and any nylon parts inside the pedal -- from the force. By unscrewing it and starting again, the air escapes so you can tighten the cap without excessive force.

**Tip:** I should mention that I'm assuming your pedals are in used but good condition. If you

have crashed and damaged your pedals or ride in the rain and snow all winter, your pedal bearings may need more work (replacement axle/bearing assemblies are available if yours are worn out). But, in most cases, regreasing pedals as explained is a simple and effective solution.

## Air Brakes continued from page 3

Instead of braking, sit up higher so more air catches your body. If this doesn't slow you enough, move slightly to the side, out of the draft. Keep the cranks turning without applying power. This "soft pedaling" helps you stay smooth. Jerky mixes of pedaling and coasting are a paceline no-no akin to braking.

Another time to use air brakes is on fast descents. You could keep your brakes on to control speed, but that's not cool. In fact, it can make your rims real hot, with possible blow-out consequences.

By sitting up to catch the wind, you can take 10 mph off your descending speed. Save your braking for short bursts just before corners if you're still going too fast for comfort. Then release the levers as you lean into the turn.



# May 2011 Calendar

1 <sup>st</sup>	Oberlin Inn	Valley City LaGrange	56 25	Medium long 'n rolling Nice one to Michelle's
7 <sup>th</sup>	SR 511 (see note)	Time Trial	10	Set your goal for 2011
8 <sup>th</sup>	Amherst	Milan Vermilion	55 25	Mother's Day ride To the International
12 <sup>th</sup>	Ole Towne Pizza	Meeting		@ 7:30 PM
15 <sup>th</sup>	Oberlin Inn	Spencer Wellington	52 25	A flat one to the south Just an easy jaunt
22 <sup>nd</sup>	Oberlin Inn	Medina Litchfield	59 30	Long & pretty flat Shorter & flatter
28 <sup>th</sup>	Oberlin Depot	The JJJ @8AM	100 50	A freebie Century A half Century
29 <sup>th</sup>	Amherst	Wakeman Oberlin	49 25	Maybe thru Mill Hollow Just a nice easy one
30 <sup>st</sup>	Amherst	U-Show-We-Go	25/30	Memorial Day ride

## 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.

### Time Trial:

The Time Trial will start at a small park on the west side of 511& south of US 20 just past Green Circle Growers. It goes to the RR tracks & turns around. It's 10 miles.

### Weeknight evening rides:

Are in full swing! The Tuesday ride will start from Prospect School at 4:30 PM and the Thursday ride will start from Presti's parking lot at the same time. If there's enough interest & attendance from the Amherst area, the Thursday night will switch to there later.

### Weekend & Holiday Starting Times:

**Sunday & Holiday** rides start at 9:00 AM Eastern Standard 'till next spring.

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

Don't forget to turn in your miles to: [mymileage@lorainwheelmen.org](mailto:mymileage@lorainwheelmen.org)!

# 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 \_\_\_\_\_