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Wheelmen Tracks

June 2008

How to Survive Road Hazards

By Fred Matheny and Ed Pavelka of www.RoadBikeRider.com

Cycling is a unique sport because its arena is the open road. That's the same place frequented by traffic, potholes, snarling dogs and absentminded pedestrians.

But sometimes we're our own worst enemy. Inattention and poor technique can put us on the pavement as fast as any hazard. Use these tips and you'll be less likely to take a tumble.

- **Always ride with your head up.** While cruising along, it's tempting to stare at the whirling pattern of the front spokes or fixate on your cyclecomputer's numbers. A momentary downward glance that lasts just a second too long can mean riding into a problem that could easily have been avoided.
- **Focus.** The smooth and rhythmic motion of pedaling can have a hypnotic effect. Daydreaming cyclists have crashed into the back of parked cars, wandered far into the traffic lane or blithely ridden off the road. Don't let yourself be separated from the outside world by the vivid canvases created by your imagination. Keep your head in the game.
- **Keep your bike in top mechanical condition.** Repair or replace faulty parts sooner rather than later. It's a loser's game to milk "just one more ride" out

of worn brake pads, a frayed cable, or tires with a threadbare tread or bulging sidewall. Your first line of defense against the challenges of the real world is a bike with all parts in good working order.

Punctures

It's every rider's fate to flat. But it's relatively easy to limit the frequency.

- **Choose your line with care.** The best way to avoid punctures is also the easiest: Steer around broken glass, road rubble and potholes.
- **Use tires with a Kevlar belt** under the tread. Kevlar does a good job of stopping nasty things from penetrating. Inspect the tread after every ride for embedded debris. Remember, most punctures are caused by something sticking to the tread and working through during numerous wheel revolutions. Replace tires before they become so thin that they're virtually defenseless against pointy things.
- **Check inflation pressure** every couple of days. Tubes are slightly porous and may lose several pounds of pressure

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Minutes

The May meeting of the Lorain Wheelmen was called to order by Pres. John Bachman at 7:33p.m. There were 5 members present. The usual motion was made and seconded to accept last month's minutes as written in the newsletter. The treasurer's report was read by Louise and also accepted.

Road Captain Report:

Ron wasn't there but he sent the mileage totals to Dave, who brought them and passed it around.

Correspondence:

Some ride info is coming in. See John or come to a meeting and look on the baggage cart for the fliers for rides coming up.

Unfinished Business:

Ralph brought up concern in the Amherst starting point on Thursday nights only. There is a lot of traffic around that time. He would like to see it moved out of town where there isn't so much traffic. There was discussion as to where it should be moved to and the most likely spot would be out to IGA parking lot on Milan Ave. & Quarry Rd. There was also discussion about the Oberlin group riding out of Oberlin and meeting up with the Amherst group at the corner of Quarry and Middle Ridge Road, by the grocery store. The meeting time would be around 5:40p.m. at that spot. This concept was discussed at length.

New Business:


Ralph brought up Crank Mail. For the past couple of months, Crank Mail has been going thru some hard times as to finding an editor. The issues are late and always out of date. The ride schedules are usually out of date. He wondered if Crank Mail is of any value to anyone.

There was some discussion about route changes for the upcoming ROAST Ride. Dave brought up the idea of bringing back the 4 loops. The starting and ending point (of each loop) was in Oberlin. Each loop would go thru a town where the riders could get something to eat and drink. The current short route is sorely in need of a town to buy food.

This was tabled 'till next month.

The next club meeting will be June 12, at 7:30p.m. with a pre-ride before the meeting. The Rhubarb cake was well taste tested. Next month it might be either a spice cake or another rhubarb cake ... who knows what lies in hearts of man ... come see!



