



Vol. 29 Nbr. 10

# Wheelmen *Tracks*

October 2007

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## A GREAT TOUR OF OHIO

By Ken Sloane

Our totally dedicated newsletter editor, hier Krebs, asked if I would write a blurb about a recent trip that myself, Lisa Shomo, Clyde Hohn, and Ron Cicerchi – he did part of the trip – made from Oberlin to Athens Ohio. The “reason” for the destination was Athen’s sponsorship of a made-in-Ohio, micro-brew beer fest. Also enticing was the potential for some real nice terrain between the two cities with towns in between where decent lodging and food could be had; and, indeed, we were pleased on both accounts.

The first leg was Oberlin to Malabar Farm which included roads used on the Jeromesville ride eventually going farther south into the hilly Clear Fork and Mohican River drainages. Though half of this 68 mile leg was relatively flat, we still managed to pull off 2,000 feet of elevation gain and earned our beer for the day. The next two legs went Malabar to Granville (Quaint college town east of Columbus) followed by a final push to Athens. Our total mileage for the jaunt was 415 miles and 18,000 feet of elevation gain. The latter figure is probably shy of our actual total because my computer/altimeter doesn’t have time to accurately register the altitude of the bottoms of the big “rollers” as we sped through; and, believe me, there were many “rollers” we sped through.

We planned the route as we traveled from maps out of the DeLorme, Ohio Atlas. We found the atlas to be somewhat imprecise – we

at one point looked for a road that a local told us had been closed for years – and found getting lost to be part of the excitement of the trip. Most of our travel transpired on county and township roads with good surfaces with just a little “unimproved” surface thrown in to keep us honest. One dirt “unimproved” road had a hill with a pitch on one side of 19% — the side we went up – and 21% on the drop. Can you say walk your bike up the hill (couldn’t keep traction on the rear wheel) and hope you don’t lock the wheel(s) on the way down? We also traveled some state routes but mostly in the Hocking Hills area where the traffic density was fine and the route usually more direct. This area was also less agricultural as we traveled on tree lined routes in and out of the Wayne National Forest.

I found the Mennonite and Amish area between Malabar and Granville to be particularly beautiful. The farms had lush meadows and gardens nestled in valleys between beautiful ridge lines with spectacular views. It also was the hilliest area with many pitches in the 15% category. On the trip back between Granville and Malabar, I recorded 3,650 feet of vertical in just 57 miles. The area between Granville and Athens was not far behind in regard to beauty and challenge with gorgeous, very open ridge lines and lots of hills and miles. On the way back, 87 miles and 3,800 vertical.

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# Minutes

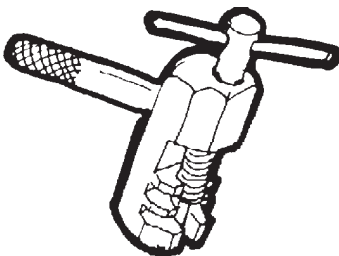
The September meeting was held at Ole Towne Pizza. There was very little business transacted. Louise passed out the Treasurer's Report and Dave did the same with Ron's Mileage Report.

After our bellies were full we took care of a couple of items. First, we voted to move the evening ride times back to 4:30 PM. This time will hold until evening rides are done at the end of October.

The new Red Flannel route map was passed out for review and approved. It'll address the continuing problem of the metric riders not exiting the Path in Kipton and getting to Wakeman before they realize their error. The new route will go north on Professor St. to Butternut Ridge and north on Pyle Road. Of course, the Vermilion Road hill will be no more. Not to worry, Ron replaced it with Swift Hollow, just a mile or two out of the Mill Hollow food stop. On the return leg from Wakeman, the Garfield hill is gone and replaced with the 7% climb on SR 60 plus Dean Road.

The meeting never ended, we just paid the checks and went home.

The next meeting will be at the Depot on October 11<sup>th</sup>. There will be a Prolog at 4:30 ... the last one for 2007.



