



# Wheelmen Tracks

November 2011

## MITTEN MIRTH

By Clyde Hohn

This past August Ron, Joyce, Ralene, Ray, and I drove up to northern Michigan for a week of riding. I used the word mitten in the title, because that is what they call the shape of Michigan. The shape of a left mitten, more or less shows the outline of the lower peninsula, the space between thumb and forefinger being Saginaw Bay. We started riding in Petoskey, maybe a 7 hour drive. Our route was determined by the availability of rooms, but it worked out well. There were other desirable destinations, but we couldn't get rooms. Ron and Joyce handled the room finding. Ron had been up there previously. It was all new to me.

Petoskey. We stayed at the Stafford's Perry Hotel. There is another Stafford's hotel on the outskirts of Petoskey. The Perry is maybe 100 years old, brick, and has several eating and drinking spots. It has rooms looking at the lake, and is right in town, convenient to bars and restaurants. Petoskey has a long history as a tourist town. It has a large yacht harbor and is pleasantly sited on the lake shore. There is a bike path connecting Petoskey to Harbor Spring to the north and Charlevoix to the west.

Our first ride started in Harbor Spring. We could have ridden up there, but drove so as not to have too long a day. We (Ron, Ray, and I. (Joyce and Ralene drove separately) followed a route from a map Ron got from the Cherry Country Cycling Club. That isn't exactly the name, but Ron can tell you if you want to get

the map. They had suggested routes of various lengths, and had graded the roads for cycling suitability. It was a great map and saves a bunch of work. We used it to base all of our rides. We rode north inland about 30 miles and then turned west to the lake shore and went south on a rolling road that had lots of trees along it, thus getting the road the name "Tunnel of Trees". Not quite a tunnel, but a pretty road with good lake views. Motorists were a bit of a hazard as they were preoccupied with gawking at the lake views. Car traffic was not a big problem. We stopped at a general store about half way down the southern leg of the trip and I had a fresh donut and a piece of cherry pie still hot out of the oven. A few groups of riders came in while we were there. It's a popular bike road.

Charlevoix. We rode west out of Petoskey on the bike path for a while. It had some good lake scenery, but it was often in the trees, and could have been anywhere. We used that good map to find a more challenging route away from the lake that got us plenty of vertical. The hills up there are just big dunes, so one doesn't get much true ridge line riding. It's more like riding on a giant golf ball, up and down the dimples with a hill and drop in any direction. Not crowded with people or cars. We made a 50 mile ride out of a 15 mile day to get to Charlevoix. It's a boating tourist destination,

Continued on page 4



# Cateye Totals

# A Great Book


Member	September	YTD
Maddock, Daniel	868	6,957
Maddock, Tina	912	6,428
Ballard, Ralph	550	4,134
Panek, Carl	505	3,859
Cicerchi, Ron	0	3,835
Hohn, Clyde	454	3,333
Hendrickson, Joel	497	3,299
Linneman, Ray	0	2,921
Trost, Bill	404	2,870
Panek, Carol	387	2,655
Zagorsky, Ben	415	2,621
Petro, Arthur	189	2,547
Krebs, Dave	216	2,357
Grebenc, John	400	2,281
Hubbard, Dennis	489	2,204
Bachman, John W.	505	2,200
Keiser, Lynn	505	2,200
Weber, Dave	607	2,004
Carruthers, Mary	0	1,791
Wilbur, Frank	27	1,643
Chriss, George	422	1,600
Chaill, Susan	552	1,588
Galis, Larry	552	1,588
Moennich, Debbie	217	1,488
Moennich, Jim	298	1,473
Riggs, David	0	1,168
Riggs, Diane	0	846
Hubbard, Karla	0	706
Trost, Mary Ann	51	658
Stacklin, Jeff	106	629
Linneman, Ralene	0	615
Page, Louise	0	183
Wilbur, Betty	0	178
Seman, Thomas	0	118
Totals	10,128	74,977

The book is [Team 7-Eleven](#), How an Unsung Band of American Cyclists Took on the World - and Won (\$27.95). It was written by former VeloNews and Bicycling magazine managing editor Geoff Drake, who was covering pro racing during the team's heyday, and Jim Ochowicz, who founded and ran the team.

Of course, I remember Team 7-Eleven, and I thought I knew a lot about the riders and their famous victories, like Andy Hampsten's remarkable Giro d'Italia win in 1988 and Alex Steida, Jeff Pierce and Davis Phinney's stage wins in the Tour de France. But this book is so full of fascinating details and behind-the-scenes anecdotes that I couldn't put it down.

It reads a little like a detective novel as you meet Jim Ochowicz, a former racer turned construction worker, still passionate about the sport, who has the idea to build a great American team around super-star Olympian Eric Heiden. Having done it all in skating, Heiden wants to take up bike racing. And Ochowicz realizes that with the most famous athlete in the world on his roster, anything is possible.

