

# DERAILLEUR MAILLEUR

September 2008



## Tales from a RAGBRAI Virgin (no-longer) Pt. 3

By Alice Kroman

What can I say? It was fantastic! Jim K, Jim A, Art, Duane and I can now say that we've done RAGBRAI. Word has it this year's was one of the hardest routes in the history of the ride long days and a lot of climbing early in the week. Fortunately, Iowa gets flatter as you move eastward and the weather was generally cooperative, save a tornado warning and a half day of light rain.

Here are some highlights:

Day 0: Transport bus from Le Claire to Missouri Valley:

Stood in line to load bikes, sat on a bus forever, a God-sent trend of being early in line is established, rear tires dipped in Missouri River.

Day 1: Missouri Valley to Harlan:

Holy Crap there are lots of bikes on this road! Pancake Man! How do you evacuate 10,000 campers for a tornado at 2:30 a.m.?

Day 2: Harlan to Jefferson:

Fixing flats, P O O O O O O O O O O R K C H O O O O O O O P, "I don't want no 15 mile loop, I want pancakes," holding baby pigs and watching exhibition Little League games.

Day 3: Jefferson to Ames:

Finally, a decent cup of coffee is found in Ogden, IA.

Day 4: Ames to Toledo-Tama:

Passing through State Center, 13 cent gasoline, more pork, it's not pronounced like you think it would be.

Day 5: Toledo-Tama to North Liberty:

Amana Colonies, "Are the meeting towns getting early in the route or is it just me?" Pirates!

Day 6: North Liberty to Tipton:

A day of towns that are also in Virginia: Mechanicsville and Mount Vernon, a town where the pies outnumbered the residents.

Day 7: Tipton to Le Claire:

Greyhound rescue league, I finally eat a slice of pie, racing Team Livestrong to the tire dip in the Mississippi.

I should also add that I spent probably about six and a half hours of the week standing in line to use the restroom. On the plus side, it gives one new found appreciation for being able to just walk straight into a flush toilet. It also felt weird to take a shower without handing someone \$4.



Words cannot adequately capture the enthusiasm of the hosting and pass-through towns that were gracious enough to allow RAGBRAI through their gates. It is something you just have to experience for yourself. Rest assured that it is not all the bike riding drunken mass you may have heard it to be. That crowd leaves late in the day and leaves the route earlier and earlier with every passing day. It is possible to avoid them or join them if that's your thing.

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## Cleaning and Lubricating Your Bike

By Jim Kreps

Keeping your bike cleaned and lubricated, besides making your bike the shiniest one in the club, is the most important piece of maintenance for your ride's moving components.

### What do you need?

Beginning level of maintenance can be achieved using a rag and oil. Simply save those old shirts for the rag; deciding on oil or lube may seem overwhelming. Petroleum based or synthetic based (Tri-Flow or Superlube) oils work best. Motor oils or WD40 are either too heavy or attract dirt, wearing out the chain and gears faster.

### What do you clean and lubricate first?

The most important cleaning and re-lubrication should occur on your chain (or the all important drive shaft). First, liberally apply some oil or de-greaser to the chain. This step will make removing built up grime and dirt a little bit easier. Next, wrap the rag around the chain and hold on firmly while using your free hand to pedal backwards, applying pressure around the chain, until the excess oil, grime and dirt are removed. Old toothbrushes or small sections of rag can be used to clean between the gears of the freewheel. Please note, you can also purchase a chain-cleaning tool, with built-in brushes and a reservoir for the de-greaser. This method may be cleaner, but I find the toothbrush or rag methods more effective.

Finally, apply enough oil on the chain so that it will not drip yet also not look "wiped" dry. If you think you have applied too much, use the rag to wipe off excess oil but with less pressure around the chain. Clean and lube the chain as often as possible, but especially if after riding in the rain or off-roading in dry, sandy or wet, muddy conditions.

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## Tales from a RAGBRAI Virgin (no-longer) Pt. 3

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Now that I've teased you and piqued your interest with all these random incidents, wouldn't you want to hear and see more? I, along with other RAGBRAI riders, will present our photos and stories at the November club meeting. The place is to be determined, but you can mark your calendar now for Tuesday, November 11. We will see you there!



## Slower Century 2008 Recap

By Art Gilfand

Twenty four riders took part in the 2008 Slower Century on Sunday August 17<sup>th</sup>. A big thanks to Tom Skilling for providing as good a day as you could expect in mid-August. The temperatures rose into the mid-80s and the wind was from the west. We avoided the more typical summer heat and wind from the south, a constant companion on the way back from Kenosha. We had only one flat tire and that was at the start.

Again, a big thanks to Jim Kreps for his great SAG support and annual trip to grocery stores. We had lots of food and drink at the four rest stops and lunch at the Kenosha Velodrome.

If you have never been on the ride, the pace is between 15 and 20 mph, not really slow but at least slower. We have frequent stops, around every 16 miles and of course at each stop, riders are greeted by Jim and the truck of food and drink.

The century goes through more cities than your typical 100-miler, but we have a good long stretch of almost rural areas from Zion to Kenosha. This year, we had a few detours thanks to road construction but went through a different part of Kenosha, quite a nice town.

