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Wheelmen Tracks

November 2009

Eric's 14 Hill Challenge

By Dan Maddock

Well the weather was not all that pretty this morning, overnight rain, but the radar was clear, so I woke up the wife and told her it looked good, so let's see what ya got in ya. As I promised, I would ride domestique for Tina in her attempt to make all 14 hills and 91 miles.

We arrived at the Deep Lock Quarry parking lot, on wet roads but no rain, only 7 of us got there at the 8:00am start time and figured the weather was going to hurt the overall attendance. Eric showed up and gave us a brief rundown of the route as more people rolled in. We roll out as more show up (I don't know what final number of riders is, but we filled 2/3 of the parking lot). The roads are damp but there is still no rain. Each year the route is a little different, as we will ride up and down the valley in a clockwise loop with the first hill being Bath Road East. This is hill number one.

The group of us is in agreement that we will regroup as needed to make the journey more fun and this works well as most riders turn out to be at Tina's ability and the regrouping stops are never more than a few seconds and they ain't waiting for her, which makes her very happy. We are having a great time and the group is very compatible on all levels, one rider has a very good knowledge of the hills and his input and know how are much appreciated by the rest of us.

On the first hill of the day I have a sudden slip in my shifting while standing on a steep section, no real problem but whatever has happened I now have only 8 speeds, I can't

get into the 25 in the back. Little do I know that this is a harbinger of things to come. We don't make any stops along the way and just do the Cliff/Power Bar thing to stay fueled, at one point we are close to our cars and stop to refill water bottles and off we go again. At this point we have completed 7 out of 14 hills and are at about 1,600 ft of climbing so far.

My wife is riding super and has had no problem at all with the climbing or pace, her descending is good too. My shifting issues are deteriorating fast as the chain skips a lot now, but since I am riding support for Tina I can deal with it. The company is great and the weather has been fine.

As we approach hill number 9, I comment that I think it is an easier one than an alternate that we usually do, which brings some comments from the others that are counter to my opinion. It turns out I was wrong and it is far harder that I remember! On one steep section I stand to climb and BOOM, the rear derailleur cable blows apart, now I know why the shifting was going to hell on me. Well I'm now in the middle of the climb, and by the way, when this happens the derailleur shifts all the way out to the small cog, and I'm now on a single speed, thank goodness I have the legs to finish the climb.

So at mile 50 and the top of hill 9, I am forced to abandon, I tell Tina to go on without me and I will wait at the car, but she says she doesn't want to have me sit there for 2 more

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Minutes



Cateye Totals

The October meeting of the Lorain Wheelmen was called to order by Vice Prez., Clyde at 7:40. There were 6 members present. There was a motion to waive the reading of the minutes and accept those printed in the newsletter. The motion passed. The Treasurer's Report was passed out to all those present. The Mileage Report was also passed out.

The only order of business was the upcoming Red Flannel Invitational. Louise reported that we have 23 pre-registrants so far. The bottles are in and Bill has commitments from several bike shops for door prizes. He will be going to a few before the weekend to pick up some of them. The bib numbers have been shipped but have not arrived. They will have fliers with coupons to stuff in all "goodie" bags and some gift certificates.


All the parks are on board but Milan has not responded to Clyde's e-mail yet. John would like the food list by the weekend before the ride. Clyde, Dave & Ralph will take the inventory the Monday before the ride and give John his shopping list. Several members noted what they're going to bake or cook for ride date. Clyde passed out the assignment sheets and will e-mail each member as to their duties on ride day.

There being no further business, we chowed down on some great pizza.

The next meeting will be on Thursday, November 12th at Lorenzo's. There will be NO prolog before the meeting!

Member	September	YTD
Cicerchi, Ron	616	4,895
Linn, Colleen	4,624	4,624
Ballard, Ralph	525	4,322
Hohn, Clyde	425	3,682
Panek, Carl	244	3,059
Trost, Bill	403	2,670
Krebs, Dave	212	2,544
Panek, Carol	154	2,515
Petro, Arthur	189	2,321
Bachman, John W.	100	737
Moennich, Debbie	90	256
Moennich, Jim	88	254
Totals	7,670	31,879



WHEELMAN

LORAIN WHEELMEN

TRACKS

President	John Bachman
Vice Pres	Clyde Hohn
Secretary/	
Treasurer	Louise Page
Road Capt.	Ralph Ballard
Editor	Dave Krebs

For ride info, call 440.775.1573

hours (45 more miles to go at this point). I am surprised when the guys in the group try in vain to convince her to finish with them. I think this really meant something to her, but I was glad that she stayed with me. One other guy joined us on the return to the cars and we finished with 56 miles at an average speed of 16mph and 2,200 ft of climbing. So I got to see what it's like for you single speed guys in the hills, personally I think you're nuts, that was way too much work, but it was fun when we caught and passed a tri-guy.