# TOUR

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How did we find all these hills in Ohio? Stay east and cross as many river drainages as possible. The drainages we encountered were the following:

Malabar area- The Clear Fork and Mohican; the Gambier area (south of Malabar)- the Kokosing; the Granville area- the Licking; and Athens- the Hocking. And all of this just out your back door.



The Red Flannel is coming, that means it's cookie baking time again! Part of the success of the ride is our home baked cookies, soup and chili so break out the cookie sheets and get to work. **We need lots of cookies!**

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

# Discovery Channel Cycling Team Disbands

By John Leicester  
Associated Press

PARIS - Lance Armstrong's former team is disbanding. Discovery Channel said Friday, August 10, it will cease operations at the end of this season because it has been unable to find a new sponsor. Doping scandals have left cycling reeling and made sponsors jittery.



“I do not think you have seen the last of this organization in the sport,” Armstrong, the seven-time Tour de France champion and co-owner of the

team, said in a statement. “But clearly things need to improve on many levels, with a more unified front, before you would see us venture back into cycling.”

Discovery Channel featured the winner (Alberto Contador of Spain) and third-place finisher (Levi Leipheimer of the U.S.) at last month's Tour de France.

On Friday, Contador denied any involvement in doping following accusations he was linked to the Operation Puerto drug investigation in Spain.

“This was a difficult decision, not made any easier by our recent Tour de France success,” Discovery Channel general manager Bill Stapleton said. “We were in talks with a number of companies about the opportunity and were confident a new sponsor was imminent. We have chosen, however, to end those discussions.”

The team said it will still ride in this year's Tour of Spain and the Tour of Missouri.

Tailwind Sports, which owns and operates Discovery Channel, suggested in its statement that Armstrong's mentor, Johan Bruyneel, will retire. He coached Armstrong through his record seven Tour wins and Contador through his 2007 title, meaning he oversaw victories in eight of the last nine Tours.

“Everybody is really impressed with our program, our team, our results, but the current climate does not allow us to draw in (a sponsor) of the magnitude we are looking for,” Bruyneel said on Belgium's VRT network.

“I'm going to miss the staff, riders and the excitement of the races, but not all the infighting between the teams,” he said in the team statement. “This team has become my family and it is very sad to think that we will not be together next season.”

Discovery Channel is only U.S.-based elite professional team in cycling. It was previously known as the U.S. Postal Service team. With the decision to fold, Contador will be one of 27 riders looking for new jobs.

**Red Flannel**

**Nov. 4, 2007**



# Cateye Totals

# Basic Skills for Group Riding

By [Gale Bernhardt](#)  
For Active.com

Rider	August	YTD
Maddock, Daniel	1076	5,604
Cicerchi, Ron	635	4,921
Scheef, Mark	461	4,717
Panek, Carl	862	4,588
Ballard, Ralph	527	3,904
Hohn, Clyde	454	3,829
Paslawski, Peter	380	3,504
Maddock, Tina	687	3,271
Petro, Arthur	145	2,620
Panek, Carol	407	2,477
Haun, Mike	243	2,463
Krebs, Dave	322	2,302
Conklin, Dolores	0	2,279
Ivan Greive	0	1,781
Wood, Ed	297	1,767
Sloane, Ken	0	1,741
Shomo, Lisa	0	1,741
Conklin, Randy	0	1,580
Bachman, John W.	53	966
Deucher, David A.	0	554
Blake, Tracy	56	434
Seman, Thomas	0	346
Linneman, Ray	0	303
Moennich, Jim	82	229
Moennich, Debbie	42	189
Hubbard, Dennis	0	165
Wilbur, Frank	0	159
Linn, Ron	0	87
de la Porte, Herb	0	60
Deucher, Peter	0	57
Pauley, Jr., Stephen G.	0	32
Heritage, Wayne	0	22
<b>Totals</b>	<b>6,729</b>	<b>58,692</b>

You don't have to be a competitive cyclist to enjoy the benefits of group rides. Utilized correctly, regular group sessions can motivate you, improve your fitness and make any ride more enjoyable. However, if you lack the technique or the fitness to ride with a group, the experience can be frustrating and leave you riding alone. In a worst case scenario, lack of skills causes you to crash, perhaps taking others down with you.