Continued on page 3

*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



**Time Change**



# Minutes

A special meeting of the Lorain Wheelmen was held October 13th. at Lozenzo's, in Oberlin. There were between 15 to 18 people present. Clyde called the meeting to order and began talking about the upcoming Red Flannel. The Community Center has been reserved for that Sunday. The inventory is to be taken by Clyde, Dave & John on Monday, the 14<sup>th</sup> so the various food stop bins will be ready for transport to the Community Center on Saturday, the 5<sup>th</sup>.

Clyde would like to have the cookies and non-refrigerated stuff then (Saturday) so they can get somewhat divided up. If people cannot make it to the Community Center on Saturday they should be at the Center by 7:00A.M. Sunday to deliver their cookies and stuff and whatever they need to and get going. He also mentioned that the people that are making chili, please make sure that it is thawed out, cold but not frozen. It is hard to heat it up when it is still frozen.

The Milan, Wakeman, and Metro Parks have been contacted. The Port-a-Potty has been contacted also and will have these there in time.

The map was discussed and changed in one area due to an "upgrade" caused by the county. The map will be going to the printers soon. The mileage will be the same. A comment was made that last year's maps were well received and would like this year's maps the same if possible.

Bill Trost said that the Road ID. numbers is not in yet but will be coming soon. The area bike shops have been contacted for donations for this year prizes.

Because we were kind of spread out in Lorenzo's. Clyde made the rounds to the various tables where members were sitting and informed them as to what was discussed.

# Book. Continued from page 2

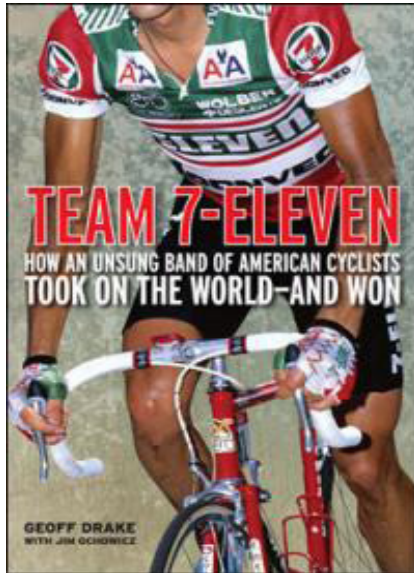
Which leads directly to him approaching the Southland Corporation, parent company of 7-Eleven, and landing an almost decade-long sponsorship that results in arguably the top American pro team of all time.

What I liked most about the book is learning the backgrounds of the people who joined the team over the years, how they got into cycling, their racing achievements and how they ended up on 7-Eleven. Even though I've actually met and ridden with some of the Slurpees, as they were sometimes called, they are all gods

of cycling to me -- and a bit unapproachable. But reading this story, you get to know them, what motivated them and what made them such an integral part of the team.

It also makes you think about how the success

of Team 7-Eleven led to Team Motorola and Lance Armstrong and us finally having consistent coverage of bike racing on TV and everywhere else. And, how it continues with the modern class of American professionals we root for today. Team 7-Eleven is a hardback book with 320 pages and 100 photographs, many that I've never seen before -- like the one of Hampsten, head covered in snow on the Gavia Pass in the Giro that he won. Great stuff.



something when we got in and it was busy. We hid out in the Villager Pub on the main drag until it was OK to get into the rooms. Or maybe there was some other reason. Hang out we did, and it was good place for it. They had a fried zucchini appetizer that everyone liked. At one point Ray had to quit hanging out and fetch Ralene and Joyce who either were lost or over tired. They had taken a different route than Ron, Ray, and me.

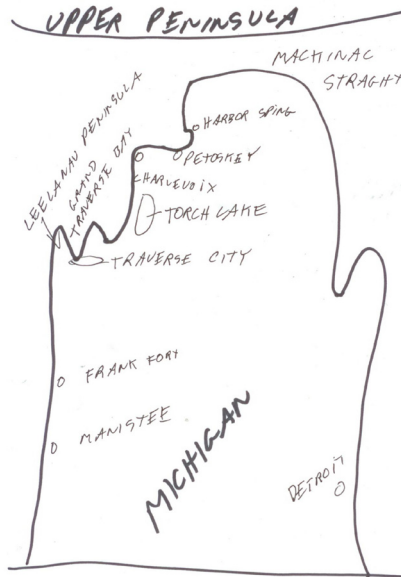
We ate at a place next door to the bar called Terry's. Very good food and not too pricey for the quality

Traverse City We had mapped out a 60+ mile route to Traverse City and couldn't take advantage of the most scenic roads, which are on the east side of Torch Lake. Torch Lake has a sandy bottom, I think, and must be shallow, because in the sun it's a bright Caribbean blue. We had a cloudy day and missed that. We had good ride anyhow, with plenty of vertical.

T City is a big place with a large tourist industry. It sits at the bottom of Grand Traverse Bay. We stayed in a Travelodge on the east side of town, convenient to not much. We could get into downtown via a bike path. It was the best Ron and Joyce could do. August is prime season up there. We ate at Phil's on Front, which is on Front St.(but you knew that) I ate there by myself the next night. I liked it fine. Very strong wine list and they will give you samples till you find what you want.