<i>WHEELMAN</i>			<i>TRACKS</i>	LORAIN WHEELMEN
President	John Bachman			
Vice Pres	Clyde Hohn			
Secretary/ Treasurer	Louise Page			
Road Capt.	Ron Cicerchi			
Editor	Dave Krebs			
For ride info, call 967-8580				

Calendar

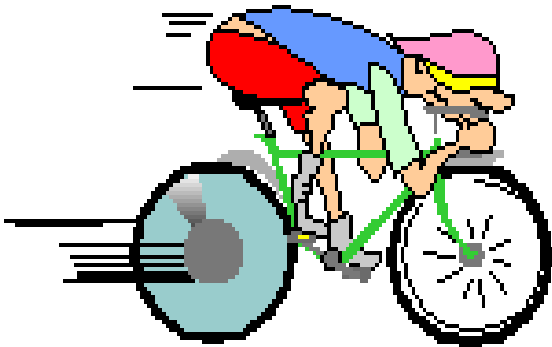
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Weekend & Holiday Starting Times:

Sunday & Holiday rides will start at 8:30 for the summer months. There won't be an afternoon ride.

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

Evening Rides:



Will start at 5:30 from Prospect School on Tuesday and Amherst on Thursday, except for the meeting night. That ride will start from the Depot. For the time being, the official start is still the parking lot, however the group riding up from Oberlin will meet us at Kendigh Corners (Quarry & Middle Ridge) at about 5:40 or so.

Wooster to Nashville Ride:

This ride will be to a pancake breakfast! Call Ron for details and the exact starting point.

Things are starting to perk up this cycling season. Spring is coming along with the Spring Classics, and now, for Memorial Day, the Jerry's Jeromesville Journey, and a flat to rolling century into northern Ashland County.



Cateye Totals

Member	April	YTD
Panek, Carl	443	1,839
Cicerchi, Ron	512	1,541
Ballard, Ralph	461	1,449
Panek, Carol	417	1,444
Krebs, Dave	170	1,315
Scheef, Mark	808	1,027
Haun, Mike	184	994
Paslowski, Peter	483	483
Wood, Ed	275	467
Hohn, Clyde	-	394
Wood, Sandy	201	345
Petro, Arthur	-	200
Conklin, Dolores	74	74
Conklin, Randy	50	50
Page, Louise	24	24
Totals	4,102	11,646

Bike Path News

Have you whiffed the path lately? Frank & I were on our way to Elyria last Tuesday (5/20) when we were stopped by park rangers. We were told the path would be closed today between Oberlin Road & Russia Road. They were going to apply a sealer. We were allowed to travel east but had to find a different route back to Oberlin. That was no problem, we returned via old US20.

I assumed when I returned 2 days later, I'd find a newly sealed black path. To my surprise, I couldn't tell they did anything! I DID notice it really SMELLED good! Whatever they sealed the path with had a citrus smell and was clear.

Hazards

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each day. Soft tires slow you down, corner poorly, wear fast, and don't protect your rims against metal-bending impacts.

Potholes

Hitting potholes can bend your rims beyond repair. If the chasm is deep enough, it will send you hurtling over the handlebar when you bury the front wheel and the bike suddenly stops. Here's a primer on pothole evasion.

- **Note where potholes lurk** on your normal training routes. Plan your line well in advance to avoid them. Don't expect the road to be in the same condition every day. Potholes have a habit of sprouting up out of nowhere, especially in the winter and early spring due to the daily freeze/thaw cycle.
- **Treat potholes like glass.** Ride around them, first checking behind for traffic. Be mindful of riding partners when you change your line. Newly minted potholes present a double hazard—the chasm itself, and the chunks of shattered pavement around it. If the pothole doesn't bend your wheel, the sharp bits of rubble might puncture your tire. Give these highway craters a wide berth.
- **Jump your bike over a pothole**, if you have the skill and are unable to ride around it because of traffic or adjacent riders. Learn this move on a grassy field. Level your pedals, crouch off the saddle, then spring up and lift with your feet and hands. Start by jumping over a line on the ground, then graduate

to higher but forgiving objects such as a rolled-up towel or a shoebox.

Railroad Tracks

Unlike most dangers, tracks can't be ridden around. You can suffer an instant crash if your tires slip on the shiny steel rails. Ride with extreme caution and follow these safety tips.

