

MONTHLY MEANDERS

THIS MONTH'S MEETING...

Thursday Sept. 6th...
7:00pm
Wheeling High School

This month will be the Pre-Harmon Briefing, so if you volunteered please attend to receive final instructions [If you didn't, why not? It's not too late to call Al Dargiel 312-686-7708].

Safety corner By Dick Sorenson

"Dealing with drivers"

In 4 out of 5 accidents involving bicycles and motor vehicles, the driver of the motor vehicle committed a traffic violation. That statistic may be of some solace for your heirs, however, it may not give you, the injured cyclist much comfort. To avoid being struck by a careless driver, you must stay alert, apply some common sense rules, and heed the following advice:

Be on guard when approaching intersections, Watch for "right-turners-on-red" pulling out into your path. Drivers frequently misjudge the speed of bicyclists.

Don't challenge drivers. Ignore motorists' crude remarks and/or obscenities. That person behind the wheel may be unstable, mentally unbalanced, or drunk, and cars have a turbocharged 1975 lb. weight advantage over bikes.

It's important to establish eye contact with

on-coming and potentially intruding drivers. Not too many drivers can look you directly in the eye and run you over. And watch the wheels for unexpected turning in your direction. Make sure drivers see you.

Early A.M. problem: Sleepy commuter suburbanites backing out of driveways without looking.

Danger: Well meaning "do-it-yourselfers" driving from the lumber yard with boards or poles protruding out 3-4 feet into the right lane. These can knock you right off your bike.

Avoid roads that are short cut routes for gravel-hauling trucks, lumber trucks, or commond trucks. As a group, these drivers are generally unsympathetic to bicyclist's rights to the road.

Get the license numbers, color and type of vehicle, and a description of the occupants if a road warrior bozo harasses you at intentionally tries to hit you or throws objects. Share your experience with local law enforcement officers.

City cab drivers are your worst enemy. Some delight in terrorizing bike riders.

Most bicycle accidents occur at intersections. So,

obviously, you must be super careful at intersections. Most drivers aren't looking at you...they usually focus on other cars. You have to watch out for them.

Watch out for pre-occupied drivers: talking on the phone, putting on make-up, dialing the radio, reading, drinking, etc. One woman was flossing her teeth, while steering with her knee. To people like that driving is secondary, not worth their full attention, and it's up to you to watch out for them.

Rental U-haul truck drivers are dangerous. Most are not accustomed to handling large vehicles, they misjudge the width and are oblivious of their extended side-view mirrors when passing.

Responsibility for serious (i.e. injury-producing) bicycle-motor vehicle crashes is strongly related to the age of the bicyclist. Through age 12, most such crashes are probably the responsibility of the rider. Their probable responsibility decreases according to age, with only about 30% of the bicyclists age 25 and older responsible for their crashes.

Be careful out there.
ALWAYS wear a helmet.

The Wheeling Wheelmen board of directors

President	Al Berman	641-9248
Vice President[s]	Carol/Woyteck	392-0630
Treasurer	Justin Himel	998-1326
Membership	Lisa Gerhold	803-3998
Safety	Dick Sorenson	693-7946
Newsletter	Craig Jorgensen	366-0692
Bike Books	Roy Erikson	381-6128
	[All 708 area code]	

Club ride and information: [312]989-7373

"GO GET YOURSELF SOME CHEAP SUNGLASSES"

Or so the song goes anyway. Actually it should be "Don't get yourself some cheap sunglasses".

Now, I've had some people in the club be so kind as to tell me that I'm wasting my money spending \$20, \$30, or even \$40 on a pair of sunglasses, and that they got glasses just as good down at the corner gas station for only \$3, and that I'm being ripped off paying those ridiculous prices. Well, thanks for your concern, but having bad eyes to start with--as I'm extremely nearsighted, and wear contact lenses--I've done a little research into eye protection over the years. Buying a pair of Oakleys, or Bolles', or Rudy Projects (or any of the

other high quality brands) to me is cheap insurance. The quality manufactures that have been around a while have reputations to live up to, and when a pair of their glasses says "100% UV protection", or "Meets or exceeds ANSI (American National Standards Institute) requirements for impact resistance", I know that they mean it.

