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Wheelmen Tracks

June 2011

Servicing Sealed-Bearing Hubs

RBR 3/3/10

Recently I helped a couple of my riding buddies with their rear wheel hubs. Hubs are the cylindrically shaped parts at the center of the wheels. The rear hub is among the hardest-working bicycle components because it spins whenever the bike's moving, and, in most modern hubs, it includes the freehub that drives the bike when you pedal.

Both my friends had the same issue. They felt it when they removed the wheel and turned the hub axle in their fingers to check the hub. Instead of turning smoothly with a nice hydraulic resistance from the greased bearings inside, it felt rough. This makes it harder to pedal the bike and riding on it may damage the hub - not a good idea on an expensive wheel. So they called me for help.

Most modern wheelsets have easy-to-service sealed bearings

Here's the funny part. Because there are so many different companies making wheels today, and such a demand for new designs every season, I barely knew as much about their hubs as they did. But, I knew that their modern low spoke-count wheels had sealed-bearing hubs, because almost all do. And, that told me that it would be relatively quick and easy to get their wheels running smoothly again. Here's how I went about it, and how you can with your hubs.

Please keep in mind that I'm assuming your hubs are in decent shape to begin with. If you ride in the rain a lot and/or have tens

of thousands of miles on your wheels with no service, you will likely need more work than the simple regreasing I explain here.

Basic tools and materials (different hub designs may require a few other tools)

- bicycle bearing grease
- cassette lockring remover for your cassette type
- 12-inch adjustable wrench
- chainwhip
- cone wrenches to fit your hub
- metric allen wrench set
- pliers
- penknife or blade from a boxknife

Do a little research

When taking apart hubs it's best to follow instructions, because some designs are tricky to figure out. It's rare to get instructions when you buy a bike. But most big-name wheel makers have websites, and by searching their support or technical documents you can often find hub instructions. If so, print them so you'll have a hard copy.

Tip: If you can't find instructions online but you see a tech-support phone number, try calling and asking if they can provide the link to their instructions or if they can email them

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Minutes




Cateye Totals


The May 12th meeting of the Lorain Wheelmen was kinda called to order about 7:15 PM at The Ole Towne Pizza House in Amherst with VP, Clyde presiding. There were 10 members present. Bob (in Louise's absence) passed out the Treasurer's Report. It was accepted.

The only business was regarding the upcoming new jersey order. Ralph brought sample jerseys to try on. He explained that the men's & women's model were cut differently and one could also get a "short" version cut 2" shorter than normal. One short sleeve, full zip jersey will be free for each member when they reach 1,500 miles. Miles should be turned in to mymileage@lorainwheelmen.org monthly. He said he would solicit sizes for all active members and a jersey will be ordered for them in anticipation of them reaching the mileage goal. Extra jerseys can be purchased. He'll send an e-mail to all when the price is firm on three versions: sleeveless, short sleeve and a heavier long sleeve. The pricing poop should be ready for the June newsletter. There being no further business, we ate!

Member	April	YTD
Panek, Carl	423	2,053
Krebs, Dave	346	1,288
Ballard, Ralph	461	1,267
Panek, Carol	270	1,225
Hubbard, Dennis	330	814
Linneman, Ray	383	810
Riggs, David	360	683
Trost, Bill	0	676
Petro, Arthur	299	645
Hendrickson, Joel	326	494
Wilbur, Frank	0	288
Linneman, Ralene	0	240
Weber, Dave	0	155
Riggs, Diane	0	140
Hubbard, Karla	118	118
Bachman, John W.	50	94
Keiser, Lynn	50	94
Totals	3,416	11,084