- **Slow down!** Tracks are rough, and even if you don't crash you could get a pinch flat. This happens when you ride into something abrupt, like a rail, and it pinches the tube between the tire and rim, slicing two little holes in the tube.
- Rise slightly off the saddle. Have equal weight on your hands and feet. Let the bike chatter beneath you. Use your flexed arms and legs as shock absorbers.
- **Cross tracks at a right angle.** If the rails are diagonal to the road and you cross them at an angle, your front wheel can be twisted out from under you. A perpendicular passage is essential in the rain. Wet metal tracks are incredibly slippery. The slightest imbalance or abrupt move can send you sprawling.
- **Jump if you're real good.** Racers who need to cross tracks at maximum speed will jump them. They use the same technique that works for potholes, but with more speed and lift because they must clear two rails. Coming down too early means the rear wheel will hit the second rail, guaranteeing a ruined rim or a pinch flat. In most cases, jumping isn't worth the danger. It's better to slow down, square up, and creep across.

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Hazards

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Additional Slick Spots

- **Painted lines.** These can be slippery, especially the wide markings for pedestrian crossings at intersections. The paint fills in the asphalt's texture, producing a surface that's uncertain when dry and deadly when wet. The danger is worse when the paint is new.
- **Dry oil slicks.** These may be nearly invisible, but you can spot them as darker streaks on a gray pavement. Be real careful in corners. You aren't safe if you ride through oil on the straights. The greased tread might slip in a corner just ahead.
- **Wet oil slicks.** If it rains, a small oily patch can grow until it covers the whole lane. Be on the lookout for the telltale multi-colored water. There's no pot of gold at the end of this rainbow, only a black-and-blue meeting with the pavement.
- **Wet metal.** If it's been raining and you come upon anything metal in the road (manhole cover, steel-deck bridge, road-repair plate), it's as treacherous as riding on ice. Cross it with the bike absolutely upright. Even a slight lean can cause the wheels to slip. Smart riders walk their bikes across wet steel bridges.
- **Wet leaves.** Be very careful in the fall, or you will. Even if the road is dry, there can be moisture trapped between leaves littering the pavement. When you see leaves in a corner, slow down

and round the bend with your bike upright, not angled.

· **Sewer grates.** Some old ones have bars that run parallel to the street and are wide enough to let a bike wheel fall through. If this happens, you can look forward to plastic surgery and possibly a lifetime of lawsuit riches. Many municipalities have replaced such grates with bicycle-friendly versions, but be careful in case a town hasn't gotten the message yet.

Receive a FREE copy of the eBook "29 Pro Cycling Secrets for Roadies" by subscribing to the RoadBikeRider Newsletter at www.RoadBikeRider.com. No cost or obligation



Tour de Georgia



George Hincapie in Georgia



June Calendar

Date	Starting Point	Destination	Miles	The etc's
06/01	Oberlin	Lodi LaGrange	58 25	Long & pretty flat Really flat
06/08	Amherst	LaGrange	54/45	Pick long or shorter
06/12	Nordson Depot	Prolog Meeting		@ 5:30A pre-meeting ride @ 7:30
06/15	Wakeman HS	Bellevue Norwalk	63 30	Really long and FLAT Just a nice medium ride
06/21	Wooster	Nashville	48	See note below!
06/22	Oberlin	Medina Litchfield	59 41	A long rolling ride Shorter distance, same terrain
06/29	Amherst	Litchfield LaGrange	60 38	A long rolling ride to the SE Shorter and much flatter
07/04	Amherst	U-Show	25ish	Independence Day ride
07/06	Oberlin	TBA	30/55	Tune in later for details
07/10	Nordson Depot Meeting	Prolog @ 7:30		@ 5:30A pre-meeting ride

<http://www.lorainwheelmen.org>
rides@lorainwheelmen.org

Starting Times & Locations

Shorter Rides:

Those of you that don't want to chase the fast guys, come on out and ride the short route on Sundays. It'll be a reasonable (14-16) mph and we won't leave anyone behind!

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. From SR 58, go west on Park Avenue. When you get to the bowling alley, look to the left ... that's the lot. We meet on the south end near Tenney.

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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
(includes CrankMail)

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 _____