So, my breakdown caused Tina to not finish the challenge, "next year", as the old saying goes. However I think it did build her confidence for the ride coming up in Georgia. She could have made it. I know she was strong enough and her overall confidence was high, and her descending improved too!

Overall the day was a success and it accomplished what I had hoped. The bonus is that my problems happened at home and not on a mountain top in Georgia, so a trip to LBS on the way home and everything is back to normal.

RED FLANNEL

Don't forget, the Red Flannel is coming up on NOV 1st! This is the one time of the year when we NEED your participation! Not only do we need you to bake, bake & bake, but we need you to come out on the 1st to help. This is the one event that funds our Club activities and charitable contributions for the year.

If you don't know how to help, give Clyde a call (440.775.1501) or e-mail him (chohn@oberlin.net). He'll put you to work. Along that line, he'll be contacting everyone to ask for your help. There are a lot of jobs to be filled, even traffic control before the ride. There's open positions at food stops and for clean up at 5:00 after the ride.

Coors Classic?

Armstrong Pushes for Renewal of the Coors Classic

Phinneys join Governor for stage race discussions

More than 20 years after its last running Lance Armstrong has commenced a bid to revive the Coors International Bicycle Classic by meeting with Colorado government officials. The seven time Tour de France winner met with Governor Bill Ritter to gather support for the idea of launching a stage race similar to the historic event by 2011.

"There is no reason the Coors Classic doesn't come back. I think U.S. cycling needs it," Armstrong told *Associated Press*.

Armstrong and Ritter were joined by Connie and Davis Phinney for the discussions about reviving a stage race in Colorado. Davis, the father of Trek-Livestrong rider Taylor, was the last person to win the event sponsored by the Coors Brewing Company in 1988.

Ritter has thrown his support behind the idea in principal and while state funding is unlikely due to a funding crisis, he's reportedly hoping to help form a commission with the aim of obtaining commercial sponsorship money to fund the project. "I think Lance Armstrong is committed to some kind of race in Colorado. This is a big deal for us," Ritter said.

Other riders to have won the Coors Classic during its nine year history include Tour de France winners Greg LeMond and Bernard Hinault. The first Mexican rider to contest the Tour de France, Raúl Alcalá, also won the race towards the start of his long career in 1987.

JIM'S TECH TALK

Flight School by Jim Langley, RBR

Already this summer I've taken 2 flights with bikes and had some interesting experiences, like chasing down another cyclist at the airport who beat me to baggage claim, grabbed my bike case, and almost made it to her rental car.

Here are my 10 top tips to avoid that miscue and others when traveling with your bike.

(1) Personalize your case. Whether you use a basic cardboard bicycle box or a purpose-built case, avoid the problem I had by marking it distinctively. I had yellow hang tags on mine, but the roadie who grabbed it thought the airlines had put them on. Otherwise it looked exactly like her case. Next time I'll paint my initials on the side. Also, put your name and contact info on the box and on your bike inside, in case they get separated somehow.

(2) Make it sturdy. If you're asking for a cardboard bike box from your local shop, try to get one that's thick, sturdy and large enough for your frame size. If all you can get is a box that's been flattened for recycling, open it and glue the bottom panels with an ample dose of white or yellow wood glue. When it dries it'll be as strong as new.

(3) Don't fear a soft case. There are hard cases and soft cases. Although some people frown on the latter, I used a soft case for a trip to Italy and my experience is that handlers treat them more carefully. Plus, soft cases may require less bike disassembly and usually can be folded for easier storage at the hotel, stuffing in car trunks, and so on.

(4) Add protection. Whatever type case you use, protect your bike by getting foam pipe insulation in various diameters and cutting sections to slip over the frame tubes and

fork blades. The foam hardly weighs anything and protects great. Make sure the sections stay in place by taping or tying them.

(5) Shield the chainring. If you're removing both wheels there's a chance the large chainring could bang into the case and be damaged. To prevent this, tie one crankarm to a chainstay so the crank can't turn. Then put a thick piece of pipe insulation around the bottom of the chainring.

(6) Remove the rear derailleur. Unscrew it from the frame but leave the cable connected. Then cover the derailleur with bubble wrap and tie it between the stays. During re-installation make sure any screws or tabs are out of the way when you thread the derailleur bolt into the hanger. You don't want to cross thread and strip anything.

(7) Use plastic spacers. Ask the shop for the plastic frame spacers and wheel axle caps that new bikes arrive with. Put the spacers between the fork dropouts (and rear dropouts if you're removing the rear wheel too). Press the caps into the axles of removed wheels after taking out the quick-releases. Actually, you can get away with only one cap per wheel by placing it on the axle end that's against the case.

