

DERAILLEUR

MAILLEUR

September 2009



The Unspoiled Century

By Justin Sondak

Seemed like nothing could spoil the CCC's and Evanston Bike Club's 2009 "Spoiled Century." Not the flat tire I sustained a mile into the ride nor the flat Paul discovered at the last rest stop, not Clif's dubious tasting "Shot Blox," and certainly not the crystal blue skies and early-autumn-in-August weather (60 degrees at the start, high in the low 70s) with lake cooled breezes. Helmed by ride leader Art Gilfand and SAG dude Jim Kreps, the more moderately-paced trip drew 24 riders who soon spread out, from the clipped-in, bike shorted folks in front to the sneakers and flat-pedalled crowd in back. Art advertised this century as great for first-timers and those daunted by the roadies' pace. With 19 riders completing the route by dinnertime, the ride delivered.

Formerly known as the Slow Century and Slower Century and alternately known as the Pampered Century, one of the longest rides on the Club's calendar plugs along at a manageable 15-18 mph through the North Shore and southern Wisconsin, past Lake Forest's Market Square, the country's first planned shopping center; Kenosha's historic district; downtown Waukegan; and the Bahai Temple in Wilmette. It's a pace more familiar to urban commuters than Lance Armstrong wannabes. Still, crossing the state line inspired the lead pack to hammer down a blistering midday stretch (reportedly reaching 30 mph) to the Kenosha Velodrome. Once there, we enjoyed Dominick's signature meats and cheeses as a coach bellowed to his riders.

A few of us took a lap around the track before the pack headed back south.

Seven planned and two unplanned rest stops were mixed blessings. No doubt we needed time off the wheels, but the afternoon stops proved so restful that the lead pack took off early and those of us failing to stretch consistently drifted further and further back. The final few miles took us past tawny Sheridan Road estates, beauty mostly lost on me as I coaxed just a few more minutes out of my tightening quads.

Much thanks to Art for his meticulous planning and keeping the group on track, quite helpful on the transitions from road to trail. Thanks to Jim for keeping the rest stops well-stocked and lending his tech expertise and his vehicle to the cause. And thanks to John for lending me his wheel when my own gave me trouble.



More Power to the Pedal

By Jim Kreps

Many cyclists start off simple, then you start riding with friends and groups (such as the CCC), and then you start looking at each other's bikes. Some even start asking questions. So why don't my tennis shoes work well for cycling? Why do you have those weird looking pedals?

Let's explore the small evolution of the Power Stroke concept.

If our bodies were completely welded to the bicycle (for some of us, they might as well be), the most efficient use and least tiring of our bodies would be to have a direct "power" transfer. That power would go from our legs, thru the ankle, thru the foot, into the pedal, pedal axle, up the crank arm into the hub, which turns the chain, the gears, and the wheel, which moves the bike.

Standard pedals offer no 360-degree power transfer; thus you waste a lot of unused energy.

Add standard toe clips, and you will gain added benefits of power down, power up, maybe some power forward, but still no complete 360 degree.

Add clipless pedals, you will gain the true benefits of 360 degree "down, pull, up, push, down, pull, up, push."

But your feet need to have some rigidity also. If you put an SPD on the bottom of your common gym shoe, it could feel like pushing a rock with a fishing pole, especially on long or hilly rides. The reason for this analogy is to prove a point that you will expend far too much energy pushing the pedals around with a weak soled shoe than with a stiffer brand. Cycling shoes are designed with a polycarbonate plastic sole or steel plate for rigidity. When looking for shoes, twist them in the short direction and look for a stiff sole.

The tops of the shoes need to be designed well for your power up strokes. Most cycling shoes have gone Velcro these days. I prefer the two strips of Velcro to secure the top of the foot. When I'm concentrating on the power up stroke, I'll start to feel the tops of my feet pushing into the top leather of the shoe. Shoestrings can get in the way of the gears if you are not careful. Combination of both could be your best buy or at least get two Velcro straps across your shoe.

Once you have graduated to the level of stiff shoes and clipless pedals, you may wonder why all this for Chicago's flat terrain? Consider that this equipment will lessen your fatigue as you ride more than 50-mile rides with this type of upgrade. Hills or flats, start working on technique regarding your power strokes.

