



Vol. 3 | Nbr. 12

Wheelmen Tracks

December 2009

Georgia Cycling's "Six Gap/Three Gap" ride

By Dan Maddock

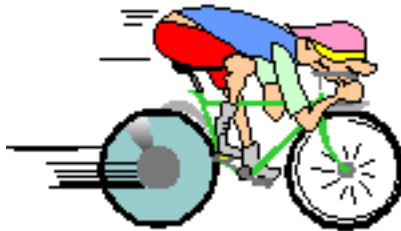
While visiting Georgia during the 2008 tour of Georgia with Gary Solomon, we went to a cute little town called Dahlonega that was to be the finish of one of the stages. It was quaint and I felt that my wife, Tina, would enjoy visiting it if we ever had the chance. Not realizing the chance might come sooner than I thought.

Well, I've discovered that I love riding in the mountains, after doing the Blood, Sweat and Gears ride in N.C., riding up MT. Mitchell in N.C. and riding in Georgia with Gary, so I'm always looking for rides in the mountain states that intrigued me. So I found one that was in Georgia that looked interesting, goes up Brasstown Bald (highest point in Georgia) after a 105 mile century ride so I thought I'd sign up for it. This ride is in early May and includes an 80 mile cutoff that I felt Tina could do and was near the town of Dahlonega, but the logistics of the ride really didn't sit well with me. You would finish on Brasstown and have to wait there until you and your bike could be brought back down the mountain, but since it was the only one I'd found so far, I was going to do it.

One day while reading the forum posts on bikeforums.net, great site, give it a visit sometime, I saw a listing for a ride called the six gap/three gap in none other than Dahlonega, Georgia. I linked to the website provided and found it was in September and since Tina and I have been riding very well this year, felt it would be a

better option than the other ride. We wouldn't have to sit all winter and then try to train for a ride like that in early spring and hope to be in the shape we would need to be. So we registered, found a nice local resort to stay at, and the next step being, to keep our fitness in order and train for what sounds like a great time in the North Georgia mountains.

So what is this Six gap/three gap? Well a gap is the south eastern U.S.'s way of saying big hill! It is the pass though a mountain to be precise. So this ride has one option of 58 miles that goes over three gaps (mountain tops) and the other is 106 over six gaps (mountain tops), of course that is just the ones they count, trust me, the roads aren't flat there. There are 9 rest stops on the century and 5 on the 1/2 century, so that gives you an idea how hard this is that you need to stop every ten miles. This is considered one of the toughest rides in the eastern U.S. so we have our work cut out for us.



There is also a lot of neat sightseeing to do in the area, so it won't be all suffering and no fun. The day before is also a big bicycling expo in the town square. One of the nearby towns, Helen, is supposed to be a reconstructed alpine

village that we plan to also visit, so in my next installment, after the ride, I will fill you all in on the details and let you know if we make the finish without putting a foot on the ground on any of the climbs.



Minutes

The November meeting of the Lorain Wheelmen was called to order by Pres. John Bachman around 7:40p.m. The minutes were accepted as written in the newsletter. Louise handed out the Treasurer Report which was approved as written.

Road Captain Report

The mileage totals were passed out. Mileage for the year is just a spit over 40,000.

Red Flannel:

The ride went well. There were 426 riders. Clyde said the help was spread thin but the Club came thru with the home bake cookies, bread and chili. There was discussion about asking for help from other organizations but after some lengthy discussion that was put on a back burner. The Club as a whole has a good handle on the food end and even though we are spread somewhat thin, we as a club always come through.

New Business:

Discussion was brought up about being a sponsor on the Back Roads to Beaches. After some discussion it was made into a motion by Clyde and 2nd by Dan to become a Cat 1 Supporting member for \$500.00. We'll have our logo & Web site link on the Beaches Web site and other presence throughout 2010. We hope it will generate interest and bring in some new members.

The Banquet for next year was discussed. It was decided that the price limit will be \$35.00 per person with membes & spouses free. The motion was made by Pete and 2nd by Dave. The banquet location is yet to be decided.


The next club meeting will be the second Thursday in January at Ole Town Pizza in Amherst. After the meeting was adjourned, the food came and everyone ate.