To help you get started, let's look at a few group ride basics.

### Finding a group for you

When you search for a group to ride with, find out their general policies. Some meet for "no-drop" rides. This means that no rider is left behind and you can count on an experienced rider to stay with you. Inquire if someone in the organization teaches group riding etiquette.

Another option is to join a drop-in ride. These often begin in the parking lot of a local bike shop, with the pace of the group determined by the individuals or specific goals of the ride. Often, there are designated A, B and C groups to accommodate differences in riding speed.

The third most common choice is a race thinly disguised as a group ride. These are usually the fastest and most aggressive rides

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# Calendar

Date	Starting Point	Destination	Miles	The etc's
10/06	Water Tower Square	Brecksville N. Royalton	57 40	The last long SAT ride of the season
10/07	Oberlin	Medina Letchfield	59 41	A long flat to rolling one Shorter & mostly flat
10/11	Nordson Depot	Prolog Meeting	4:30 7:30	A warm-up ride Last minute R/F stuff
10/14	Amherst	Wellington	52 46	Flat all the way Cut off at Rte 18
10/21	Oberlin	Lodi Litchfield	58 41	Flat to rolling Same terrain, shorter
10/28	Oberlin	Club R/F The short loop	63 32	Check out new R/F route Same as the old route
11/04	Oberlin Community Center @ 9:00 EST	Red Flannel	63 32	Invitational metric and ½ metric routes

## Starting Times and Locations

**Sunday & holiday ride times are 8:30**

### 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.

### Oberlin:

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

### North Olmsted:

Starts in the Water Tower shopping center at the corner of Lorain Road and Dover Center Road. Take 480 to Sterns Road, exit north to Lorain Road and turn east to Water Tower Square on your left.



**Time Change**

*November 4th, 2007*



## Start Times

### Ride starting times:

Saturday Morning rides will start from Oberlin (Prospect School) at 9:00 AM.

### Evening rides:

Evenings are still on but this will be the last month for 'em! **The start time is 4:30.** That's plenty of time for 20+ miles before sunset even if it's cloudy. The TUE will depart from Oberlin (Prospect School) and the THU ride will depart from the city parking lot in Amherst. This will be the last month for official evening routes. Daylight Savings starts on Sunday, November 4<sup>th</sup>.

<http://www.lorainwheelmen.org>  
[rides@lorainwheelmen.org](mailto:rides@lorainwheelmen.org)

## Group Riding

Continued from page 6

available. These rides are for very experienced cyclists and carry catchy names like, “Everyone Gets Dropped”, “Ride Till You Puke” and “Wednesday World Championships.” You have been officially forewarned just by reading the title.

Your local bike shop is a good place to start if you're looking for a group ride in your area. Most are associated with a club, bike shop or racing team.

### Basic skills

A few basic skills are needed in order to successfully ride with any group. You must be capable of riding a straight line, controlling your speed, anticipating possible problems and watching the road ahead of you. At the same time, be alert for activity in your peripheral vision.

**Hold your line** — If you have watched a professional cycling race, you know that every rider needs to “hold a line.” This means that cyclists need to be capable of riding a line parallel with the edge of the road.

Practice this skill by riding 12 to 24 inches to the right of the white shoulder line while trying to keep parallel with that line.

**The slipstream** — Some group rides practice staying together as one large mass — more or less — with little movement among the group.

Other group rides incorporate pace lines — or some version thereof — into their sessions. In its most basic form, a pace line occurs when one rider pulls a line of other riders behind them. Each person follows the rider in front of them by staying within a few inches to a few feet of their leader's rear wheel. This area of least wind resistance is known as a slipstream.

Staying in the lead rider's slipstream is called drafting. Riders that are in the draft position save upwards of 30 percent of energy compared to the lead rider. If you've ever had a chance to draft, you know that riding 20 miles per hour is significantly easier when you're following rather than leading. The difference is even more pronounced in a head wind.