



**Wheeling Wheelmen**

# Monthly Meanders

The Voice of the Wheeling Wheelmen.....August, 1991  
P.O. Box 581-D Wheeling, Illinois 60090

## THIS MONTH'S MEETING...

August 1——7:00pm

Wheeling High School

As a result of the July 11th survey about what kind of programs members would like to have, bike repair and touring videos top the subject list, and the preference is even between live speakers and videos. So video it is this month gang, will it be bike repair or touring? Come and see!

## SAFETY CORNER

by Dick Sorenson

### COPING WITH TRAFFIC

Don't ride your bike on Wednesdays in July and August between 3 and 6 p.m. According to statistics from the Insurance Institute for Highway Safety, you're most likely to suffer a fatal cycling accident at this time. What's the safest time to ride? Try Sundays and Mondays in February from 3 to 6 a.m. Another almost meaningless statistic says that traveling 10 miles by bicycle carries a one-in-a-million chance of accidental death; by comparison canoeing six minutes gives you the same odds.

The following common sense rules and advice are intended to give you a more practical approach to coping with the number one nemesis of bicyclists: TRAFFIC!

Even on a good day, bicycling on the mean streets and roadways of the Chicago area can be an exasperating experience, what with so many cars, vans, trucks, buses and motorcycles out there, trying to crowd onto a limited expanse of concrete.

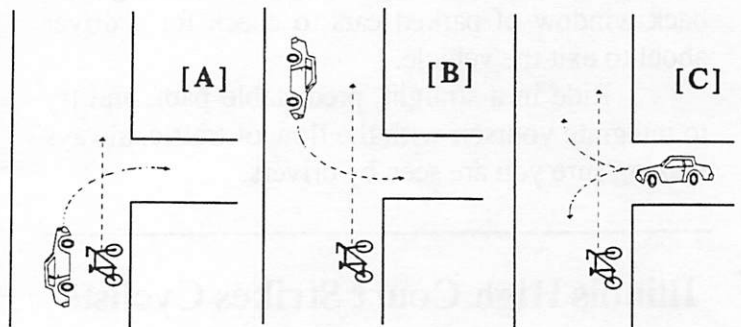
But why must some drivers make things worse than they have to be?

By far, the majority of car/bike collisions occur at intersections. The most common accidents are:

A) The car passing on your left turns right across your path.

B) The car approaching in the other lane turns left (with or without signaling) and cuts across your path.

C) The car waiting at the side street stop sign pulls out just as you pedal across the intersection.



Do not disregard traffic control devices and never ride against the flow of traffic. Ride as near the right side of the roadway as practicable. Don't block traffic turn lanes at stop lights. It's usually unnecessary for you to stand in the lane (rather than beside the curb), and can be dangerous as well.

If you're headed straight ahead at an intersection with a right turn outside lane, try to position yourself on the right side of the inside lane, so you don't block the right-turning cars.

*Cont. on page 2...*

### The Wheeling Wheelmen Board of Directors

President	Al Berman	541-9248
Vice Prez	Carol/Woyteck	392-0530
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Safety	Dick Sorenson	593-7945
Newsletter/Sec.	Craig Jorgensen	356-0692
Bike books	Roy Erikson	381-5128

(All 708 Area Code)

Club Ride & Information: (312)989-7373

### *Safety Corner, cont. from pg. 1*

Don't be the first into an intersection once a red light changes: wait a few safe seconds until those racing the yellow light have crossed.

Always ride in control and have an escape plan if the unexpected happens.

When passing cars backed up at a light or traffic jam, be on the lookout for some impatient guy who might suddenly pull out of the lone on front of you.

Left turn lanes: Turn from the outside (right side) of the left turn lane to the curbside lane of the street you are turning onto.

Be alert to traffic sounds and watch for opening car doors as you pass parked cars. Look for turning wheels, brake lights, and look through the back window of parked cars to check for a driver about to exit the vehicle.

Ride in a straight, predictable path, and try to integrate yourself with the flow of traffic, always making sure you are seen by drivers.

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## **Illinois High Court Strikes Cyclists A Low Blow**

The story opens with a cyclist, Joe Ziembra tooling along a country road--Riverdale, near Woodstock. He is struck by a dump truck emerging from a driveway.