It's a proven fact that UV light causes cataracts. Oh, you're not going to get them this year, or next year, maybe you won't get them for thirty years, but you will get them. Wearing dark lenses that do not filter out nearly all UV light is worse than not wearing any glasses at all, because the dark tint will cause the pupils to dilate and allow even more UV rays into the eye. People who wear prescription lenses when they ride are usually protected, because most quality eyeglasses contain UV inhibitors in the

lenses, and must also pass impact resistance standards.

And hey look, I'm not stupid, I know that there's an incredible mark-up on those name brand specs. Just to give you an idea, I just got a pair of Bolles' that had a suggested retail price of \$60 from Nashbar on closeout for the astoundingly low price of \$7.50--of course they didn't have any other color besides hot pink.

The point I'm trying to make is that you don't have to spend a lot to give your eyes the protection that they need.

Think about that the next time you're eying those cheap imitation dime store glasses and thinking what a great bargain they are, and ask yourself, "Is it really worth saving a few bucks"? I know that the last thing that I need is to wind up with cataracts, or a shard of cheap jagged plastic in my eye.

--Craig Jorgensen

SHORTER RIDE GROUP

So far, we have been able to offer our minimum of two rides every month. However, many of you have asked for more "under 50" rides, especially in late summer when the club seems to feature longer rides. In that light, I have committed to Al Berman that the club will offer at least four rides every month - hopefully one every weekend. Over the winter, I will use the newsletter to keep our members informed and to find people willing to lead rides. For those of you interested in seeing more rides on the schedule next year, be prepared to help out by leading at least one ride in 1992.

--Hans Predel

TOP TEN MILEAGE

Women

1) Linda Heeter	1,962
2) Christine Schroeder	1,891
3) Cindy Schneider	1,183
4) Lotti Dolce	937
5) Christy Donovan	841
6) Sandy Holzrichter	749
7) Shannon Simpson	697
8) Gee Cunningham	447
9) Virginia Savio	407
10) Geri McPheron	378

Men

1) Ralph Pedraja	2,962
2) Andy Dane	2,453
3) Kurt Schoenhoff	2,446
4) Craig Jorgensen	1,788
5) Fred Schroeder	1,776
6) Dave Ebert	1,554
7) Steve Rodgers	1,416
8) Ed Addison	1,320
9) Bob Savio	1,276
10) Dennis Braun	1,168

Hey! All Hard Working People!

If you've volunteered to work at the Harmon Hundred, please make sure that you come to this month's meeting for your final instructions and T-shirts. That is all!

Pressez by Alan Berman

The Ride Program is going well this year. There were at least two shorter rides per month on the schedule, and next year we hope to have shorter rides in the 25-40 mile range every weekend. Remember, we need volunteers to lead these rides in order to make the program successful.

September 8 is the big day. This is a day for club members to work, so let's see a good turnout. For those of you who haven't lead a ride this year, here's your chance to volunteer and get your name in the raffle to be held at the banquet. The more successful we are financially with the Harmon, the more money we'll have to spend on top quality prizes. Any volunteer is eligible to win, and attendance at the banquet is not required.

In October, Howard and Lois Paul will give a talk about their trip to France this summer. They were in a beautiful area, and their presentation should be extremely interesting.

Thanks to Hans and Dianne for the great job they did on the club Picnic this year. The weather was perfect and there was a good turnout for both the 35 and 22 mile rides.

A Nominating Committee will be appointed at the September meeting for the purpose of obtaining

names of candidates for the following officers to be placed on the ballot: President, Treasurer, Membership Chairman, Ride Chairman/V.P., and Safety Officer. If anyone is interested in serving in one of these offices please contact me, and I will be certain that your name is placed on the ballot.



Wheeling Wheelmen

Gearing up by Craig Jorgensen

The Federal Surface Transportation Program expires at the end of this month and a new one must be put in its place. The current proposals on the table suggest provisions for bicycle related projects, but there are no guarantees that any funds will be appropriated. It would be a shame if we are stuck for the next 35 years with a transportation act that makes no provisions for us. I'd tell you to write to your congressmen, but by the time you read this it will probably be too late. Cross your fingers.

Ya, hey dere Dept.