Look for the ride again in August of 2009. If you have never been on a century or want a more relaxed ride; this ride is for you.



## Kane County Cougar Ride Recap

By Kitty Shanahan

And a beautiful day it was for the CCC to watch the Kane County Cougars pummel the West Michigan Whitecaps 7-1!

Joe Dickstein and Corina Schusheim's ride mostly followed long western suburban bike paths. We were divided into "The Zippy Group" and "The Rest of Us," an usual decision for a social ride. This Cougars game was held on "Jimmy Buffett Day," so both teams were wearing Hawaiian uniform shirts...really spectacularly ugly! The atmosphere was laid back, like The Clown Prince of Baseball, and we had box seats costing only \$12.

All in all, a fun day, and I can't wait to see if there'll be a 2nd Annual Cruise to Cougars game.



## Cleaning Your Bike

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### What about the derailleurs?

A little bit tougher to clean, but since they are part of the drive train, a very important element. First, lube them every time you lube your chain. When cleaning them, the following two (2) tools could be found beneficial. The first is the toothbrush (borrow one from your significant other), the other is a pipe cleaner. Typically saturating the derailleur with oil will help with the cleaning away of the grime and dirt using one of those tools. When done, apply lube on the spring, pulleys, screw threads and at the point where the cable comes out of the casing. Be careful not to get oil on the wheel rims. Clean and lube the derailleurs completely about once every three months under normal consistent riding conditions. Clean more often under inclement conditions.

### Does this meaning I should lube the cables also?

Now we are getting into more detailed levels of maintenance. The cables move a lot, causing friction and wear. The casings that wrap these cables also are a holding mechanism for water, and where there is water, there is rust potential. Squirt lube into the openings where the brake cables and derailleur cables enter and exit the external casing. Place a rag over the spray tube to avoid spray-back in the face (lube in the eyes is not a good feeling, wear safety glasses if you have them).

For exposed cables, oil helps propel water away and potential rust build-up. Oil the rag and wipe the exposed cables. Clean and lubricate the cables routed under the bottom bracket as well. Don't forget to inspect cables for fray and replace them upon the first signs of deterioration. Lube the pivot points of the brake levers and brake calipers similar to the derailleurs above. Also, be careful not to get oil on the wheel rims or brake shoes.

### What is the extreme end of total bicycle cleaning and re-lubing?

Besides total replacement of all cables, chain and parts, a total overhaul should include re-packing of the bearings in the bottom bracket (pedals and chain-ring area); the headtube (steering post area); and the front and rear wheel hub bearings.

If you ride a lot in inclement weather or sandy conditions (i.e.: lakefront path or off-roading), have your wheel and bottom bracket bearings checked for wear and re-packed. Sand may find its way into the hubs and cause extreme wear and grinding on the otherwise smooth services within these areas.

### What if I get oil on the wheel rims?

Don't worry, you can easily clean your rims of oily residue and, in addition to lubricating the brakes, you can enhance your braking by doing the following:

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## Cleaning Your Bike

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First, clean the rims of the wheel by scrubbing them with soapy water or de-greaser with a good sponge or brush. Fine steel wool also works if you are careful not to rub too hard on the tire and you don't mind the minor scratchy appearance on the rims. Use soap (such as dish detergent) that will not leave a residue. Solvents also work, but some will either leave a residue or harm rubber tires, so use caution. De-greasers used for the chain will help eliminate greasy grime, but use soap and water for the final cleaning.

Secondly, clean the contact surfaces of the brake pads. Dirt and grit can be picked up by the rim and become embedded in the pads, creating an abrasive surface that will erode the wheel rims over time. Clean the brake pads with either a file or emery cloth.

### Final word on cleaning

Remember it's not the cleanliness of the frame that makes a bike function and gets you attention. Keeping the drive chain cleaned and lubricated will make your pedaling easier. Keeping the brakes and cables lubricated will benefit your own safety. Finally, having the bearings occasionally repacked will make rolling resistance negligible on your longer rides of the season.



## September Club Meeting

The September 9th Chicago Cycling Club meeting will be held at the Sulzer Regional Library, 4455 N. Lincoln Ave, at 7 p.m.

Our Speaker will be Michael Zellmann, US Road PR and Media Manager for SRAM Corp., the World's second largest component manufacturer. They are a \$500 million dollar (annual sales) company that makes almost everything that goes on a bike. Their brands include RockShox suspension, Truvativ bars and stems, Zipp wheels, Avid brakes, and SRAM mountain and road drivetrain.

They sponsor many of the largest (and smallest) teams and athletes in the world. They were founded here in Chicago in 1987 when they devised the Grip shift twist shifter, still their most popular product. If you have ever twisted to shift gears, you have likely ridden SRAM. It's pronounced SssRAM, as in Sri Lanka, not S-RAM, or Schram.



**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  
 (XS-2X)  
**SOCKS** - \$6  
 (S-XL)  
**BOTTLE** - \$3

**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.

## 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**  
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 Education: TBD  
 Newsletter: Justin Sondak, Tom Grose  
 Rides: Corina Schusheim

## 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 2008



CCC RAGBRAI Group  
(l to r) Art Gilfand, Alice Kroman, Duane O'Laughlin,  
Jim Kreps, Jim Adgate

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