WHEELMAN

LORAIN
WHEELMEN


TRACKS

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Jerseys From Pyro

What a great experience this has been working on our new jerseys. Our first step was to decide that we wanted a new jersey. Then we decided to make a free jersey available to club members meeting a mileage quota. (Let me interject here that all of this was made possible by our good fortune in terms of weather and hard work by our members on recent Red Flannel Rides) Next was to get a design. The Club made a \$200 donation to the Oberlin High School art department to have their art students come up with a jersey design. Thanks to Clyde for his input and to Ron for about 15 jerseys to use as examples. Once the design was done it was off to Pyro Apparel to get sample material and sample jerseys. People got to see, feel and try on samples so they could order appropriate sizes. Arrangements for sponsors was the next step. Life Care once again has stepped to the plate and made a donation. Thank you Herb. Also, the new bike shop in town, Swerve, has agreed to make a donation to have it's logo displayed on our jerseys. In between all of this I have been hounding members to get jersey sizes. At this point it looks as if I have every ones jersey order. At least I hope I do because by the time you read this they will be well on their way to being made. Next step is to meet with Al, at Pyro, and discuss the jersey construction and finalize the cost. Once Louise cuts a check for the first half of the total Al will start fabrication. It will take about 4 weeks from the time he sees that check. I am hoping to have our new duds by the next meeting for those individuals that have reached the 1500 mile mark and for those who ordered extra jerseys. If you ordered an extra jersey I will contact you with how much and where to send your check.

Ralph

Green is Good

The innovative and experimental green bike lanes that have been appearing in cities like Portland, Salt Lake City, New York City, and Long Beach are now officially approved for use. On April 18, the Federal Highway Administration approved “the optional use of green colored pavement in marked bicycle lanes and in extensions of bicycle lanes through intersections and other traffic conflict areas.” This approval gives the green light to traffic engineers and planners across the country who previously wouldn't use the paint because it wasn't officially approved. This news, along with Janette Sadik-Khan's announcement of the [NACTO Urban Bikeway Design Guide](#) at the National Bike Summit, paves the way for dramatic improvements in national standards for bike infrastructure, signage and markings.

Bike Friendly States

Ohio was 37th in the country in the “Bike Friendly” rankings. There were six categories and Ohio scored: Legislation (B), Policies & Programs (F), Infrastructure (F), Education & Encouragement (D), Evaluation & Planning (F) & Enforcement (A) with an overall ranking of D.

Washington, Maine, Wisconsin, Minnesota & New Jersey were the top 5 and all had overall rankings of “B”. Iowa, Florida, Oregon, Massachusetts, Maryland rounded out the top 10.

If you're interested in the whole rankings of all the states, send me an e-mail (dave@lorainwheelmen.org) and I'll send you the 2-page PDF document with the whole poop.

Hubs continued from page 1

to you. You can't always get a person on the line but the bicycle industry is better than most and sometimes you can, so it's worth a try.

Steps for servicing your hubs

If you have the directions, follow them. If not, do your best Sherlock Holmes impersonation and figure your hub out. It may look like it's one piece and won't come apart. But, don't be deterred. There are moving parts inside. So you know someone put them in there. And you also know there's a way to get them out!

Plus, with sealed-bearing hubs there are no individual ball bearings to fall out and get lost, and no difficult bearing adjustments to make. All that's usually required is removing the axle to get at and service the bearings, and reinstalling the axle. And, to do that, all you have to do is figure out how to get the axle out. The following steps work for most hubs.

1. Take the rear wheel off.

Remove the rear wheel, quick release skewer and cassette (using the chainwhip, lockring remover and adjustable wrench).

Tip: Lay any parts that you remove down in the order they came off, or make a drawing so you know how they go back together again.

2. Remove the axle from the hub. Look closely at the parts on the axle's left end. If you see wrench flats on the locknut on the end of the axle, and another part with wrench flats beneath the locknut, use cone wrenches to loosen and unscrew the parts, and you can then usually push the axle out of the hub to the right. If only the locknut has wrench flats, look inside the axle to see if it's hex-shaped.

If so, insert an allen wrench, hold the axle, unscrew the locknut, slip any other parts off it, and push it out. If there are no wrench flats, the end cap is probably a press-fit. Try twisting/pulling by hand to remove it, or protect it and gently pull it off with pliers. One of these approaches will usually work to disassemble the axle to the point that you can push it out.

Tip: On some hubs, the freehub body will come off when you push the axle out of the hub, so work carefully and pay attention to how it fits. There are pawls and springs in the base of the freehub that have to fit correctly in order to drive your bike, but it makes good sense if you look at it. If the freehub parts are dirty, clean them and lubricate them with a light grease or heavy oil.



3. Find and open the sealed bearings. With the parts and axle removed, you should see the sealed bearings on either side of the hub. They're steel cartridges with black seals. Put your finger in the center and turn to feel how dry the bearings inside are. To open the

bearings, gently work the blade tip beneath the edge of the seal and twist to free and remove the seal, which is pressed into the cartridge. Careful! Don't bend it. It may take a few tries. Be patient.