PREZ SEZ

By Anne Alt



We are in the midst of great improvements to our regional network of cycling routes. Work has started on the south suburban Cal-Sag Trail (www.calsagtrail.org), which will connect with the Major Taylor Trail, Burnham Greenway, Tinley Creek trail network, Palos Forest Preserve trail network and the I&M Canal Trail. The Valley Line Trail was recently completed in Sauganash on the northwest side. Momentum is building for the Bloomingdale Trail (www.bloomingtontrail.org) on the west side, which is now in the design phase. These major rail-trail conversions will be a huge step forward in creating a network of trails, connecting the currently scattered pieces.

In 2000, construction began on the Major Taylor Trail, a rail-trail conversion on the far south side. Although most of the trail was completed several years ago (with a gap finished last year), it fell into a jurisdictional limbo. The Cook County Forest Preserve District now handles upkeep on the north and south ends of the trail (Dan Ryan Woods and Whistler Woods), and the Park District maintains the middle. This year we've had good trail conditions throughout the summer.

It has taken persistence and teamwork to make this happen. I've been working with a team that includes members of the Major Taylor Cycling Club (www.mtc3.org), Alderman Carrie Austin and her staff, Friends of the Parks, and several local community groups. We recently formed a park advisory council, giving us official status to request budget allocations, maintenance, and later to form a non-profit organization for the purpose of fundraising to make improvements.

Working together to generate ideas, build consensus, lobby community leaders and state legislators, and create support for improved bike routes will benefit us in many ways. Our commuting options continue to improve. Individuals and groups interested in bike touring and recreational riding have better route options.

A regional network of connected trails will have a positive ripple effect as increased trail ridership creates demand for better facilities on and near the trails. This has the potential to boost local businesses and employment, as well as increasing tourism at local historic areas such as Pullman and the Underground Railroad sites near the Cal-Sag Trail, further aiding historic preservation efforts.

If you would like to experience the difference our community effort has made on the Major Taylor Trail, come out and ride it on the Boulevard Lakefront Tour on Sunday, September 13 (www.boulevardtour.org). We'd love to see you on the trail!



Bikes, Big Wheels and Beers (Oh my!)

Dust off that two-wheeler and gear up for the ride of your life! It's time for...the Urban Assault Ride!!! It's the ultimate pedal-powered urban adventure known for its funky obstacle courses. You and a partner will take to the streets to complete a timed scavenger hunt that takes you all over the Windy City.

Plot your own course from checkpoint to checkpoint. Solve riddles. Tackle hilarious obstacles - such as Big Wheel Slalom, Bike Joust, Keg Walk and more. Then race your way to the finish line where a raucous post-party beer bash and raffle, courtesy of New Belgium Brewing, awaits you. The first team to hit all the checkpoints wins a pair of New Belgium Brewing cruiser bikes - sweet!

It's cruising into the Windy City on Sunday, September 20 - register NOW to ensure a spot.

You don't have to be Alberto Contador to participate - this event is more about having fun than going fast. Anyone can do it - even little ones (ages 7+) And any bike will do. Be sure to check out www.urbanassaultride.com for more inspiration, information and to register.



BIKE FOR SALE

For all you lovely "vertically challenged" folks out there (a.k.a. the 5'4" and under crowd), I am selling my very lovely, but rarely ridden handmade Gunnar red Hot Dog (now known as the "Fast Woman") road bike.

I think the bike is between 50 52 cm, and I'm selling it because it is more of a faster distance bike than I really need.

Here are some specs:

- 853 Reynolds steel frame oh so much more comfy than aluminum
- Salsa Poco handlebars
- Triple Shimano 105 chainring - outer is A52
- Profile BRC front fork
- Uno adjustable headset
- Shimano 105 STI
- Shimano 600 brakes
- Clipless pedals
- Terry Bravisimo saddle

Contact Julie at Bikegoddess@hotmail.com if you're interested.