In a separate count of his suit, the cyclist sues also the adjoining owner, claiming that he too is liable, on bases that the driveway was unmarked and was not visible to persons travelling on the roadway due to foliage growing on the owner's property.

Too bad for you, said the Circuit (trial) Court of McHenry Co., and threw out the second count. Here, though, was the Illinois Appellate Court, Second District (sitting in Mies Van Der Rohe type building right there on Wheeling Wheelmen's Fox River bike route) to reverse the trial court and restore the claim against the adjoining owner. This intermediate court of appeal declared:

*...the foreseeability of a bicyclist colliding with a motorist suddenly exiting defendant's hidden driveway is extremely high...The burden upon defendant to remedy this situation, obtaining and posting a sign warning of the existence of the*

*driveway, is minimal...The trouble to which a landowner with a hidden driveway must go to post [a warning] sign and the slight aesthetic impact of such signs on the neighborhood is insignificant when compared to the risk of serious injury to the plaintiff and [others travelling on the adjoining road].*

*(Volume) 193 Ill. App.3d (Series Reports, page) 662; 140 Ill. Dec. 512.*

If only matters had ended right there, as normally would be the case! Instead, the Supreme Court granted adjoining owner's petition for leave to appeal, heard argument, and rendered an opinion reversing the appellate court and restoring the dismissal of the adjoining owner.

To arrive at this decision the Supreme Court begins with a reference to a prior holding in a case where a motor vehicle had struck an obstruction on the owner's land, that "...whether a duty exists [on the part of the owner] will depend in large part upon the relationship of the parties", and that "in this case plaintiff never entered defendant's property, nor did he come in contact with any conditions on defendant's land".

These two factors, it turns out, are made controlling by the Court. From this observation the Court launches into an inquiry whether "the condition of the defendant's driveway and foliage was unreasonably dangerous to plaintiff despite this lack of contact", and it holds that there could not have been such "unreasonable danger" in application of cited precedential decisions that the owner's foreseeing such "danger" required him to anticipate that the driver of the vehicle would break traffic statutes by failing to stop before entering a roadway, quite evidently present, as he approached.

The opinion goes on: In the present case the Appellate Court had distinguished certain other precedential cases on a basis that in those cases the obstruction of view by those proceeding along the highway had not been sufficient to totally prevent travellers from seeing the side-road. The Supreme Court dismisses such distinction out of hand as not detracting from the land owner's not being required to forsee the truck driver breaking the law. To

*See Illinois court, p.3*

August 25. DOG DAZE DOUBLES. 31,62,100 and 124 miles. NEW STARTING POINT IN BIG ROCK, IL and it is PRE-REGISTRATION ONLY. \$12 before August 1. WRITE DOG DAZE DOUBLE BIKE RIDE, P.O. BOX 5055, Woodridge, IL 60517, or call 708-383-0834 or 708-910-3553.

August 3-6 10th Annual Across Illinois Bike Ride(AIBR '91). SASE to Nancy Fister, 803 e. Wash Morris, IL 60450

August 4-11 BAMMI SASE to Alice Gallagher, Chicago Lung Assm., 1440 W.Washington Blvd., Chicago, IL 60607-1878, call 312-243-2000.

August 30-Sept.2. 16th annual Midwest Tandem Rally, Oconomowoc, Wi. SASE to Midwest Tandem Rally '91, P.O. Box 621, Waukesha, Wi 53187-0621

## HELMET HEAD

I've noticed two trends lately:

First, more and more people are wearing helmets.

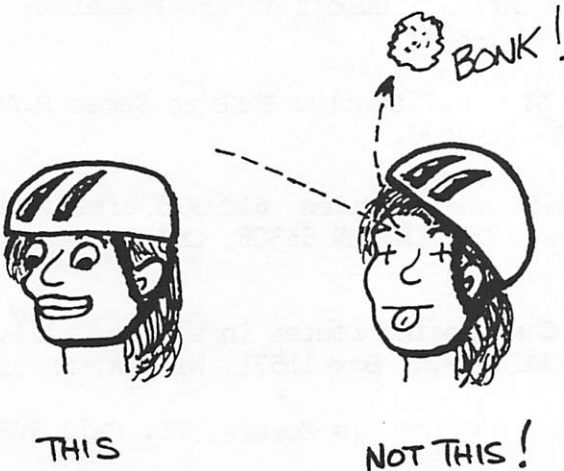
Second, a lot of people (especially women) are wearing them WRONG!!!