Cateye Totals

Member	October	YTD
Cicerchi, Ron	672	5,567
Ballard, Ralph	482	4,804
Linn, Colleen	0	4,624
Hendrickson, Joel	457	4,290
Hohn, Clyde	395	4,077
Panek, Carl	0	3,059
Trost, Bill	358	3,028
Krebs, Dave	132	2,676
Panek, Carol	0	2,515
Petro, Arthur	102	2,423
Bachman, John W.	0	737
Moennich, Jim	102	381
Moennich, Debbie	68	374
Totals	2.768	38.555

If ya didn't turn in your October miles, you have two more chances before the YE totals are published. Son't let the leaders walk away with the title without a fight!

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

Bike Chains

There are a lot of people new to cycling who are not aware that a bike chain is considered a “consumable”, that is expected to be replaced periodically.

They usually find this out when their bike no longer shifts smoothly, or they experience chain slip while pedaling. (If this occurs while standing, it can be very painful as you come crashing down on the top-tube of the bike).

Often, you can get away with ignoring your chain except for a little oil now and then, but you will come to regret this.

When chains wear, there is often no easily visible indication that they are doing so. They seem to look just the same as when new, just a little dirtier. But chains wear in an odd way: they “stretch”.

Now chains don’t actually stretch in the normal sense of that word. If you measured an old and a new chain, each link of the old worn chain will be the same length as a link on the new chain, yet the old chain will be longer. You could painstakingly count the number of links to make sure that there were the same number of these same sized links. Yet, the old chain would still be longer.

The secret: Chains wear out the connecting pins that hold the links together. The pins get ground down by all the grit your chain picks up from the road.

This wear is hard to see because it’s hidden between the two outer chain side plates.

The two outer side plates are friction fit to the chain pin, and wear does not generally occur there. The two inner plates

are meant to swivel around the chain pin each time the chain goes around the gear. This repeated motion slowly grind the pin diameter down.

Slowly, over time, the effective diameter of these pins gets smaller, and in some severe cases they get grooves in them. In addition, the holes through the inner set of side plates (or the bushings in those holes) become slightly oval shaped.

Chain “stretch” then, is simply the **accumulation** of a tiny bit of wear over many pins. Normally, a chain link is half an inch from pin to pin, and one full inch from the start of one link to the start of the following link (Yup, it’s measured in inches, not centimeters, it’s always been this way). When the pins wear, the overall distance between them gets further

So What?

Who cares if the chain “stretches”? You do (or you should) and here’s why.

A worn chain measures just a tad longer between the pins, and does not mesh well with the gears on the bike, all of which are carefully made to mesh perfectly when the pins are half an inch from each other. As the pins move further from each other they come to rest on a different part of the gear tooth. Instead of nestling smoothly in the hollow between gear teeth, they land on the face of the following gear tooth, and start to wear that tooth down. The photo at right shows what can happen if you let it go.

The black chainring was from a neglected (but often ridden) bike, and the silver colored ring is new. Note the ugly wear pattern, where the leading edge of each tooth is badly worn down. This bike had a bad case of chain skip and poor shifting.

Putting a new chain on worn chain rings will yield worse chain skip. So neglecting the chain means you not only get to replace the

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“Share the Road” Auto License Plate

Goal: To sell 1000 plates each calendar year

Why this goal? Because the State of Ohio will cease issuing the license plates unless 1,000 are sold each calendar year, January 1 through December 31. Thus, to insure future availability, we have set this annual goal. Remember that the funds generated by the sale of plates are used for publication of the valuable bicycling safety pamphlet, *Ohio Bicycling Street Smarts*. So it's important for all of us to buy or renew the special plates, and encourage others to do likewise.

For the years 2005, 2006, 2007, and 2008 we sold 919, 1,546, 1,805, and 2,092 license plates, respectively, for a total of 6,362 plates in all. This has brought in \$31,810 for the publication of *Ohio Bicycling Street Smarts*, at \$5 per plate. So far there have been 1,693 sold in 2009 (thru October 9th).