The next day we did a day ride up to Leelanau, at the north end of the Leelanau Peninsula. Again, a route from that map. Leelanau is now a nice looking little tourist town, but Ron says he remembers it when it still had fishing boats in the harbor. It's hilly riding with all those dunes again. Not many cars to be seen, and great pavement. I don't remember any chip and seal roads. AND NO DOGS. 377 miles and no dogs. It's worth the drive just to be around people civilized enough to keep their dogs off the roads. Which they are not around here.

To be continued



## RED FLANNEL

OK, guys & gals, the Red Flannel is almost upon us. We NEED YOUR help! We need you to bake, bake, & bake. Bring your cookies to the Community Center at 7:00 AM on Sunday and be ready to head off your assignment. We also need chile & soup.

If you haven't let Clyde know what your cell phone number is, do it on Sunday first thing. If you listed it on your Club application, he should have it unless you've changed your number. Check with him to be sure what he has is OK. We need to communicate between registration, the food stops and SAG wagons and cell phones do the job for us.

# Calendar

## November 2011

30 <sup>st</sup>	Oberlin Inn	Members Red Flannel	62 32	Members only the short route
<b>FALL BACK 1 hour at 2AM Sunday to STANDARD TIME</b>				
6 <sup>th</sup>	Oberlin Com Ctr	Red Flannel	62 32	Members work
10 <sup>th</sup>	Ole Towne	Meeting	7:30	A R/F report
13 <sup>th</sup>	Amherst	Wellington Oberlin	52 25	A nice flat one Just a shorter version
20 <sup>th</sup>	Oberlin Inn	Medina LaGrange	59 30	Long 'n flat A jaunt to Michelle's
24 <sup>th</sup>	Amherst	U-Show	25	A Thanksgiving ride
27 <sup>th</sup>	Amherst	Litchfield Grafton	58 35	A few rollers to the SE A little shorter

## 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.

### Weekday rides:

Evening rides KAPUT! The official evening rides are done for the season. They'll be back next spring.. Standard time is here and there's NOT enough light. We can still do the Tuesday morning ride if the weather cooperates. It starts at the Oberlin Depot at 10:00 AM and travels to both ends of the Path (26 miles) at a 15mph pace. Check with the Road Captain for other pick-up rides.

### Weekend & Holiday Starting Times:

Sunday & Holiday rides start at 9:00 AM Eastern Standard time 'till next spring. Ride destinations and distances are only a guess and will be changed if weather is a factor.

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)!

# All about flats

## Types of Flats

A tire goes flat because there is a hole in the inner tube. There may or may not be anything wrong with the tire itself.

Flat tires can be divided into four groups:

1. **Slow leaks** take long enough to go flat that the bicycle may actually be ridden, but the tire will need to be pumped up more often than it should. It is normal for a tube to lose air over a period of weeks. If you put your bike away for the winter and come back in the spring, the tires will likely be soft or flat, but this doesn't necessarily mean that there is anything wrong with them: you may just need to pump them up.

If you use high-pressure tires, you should check the pressure at least once per week.

Slow leaks that take more than an hour or so to go down can often only be repaired by replacing the inner tube, since it may be impossible to find the hole.

2. **Punctures** are caused by running over sharp things which poke a hole through the tire and into the tube. Punctures may be caused by glass slivers, thorns, nails, bits of wire or other small, sharp objects.

The typical puncture puts a small hole in the tire, which doesn't matter. Patching or replacing the inner tube is the fix for punctures...but don't forget to remove the pointy thing from the tire before you put it back on!

3. **Pinch Cuts** result from hitting stones, curbs, or sharp edges of holes in the road surface. When the tire hits a sharp edge hard enough, it compresses so that it bottoms out. The inner tube can get pinched between the rock and the rim. Pinch cuts usually put two small holes in the tube. This type of damage is sometimes called a "[snake bite](#)" because the two holes look like the wound made by the fangs of a snake.

Pinch cuts sometimes ruin tires as well as tubes, but usually the tire will not be damaged.

The impact that causes a pinch cut can also make a dent or "blip" in your [rim](#).

4. **Blowouts** are sudden losses of air, usually accompanied by a loud BANG! Since the inner tube is just a rubber balloon, if you pump it up outside of a tire, it will stretch bigger and bigger the more air you put into it, until it pops. The inner tube will not take much [pressure](#) by itself, it needs to be held inside of a tire to get up to full pressure. If the tire doesn't hold the tube in all around, the tube will pop.

## Tire Inspection

While you have the tire off the rim, examine the inside of it carefully. Thorns and glass slivers can hide, and may be difficult to remove. I find that pushing them back out through the tread, using a sharp instrument, is often helpful.

In addition to looking for sharp pointy things poking through, look also for broken cords or cuts in the fabric of the tire. If you find such cuts that run more than a millimeter or two, you should replace the tire when possible.

# 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 \_\_\_\_\_