More Power to the Pedal

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One true method to improve technique is to pedal with only one foot on an indoor trainer. I have done this on the road also, but not when riding with a group and especially not while drafting a fellow cyclist. First step is to train using the push down, pull up technique. After you master this, starting thinking in terms of 360 degrees, push down, pull back, pull up, push forward.

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About the Club

Mission

To facilitate recreational bicycling in a non-competitive environment in and around the Chicago area; to promote safe bicycling habits and proper bicycling etiquette; to provide bicyclists an opportunity to network with other bicyclists; to encourage bicycling as a safe and viable alternative to other modes of transportation.

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Officers

President: Anne Alt
 Vice President: Julie Sherman
 Treasurer: Alice Kroman
 Secretary: Michael Wasserman
 Member at Large: Jim Adgate, Art Gilfand
 Education: TBD
 Newsletter: Justin Sondak, Tom Grose
 Rides: Jim Adgate

The Ride To Provide

You are invited to the 2009 Ride To Provide Multiple Sclerosis Fundraiser benefiting the National Multiple Sclerosis Society on October 10, 2009. Every hour in the United States, someone is diagnosed with multiple sclerosis, an unpredictable, often disabling disease of the central nervous system. Multiple sclerosis, commonly referred to as MS, interrupts the flow of information from the brain to the body and stops people from moving. Symptoms range from numbness and tingling to blindness and paralysis. MS affects more than 400,000 people in the U.S. (including 20,000 in Illinois) and 2.5 million worldwide.

Thanks to the generous in-kind donations of local businesses, 100% of event donations will go directly to the National MS Society, Greater Illinois Chapter, where they will support important research into the causes of, and cure for, MS and to underwrite the many important programs for those living with MS conducted by the National Multiple Sclerosis Society.

Teams and individuals are encouraged to participate. For more information, visit www.the-cycle-studio.com/RideToProvide.htm or email TheCycleStudio@mail.com.



STYLE YOUR RIDE



JERSEYS
 Sleeveless\$50
 (Men: S - XL)(Women: S - 2X)
 Shortsleeves\$55
 (Men: S - 3X)(Women: S - 2X)
 Longsleeves \$60
 (Men: M - 3X)(Women: M - XL)
WINDBREAKER - \$60
 (Men: M - 3X)(Women: S - 2X)
GLOVES - \$10

CLUB MEMBERS ONLY may purchase these items by contacting Duane O'Laughlin merchandise@chicagocyclingclub.org 773-612-8157. May not be shipped. We will meet you at a club event or ride or you may pick up items by making arrangements to do so in advance.

More Power to the Pedal

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Practice will eventually turn into habit or second nature for your muscle group. You'll likely feel less fatigued and riding a mile or two per hour faster.

Also don't forget your Chicago Cycling Club socks. More cushion for the sole!



BECOME A MEMBER FILL OUT THE FORM AND MAIL IT WITH YOUR CHECK TO CHICAGO CYCLING CLUB

I, for myself and for any other minor on whose behalf I sign this membership application, agree that 1) bicycling is a potentially hazardous activity and that accidents can occur from negligence or carelessness; 2) ride leaders' maps and/or written directions are provided for my convenience only and not to guarantee a safe route or trip; and 3) I voluntarily participate in club events and assume all risks associated with participation therein, including but not limited to injury, falls, contact with other participants, weather, traffic, and road conditions, all such risks being known and appreciated by me.

Name(s) _____ Birthdate(s) _____
 Name(s) _____ Birthdate(s) _____
 Address _____
 City _____ State _____ Zip _____ Primary
 phone _____
 Secondary phone _____ E-mail _____
 Emergency contact/phone _____

I obtained this membership application from _____

I want to receive a paper copy of the members' directory Yes No the club newsletter Yes No

I would like to help with the following: ride planning newsletter publicity meetings social events

Annual dues: Individual (\$20) Family (multiple individuals at one address \$25)

Do not share my contact information: within the Chicago Cycling Club with other bike-related organizations

Signature _____ Date _____

Chicago Cycling Club Newsletter September 2009



Riders on the Spoiled Century
rest at the Kenosha Velodrome

THE NEWSLETTER OF THE CHICAGO CYCLING CLUB
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