More bad news: Some of us were up at Kettle Moraine the other day, doing some mountain biking, and we ran into Carl

Birkelbach, the president of the Southern Wisconsin Trail Biking Club. He told us that next year, the Nordic trails, and the Ice Age trail will be closed to mountain bikers. The reasoning behind this? A letter posted at the trailhead from the Wisconsin Dept. of parks and recreation says the state feels that mountain bikes are a "fad" (even though millions are being sold) and doesn't want to devote resources toward supporting the sport. Unfortunately, even though cyclists outnumber hikers 20 to 1, the cyclists don't show up in mass for the public hearings concerning trail rights and the tree-huggers and hikers do. The letter goes on to say that snowmobiles and XC skiing were also "fads" that have never realized their full potential. Maybe it's because there's never any snow! Duuuuh Wisconsin!

The club would like to extend it's thanks to Donna Parker for the time and effort she spent on the Harmon Hundred T-shirt art work. Thanks Donna!

We need a lucky volunteer to open their warm home and host the club X-mas party. Any takers? Call one of the board members to sign up. We promise we won't wreck anything.

And one final note, as of this month Charlene Blake will lead TOURING PACE rides on weeknights. Please show up and support her effort, and see the "Weeknight Ride Schedule" for details.

That's it--stay vertical!

TourFinder '91 is on its way! On March 1, the 1991 edition of *TourFinder*, BICYCLE USA's five dollar annual publication, which features the most complete list of bicycle tour operators available. For this edition, we have contacted more than 220 bicycle tours operators and asked them to tell you about their tours; where they are, how long (and how rugged!) they are, how much they cost, what special features are offered, and more. Please send five dollars to: L.A.W., 6707 Whitestone Rd., Suite 209T, Baltimore, MD, 21207-4106.

"HOW DO I LOVE THEE... AERO BARS"?

Let me count the ways, lemme see... one, and... two.

Yes it's true, I've found two things that aero bars are good for. They are good for making your bicycle heavier, and they sure make a nifty place to put your helmet when you stop for lunch.

Other than that, for the average recreational rider, they are utterly, completely useless.

Now I'll admit, I was on the aero bandwagon for a while, but right now my bars hang unused in my garage. Why? Because I realized that the advantages were far outweighed by the disadvantages.

First of all, unless you are traveling in the 20mph range, the slight aerodynamic advantage you would gain from using the bars is negligible.

Second, not that many people have the necessary bike handling skills needed to avoid killing themselves or someone

else. A combination of placing the elbows close to the stem, and the additional transfer of weight over the front wheel makes steering skittish and unpredictable. In addition rider position is compromised. Aero bars require that the rider sit farther forward than normal, and the stem in many cases must also be raised in order to attain any sort of comfort at all in the aero position.

Aero bars (clip-ons) can also make a couple of nice dents in your handlebars where the clamps go, which can weaken the bars to the point of breakage.

A lot of people say that they like the additional position that the aero bars provide, and I'll agree with that to a certain point. Last summer I rode a 200 mile time trial (with clip-ons), and when you spend twelve hours on the bike, it's nice to be able to lean over once in a while to get that pressure off your wrists. But by installing the bars, you also LOSE the hand position on the tops of the bars, a very restful and useful position.

But most of all the thing that really blows me away, is seeing a weekend rider loaded

down with a handlebar bag, seat bag, rear rack with panniers and/or a rack trunk and...AERO BARS!

Wanna go faster? Unless you are touring cross country, then leave your luggage in the closet, and lose the rack, Jack. Then you won't *need* those aero bars. When you remove that extra 35lbs. of dead weight, you will realize a much greater (not to mention safer) advantage in speed. Most regular riders don't have too much problem keeping a decent pace on the flats with or without aero bars. But all of that extra weight really kills on the hills and the aero bars won't help you one bit because you can't use them to climb anyway.

But the most dangerous thing of all about aero bars, is that in most installations, the aero position puts you a loooong reach away from the brake levers. That can be kind of a problem if you plan on riding with a group. Especially if it's my group.

Pssssst! Anyone want to buy some clip-ons... cheap?

--Craig Jorgensen

Weeknight Ride Schedule

This month, we are pleased to announce that the club will be offering touring pace rides led by Charlene Blake, in addition to the normal "Hyper-Wheelmen" pace that is so popular with the weeknight crowd.

Tuesday and Thursday nights--leaving from Daniel Wright school in Linconshire, North of Rte 22 on Riverwoods road.

Touring leaves at 6:00pm--Charlene Blake (708)358-4023

Hyper Wheelmen leave at 5:30pm (so's they can get in a extra 10 miles or so)
Ralph Pedraja (708)680-7379