4. Regrease the bearings and reassemble the hub. Once the seals are off, you'll see the bearings inside the cartridge and can press fresh grease into them with your finger. Use enough to cover the bearing, then press the seal back in place, making sure it's seated fully all around. Doing this pushes the grease into the bearing. Wipe off any excess grease with a rag. Then reassemble the hub and it'll run smoothly again and be good to go for many more miles.

Calendar

June 2011

5 th	Amherst	Wellington	52	A real flat, fast one
		Oberlin	25	Slower but just as flat
12 th	Oberlin	Huron	57	Thru Mill Hollow
		Vermilion	30	Just shorter
19 th	Amherst	Father's Day U-Show	25/30	
26 th	Lodi	Canal Fulton	70	A really long one
	Oberlin	Wakeman	32	A lot shorter & slower

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.

Lodi:

The start is in the Drug Mart parking lot on the south side of town on SR 83 (Wooster ST) at coordinates 41.02764, -82.00051.

Weekday evening rides:

Are in full swing! The Tuesday ride will start from **Prospect School at 5:00 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. We also have an informal ride on TUE currently starting at **10:00 AM at the Depot**. We ride the length of the bike path (26 miles) at a 14-15 mph pace. We may move to 9:00 as the weather warms.

Weekend & Holiday Starting Times:

Sunday & Holiday rides start at 8:30 AM Eastern Daylight 'till next fall. 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!

Note the TWO time changes! The evening rides are 5:00 and the Sunday/Holiday rides ate 8:30



Getting the Picture

RBR 4/14/11

Yesterday I was so busy scraping my shoes, playing the piano and putting my head in a box that I rode into a ditch.

Perhaps I should explain.

Pedaling looks like an easy skill to master. You push on the pedals and the bike goes. It's not like hitting a curveball, heading in a goal or walking down a fairway in a lime-green argyle sweater.

Yet the more you ride, the more you realize that cycling isn't just stomping on the pedals. There's a host of subtle body movements you can recruit to go faster with less effort.

But these adjustments are hard to explain. You'll ride stronger if you pull back and up after your pedal passes through the downstroke, but that's a tough concept to retain when your quads are about to burst like a flattened banana.

Instead, we resort to images: "scrape mud off the bottom of your shoe" or "push your knee toward the handlebar."

There's more. If your torso rocks like a bobblehead doll, experts recommend picturing your head confined in an imaginary box, which will minimize energy-sapping movement.

Meantime, all this visualization is making you tired, which causes you to grip the handlebar too tightly. Solution: Relax your fingers by pretending you're playing the piano.

Now it's time to get out of the saddle. Oh, no -- you're hunching over the front wheel when you should be letting your legs fall on each downstroke, as if weighted.

Don't forget to rock your bike, but gently, like a metronome, not wildly like Homer

Simpson strangling Bart. Is your back curved like Quasimodo's, or nice and flat like a table? And for cryin' out loud, why is there still mud on your shoes?

I told you to watch out for that ditch.

Shift the Chain Back On

RBR 5/6/2011

If you ever shift the front derailleur and experience the chain falling off the outside of the big chainring, don't despair. You can shift the chain right back into place.

Many experienced riders aren't even aware of this trick and would instead stop to put the chain back on by hand, wasting time and getting greasy.

The next time your chain goes over the big ring or falls off the small one and onto the frame, keep pedaling. Gently! Shift the front derailleur in the appropriate direction. The chain is very likely to catch the teeth and climb back on.

Don't force it and jam or bend something. If the chain won't catch, then you'll have to stop. Look for a twig or a piece of litter to lift the chain so you won't get too greasy.

This trick is no substitute for a properly adjusted front derailleur! If your chain is coming off as often as Phil Liggett says "live to fight another day," get your bike checked.

Another option for "chronic front derailleur syndrome" -- when no amount of adjusting seems to solve the problem of inside chain drops -- is a chain catcher. You can buy these gizmos in many forms nowadays. They all work the same way, by forcibly blocking the chain if it goes beyond the small chain ring. You can also build one yourself cheaply and easily, using our own eArticle, [How to Make a Chain Catcher](#).

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 _____