(8) Box the small parts. Put the pedals, quick-releases, seatpost/seat and any other parts into bags or boxes and tie them to the frame so that nothing can move and bang against the bike. Likewise, put foam or other padding between any parts that might strike or rub each other. You can usually fit your helmet and shoes in with your bike, but bag or wrap them and tie them so they stay in place. Same for your pump and seat bag with spare tube, patch kit and mini-tool.

(9) Inflate the tires. You may have heard that you need to deflate tires to keep them from exploding as the plane reaches high altitude, but that's a myth. They should be fully inflated so rims are protected and your wheels

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TRY THIS ON YOUR NEXT RIDE

Outfox Cujo, RBR

If your roads aren't home to a couple of family pets bent on taking a chunk out of your leg, you're one lucky dog.

It's better to avoid a confrontation in the first place. Here are 4 ways to do that:

- **Know the neighborhood.** Memorize the location of loose dogs. Make a mental note of their habits. Do they come onto the road or stay on the shoulder? Do they act serious (ears back) or do they just like to run and bark? With this knowledge you can strategize your approach to each house that harbors a prowling pooch.

Tip! If the dog lives on a hill, plan your ride to pass him on the descent. With gravity boosting your speed, Spot has no chance. Flat road? Increase your velocity in the preceding 100 yards so you can fly by at full tilt.

- **Tread lightly.** Dogs are territorial. They want to chase you out of their bailiwick. Once they do, they usually lose interest instantly and return to lying in the sun, dreaming of dog biscuits. So try to get through their territory before they know you're in it.

Tip! Switch to silent running before you're within earshot. No gear shifts, braking or riding over anything that'll make your bike rattle. In a group, tell everyone to stop talking well in advance. Assume stealth mode.

- **Check the wind.** It's much better to approach Fang's territory with a headwind rather than a tailwind that carries your sounds toward him. Plan the ride direction with this in mind. On a windy day, you can often get past him -- and be close to his invisible boundary -- before his nap is so rudely interrupted.

- **Ride where car wheels roll.** There's less crunchy, noisy gravel than at the edge of the road. Also you have more room to maneuver when you're positioned away from the berm or curb. Traffic permitting, of course.

TECH TALK Continued from page 4

(10) **Research the airlines.** Prices for flying with bikes vary, so check airlines' baggage pages on their websites. Southwest charged me only \$50 per bike each way and didn't care about the size or weight. Some airlines have a 50-pound limit and charge upwards of \$200. You can use a bathroom scale to check packed bike weight. The lighter it is, the more dirty laundry and souvenirs you can put in the case on the return trip. Fifty pounds seems to be the weight at which baggage fees escalate.

Finally, double and triple check that everything's in your bike box before sealing it. But don't panic if you get where you're going and realize you left the seat on the garage floor. As long as there's someone back home, you can have anything shipped anywhere overnight. I've been there.

Quick Tips

- If you travel frequently, you can avoid much of this packing hassle (and often airlines' bicycle charges) by owning a folding bike such as a Bike Friday or Ritchey Break-Away. Both ride very well and fit inside cases that don't look like there's a bike inside.

What if Fluffy gets the upper paw? Sternly shout "Stop!" or "No!" or "Get off the couch!" as you pour on the coals. This can mess his mind just enough to keep him away till you ride out of his turf.

If you're caught on a climb or cornered for some other reason, get off on the opposite side of the bike and keep it between you and the mutt. Then back away till you're out of his domain and he returns to the porch, having done his dogful duty.

Just make sure Bowser from next door isn't sneaking up from behind.

Calendar

Date	Start	Destination	Distance the etc's
11/01	Oberlin	Red Flannel	We need all members to work!
11/08	Amherst	U-Show	25 & 50 No destinations for the winter!
11/11	Amherst	Veteran's Day	A holiday ride
11/12	Oberlin	Lorenzo's	Meeting @ 7:30 PM, NO prolog!
11/15	Oberlin	U-Show	Maybe 30 to 35 by now.
11/22	Amherst	U-Show	Maybe the same, 30 to 35.
11/26	Oberlin	Thanksgiving	Probably Sterks.
11/29	Oberlin	U-Show	We'll be lucky to get in 30!
12/01	Amherst	U-Show	Probably about 25ish.

All Sunday and holiday rides start at **9:00 Eastern Standard Time starting on 11/1/09**



Time Change

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 kaput now. If anything, there might be an informal ride in the afternoon if the weather is OK. Call Ralph & check!

Weekend & Holiday Starting Times:

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

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!

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 _____