Now, I don't want to pick on the ladies, but it seems as though some of you wear your helmets like it was some kind of jaunty beret, all cocked back on the top of your head with about four inches of forehead showing.

A helmet isn't a fashion accessory, it's a piece of protective gear, and in order to do it's job it must be fitted properly.

The helmet should be worn so that the front is low on the forehead. This will protect the forehead and temple areas, and in this position, the straps will not have any extra slack.

After you've re-adjusted the straps, put the helmet on and make sure that the helmet cannot be pulled off either forward or backward. Making these adjustments will help insure that the helmet will stay on in the event of a crash.



**Automatic Liquid Pistol.**

This is the genuine U. S. A. pistol. Can be used with water or any liquid. By operating the trigger it may be loaded or discharged as often as desired. Throws a fine stream from 10 to 20 feet, and is a very practical defense against vicious dogs or traps. A good protection for the cyclist.

**No. 19K2229 Liquid Pistol. 40c**

Price.....  
If by mail, postage extra, 9 cents.

## MONTHLY MILEAGE

### WOMEN

Linda Heeter.....	1255
Christine Schroeder.....	1209
Cindy Schnerder.....	727
Sandy Holzrichter.....	687
Lotti Dolce.....	621
Christy Donovan.....	512
Shannon Simpson.....	483
Gee Cunningham.....	347
Marcia Swider.....	347

### MEN

Ralph Pedraja.....	2107
Kurt Schoenhoff.....	1870
Andy Dane.....	1478
Fred Schroeder.....	1209
Craig Jorgensen.....	1109
Steve Rodgers.....	1092
Ed Addison.....	957
Dave Ebert.....	846
Bob Savio.....	840
Dennis Braun.....	737



## AUGUST INVITATIONALS

August 4

ICE AGE CENTURY 32, 64 and 100 miles. Manitowoc and Sheboygan counties, 7 a.m. \$10/\$15 after 7-13, with snacks and lunch after ride. Call Elaine Gehl 414-748-2378 or Janis King 414-682-0268. Lakeshore Pedallers, 6726 Center Rd., Manitowoc, WI 54220. 1-800-262-7892.

August 4 . Tour DE FORT. 15,33 and 66 miles. In Jefferson County start in Fort Atkinson. 8 a.m.\$13/\$17 after 7-18 with t-shirt, sags chickenand corn roast. Don Bakker, 431 Clarence St., Fort Atkinson, WI 53538. Call 414-563-4649 or 563-9231 weekdays.

August 18. NEW WOLF RIVER CENTURY. Loops of 15,20,25and 35 miles for a total of 100. Starts at Shawano High School in Shawano,Wi. 7 a.m. registration, 8 a.m. mass start. \$10/\$15 after August 4 including souvenir coffee mug. Fox Valley Wheelmen, 159 River Drive Appleton,WI 54914. Call 414-739-9068 or 757-6561.

August 18. VALLEY TOUR. 25,50 or 100mile ride through Wisconsin's Kettle Moraine, sponsored by Valley Banks and The Arthritis Foundation. Start and finish at Summit School, highway67 and Valley road, Oconomowoc,WI. \$15/\$18 after August 9. Includes t-shirt, route map, food, drinks and post-ride festivities. Call Arthritis Foundation, Therese Fennelly, 8556 W. National Ave. West Allis, WI 53227, 414-321-3933 or 1-800-242-9945.

August 18. LEDGE VIEW ESCARPMENT TOUR, three loops of 25,25 and 10 miles. \$10 before August 4 with t-shirt. Calumet Nature Studies, Ledge View Nature Center, P.O. Box 54, Chilton, WI 53014, call 414-849-7094.