You may obtain your plates in one of three ways:

1. Visit your local Deputy Registrar office.
2. Dial 1-800-589-8247
3. Go to the BMV Web site at oplates.com
If you choose this option, follow these steps:
 - a. Select “SPECIAL PLATES” in the left column
 - b. Select vehicle type
 - c. Highlight “SHARE THE ROAD” under “SPECIALTY PLATES”
 - d. Click on “VIEW THIS PLATE”
 - e. Select whether you want to specify the letters and numbers on the plate or whether you want a stock plate.

Ohio Senate Bill

On September 28, 2009 Senator Teresa Fedor (Toledo) introduced a bill that would require Ohio motorists to leave three feet of clearance when passing bicyclists. The bill represented one of six recommendations given to Senator Fedor by OBF Chair Chuck Smith during a May bicycle tour from Toledo to Columbus. The recommendations were approved by the OBF Board during the April meeting. The bill already has 17 other senate co-sponsors. You can check the OBF web site at www.ohiobike.org to keep up on the progress of this bill and other legislative actions.

Bikestation D.C. Opens to the Public

Bikestation Washington, D.C. officially opened on October 2, 2009 at Union Station. This location houses over 100 bicycles in 1,600 square feet of free-standing ultra-modern glass and steel design. In addition to secure bike parking, the facility also provides a changing room, lockers, bike rental, bike repair and retail sales. Membership registration is now open. Memberships and 24/7 access are handled by the Bikestation Coalition, a national network of similar bike parking facilities. Interested cyclists can go to www.bikestation.com to

December Calendar

<u>Date</u>	<u>Start</u>	<u>Destination</u>	<u>Distance the etc's</u>
12/06	Amherst	U-Show	Most likely the International
12/13	Oberlin	U-Show	Probably Wakeman
12/20	Amherst	U-Show	Just the samo-samo
12/27	Oberlin	U-Show	Maybe Wellington this time!
1/1/10	Amherst	U-Show	A happy New Year's ride
01/03	Amherst	U-Show	The first Sunday ride of the New Year

All Sunday and holiday rides start at 9:00 Eastern Standard Time

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!

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chain (fairly cheap) but now you also have to replace the chain rings and probably a few cogs on the rear gear cluster as well. This can get expensive, especially if your rear cogs need to be replaced. It's much cheaper to replace the chains in a timely manner.

How Often to Replace Chains

The rule of thumb is you should replace your chain BEFORE a foot of chain has stretched to the point where it is a foot and one eighth of an inch.

Checking this is Simple:

- Shift to the big-big gear combination. (Gives a nice long place to measure).
- Lay your bike on its left side.
- Lay a one foot ruler or tape on the top run of chain such that the Zero mark is dead center in one of the chain pins. Hold it there very steady.
- Check the other end of the ruler. On a new chain it will be dead center on another chain pin.
- If the chain pin center is less than 1/16th beyond the end of the ruler it's OK.
- Between a 16th and an 8th, you should think about changing the chain at the earliest convenience.
- If the chain pin center is 1/8th of an inch beyond the end of the ruler it is past time to change your chain.

You may get anywhere from 2000 miles to 20,000 miles on a bike chain before it needs replacement. It all depends on how much grit and dirt accumulate on the chain and your style of pedaling.

Tools you will need:

Bike shops have a nifty tool measuring chain "stretch" but it is no more accurate than a good ruler. You can have them double check your measurements when you ride down to buy your new chain.

You can have them install a new chain for you, or you can do it yourself. It's a skill that may be good to know in case you break a chain miles from anywhere.

You need a Chain Tool. A Chain Tool is used to push the pin out of the chain so that you can take out links to make it the right length. You need to do this with each new chain. Expect to pay under \$14 for a good chain tool.



There are several models to choose from. I prefer one small enough to be carried in my bike bag.

There are no common household tools that do a satisfactory job of removing and re-inserting chain pins. You really do need this tool.

Note that there are some brands of chain that come with a "easy open" link. These often require no tools to open the chain. When clogged with gritty oil, these can be difficult to open, and the quickest way may still be the chain tool. Even with an easy open link, you need a chain tool to adjust the length of the new chain.

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 _____