August 18. HARBOR BAR- 1991 LAKE PEPIN LOOP. 28,72 and 100miles. Food stops,sag,routes and maps. \$8/\$12 by August 15. Harbor Bar, Island Rd., Hager City,WI 54014. 715-792-2417

August 24. LAKE GENEVA CENTURY CLASSIC. 50,65 and 100 miles from Hales Corners, WI. \$14/\$19 after August 10 with spaghetti dinner. Cream City Cycle Club, P.O. box 894, Milwaukee, WI 53201, call 414-645-8583, Char 258-2036, Kay 781-4010

August 24. FUR & LEATHER DAYS METRIC CENTURY. 20,40 and 100k tour in scenic Green Lake Co., start in Berlin,Wi 9 a.m.\$10,\$15 after August 17 with t-shirt. Barbian Bike, 504 SW Ceresco, Berlin,WI 54923, call 414-361-4450

August 25. LABOR OF LOVE BIKE TOUR. From Bubolz Preserve, Appleton,WI. 22,35,55 or 70 miles. 7a.m. registration, gourmet rest stops, old fashioned dinner, \$12/\$15 after August 1. Free t-shirts with all pre-registered. For more information : Bubolz Nature Preserve, 4815 North Lynndale Dr. Appleton, WI 54915, call 414-731-6041

August 25. TRI-STATE METRIC CENTURY. 100k at 8 a.m. \$12, \$27 family. SASE to James R.Asfoor 924 1/2 Caledonia St., La Crosse, WI 54603, call 608-782-4630.

August 4. 15TH ANNUAL DULUTH CYCLING CLASSIC. 35,50 and 100miles. \$10/\$15 after July 15th with t/shirt. Write Velo Duluth 1205 93rd Avenue West, Duluth, MN 55808. Call Mark Lennon 218-626-3574

August 10. Sugarloaf Classic. 17,62 and 100 miles. Challenging routes in scenic, hilly Mississippi River bluff county. Write SUGARLOAF CLASSIC, P.O. Box 11571, Winona, MN 55987. Call 507-452-4228 or 452-3406.

August 11. THE NEXT HALF CENTURY RIDE. 36,60,80 and 100 miles. in Morris, Il. Call 708 -636-9088.

## Illinois court cont.

argue in favor of such requirement, the Supreme Court concludes, flies in the face of "general policy considerations". *Ziembra v. Mierzwa*, 142 Ill.2d 42, 153 Ill. Dec 259, decided on 1/31/91 and published on 4/3/91.

The primary concern of Appellate Court, Second District, was the cyclist; the Supreme Court opinion was a shift from that concern to the welfare of the landowner--in rather minor respects, we cyclists would say, as did the Appellate Court. And neither court paid any attention to the practicality of requiring the cyclist to slow down--much less stop--while proceeding along a bikeway, like the Riverwoods, where there is one driveway after another.

In terms of aesthetics, what's so offensive, and in economic terms what's so burdensome, about requiring the landowner in a rural setting to provide the passerby with a side-view of, say the closest 20 feet of driveway, or a sign, such as one sees here and there of "driveway ahead"? And what is so scandalous about requiring the landowner of any "blind" driveway from putting up a stop sign for outgoing vehicles?

During the last election campaign both candidates for Secretary of State promised a big meeting, sponsored by the C.B.F., and that they would support statutory measures upholding the proper interests of cyclists. Maybe this is the time to cash in some chips.

----Joe Tobias

### FOR SALE

**Schwinn Paramount Team Racer,**  
25" Frame, Blue, Campy components.  
Nancy Smith (708)537-1268.

**Trek 1000,** 48cm, Blue, \$350.  
Andrea Lockshaw, 541-7175 or 441-5165.

**Commodore AMIGA 500 computer.**  
Yes, the very same one that "Monthly Meanders" is done on, so you know that it works. I'm upgrading. Includes monitor, 2 floppy drives, 1 Meg of RAM and lots of software. Invested \$1300, sell for \$500.  
Craig Jorgensen, (708) 356-0692.

## RIDES RE-RIDDEN

A report, first of all to Fran Green and Allen Berman, on the Spring Green ride, on June 21

Let's forget that "some hills", or even, "hilly", does not transpose into "all hills". Wow!

Instead let me proceed with this personal account...

I imagine a certain mutual affinity between me and various forms of wild fauna. Thus--and in this I know I am not alone--I have on occasion communed with a raccoon. Not atypical on this one day, a raccoon saw me coming, stopped his ascent, and, head down, peaked around the tree trunk for who knows how long--the raccoon peeking and me staring at him from close by--a good ten minutes. You would think we both had better things to do. Or, quite unusual certainly, here's a *lizard* on the top of a post, stopped in his tracks and turning to face me, and we both remain there for a good while, my nose and lizard's separated by not more than a couple of feet.

Now let's get to cycling.

Four years ago, in some southwest suburb, in the middle of record flooding, some Wheeling Wheelmen are tooling along. But for all of the water, a fine Saturday morning. The terrain is so flooded that the ten idiots, insisting on following the cue sheet, wade for a good 75 yards through chest-high water, carrying their bikes overhead. Such is the flooding that one of those suburban lakes has seeped over the sidewalk on which we ride, and a carp--albeit not more than ten inches--happily swims past my front wheel.

That's cycling.

Now Al and Fran, here I am; it's your ride, and once again I am struggling up a hill, to the intersection of Spring Hill and Highway 130. I hear this pecker scolding me. He's overhead and quite close. He insists I don't belong (He should know I really don't disagree). The next thing I know he gets the back of my helmet once, and then again. I holler and come to a stop and this red-winged blackbird recedes, only to resume his dives. I stand my ground and each time I wave him off.

Phyllis reported on the fish and me in print. But, with so many persons capable of viewing things with a jaundiced eye, I wondered whether that fish story was really believed. Now, (not just Al and Fran), do you believe my story about the pecker?

----Joe Tobias



## GEARING UP

compiled by Craig Jorgensen

**Remember the slide program** at last year's Holiday party? Well Lotti Dolce is putting together another one for this year, and she needs your best biking photographs from this last year. Send her your shots: 1122 Dale Ave., Apt. 2K, Arlington Hts. Il., 60004

**Volunteers are STILL needed** for the Harmon Hundred, so don't be shy, call Al Dargiel at (312)685-7708, and while you're at it, why not sign on as ride leader for the members' 25 or 50 mile ride?

**What's in a name Dept.:** In this case the name is Paramount, as in Schwinn Paramount. My Webster's defines Paramount as being "superior to all others".

Well, no argument there, I think everyone knows that Schwinn's American made flagship is one of the finest hand-made bicycles on the face of the planet, but now it seems that the Paramount name is being applied to less prestigious, mass produced, imported bicycles as well.

One Schwinn dealer that I talked to said that it's almost as if Schwinn is handling the Paramount line separately in the same kind of way that Honda handles their Accura line of cars.

In fact, none of the Paramounts I've seen even say "Schwinn" on them. In addition, it seems that the Paramount name and logo are being applied to almost the entire Schwinn line of accessories including gloves, helmets, water bottles, even brake cables.

This is obviously a marketing ploy to add prestige to the Schwinn line, but in reality all it's doing is diluting what the name "Paramount" stood for in the first place: the finest hand-made bicycle that the company produces. Even though the imported bikes are of high quality, I know if I was the proud owner of a "real" Paramount, I wouldn't want it confused with a bike made Taiwan. I think that Schwinn should show more respect to both the "Paramount" name, and the people who hand-craft them in Wisconsin, and only put that name on the bikes that are truly "Superior to all others".

**I'm not quite sure** what's going on, but we seem to be having a lot of accidents in the club this year, the latest being Shannon Simpson with a broken wrist. Now, some people are starting to say

that the club should ban drafting, and riding in pacelines. That seems a bit extreme, and would be totally un-enforceable anyway. Besides, learning to ride in close proximity to other riders is an important riding skill, and can help hone your reflexes and reaction time.

But here's the rub folks, if you are going to ride close to someone, you have to pay attention 100% of the time; it is not a time for sightseeing, ratchet-jawing, playing with your computer, trying to zip up your coat, ect. You must devote your full concentration to the other riders and to the road conditions in your immediate vicinity.

Also, it's a good practice to never draft with a person you don't know, because you won't know the limitations of their riding skills either, and 20 mph is not when you wanna hear, "Whoops!, sorry-- I didn't mean to cut you off"!

From time to time, I will find a stranger attached to my rear wheel (especially on invitationals) and my immediate reaction will be to pull over and let him go past.

If you can't handle the concentration required for drafting, then don't.



## WEEKNIGHT RIDES

**Tuesdays--6:00pm** from Daniel Wright School on Riverwoods Rd. in Lincolnshire, N. of Rt. 22.

**Thursdays--6:00pm** from Kildeer School in Long Grove, Old McHenry Rd. S. of Rt. 22.

All rides are Show and Go, Ralph Pedraja (708)680-7379.

*Hey, here's an idea--how about a brave volunteer to lead a weeknight touring pace group, same starting times and locations as above, but at a more moderate pace, and less miles? Call Ralph and work out the details!*