

# MONTHLY MEANDERS

Volume XXI No. 12

The Wheeling Wheelmen

December, 1991



Baahh, Humbug!... err... that is Ho, Ho, Ho! Don't forget about our great X-mas and New Year's Parties, look inside for details!

## Safety Corner

by Dick Sorenson

Listen up everybody this is a test! If you think you're pretty savvy about bicycle safety, try this quiz, which is based on previous Safety Corner articles. Please use a No. 2 pencil. The answers are at the bottom.

1. What are the two main dangers of exercising in the cold? (a) skidding cars and angry dogs, (b) ice and snow, (c) frozen chains and pedals, (d) frostbite and hypothermia.

2. The best way to keep your feet warm is to: (a) wear two pair of sox, (b) wear a cap, (c) loosen your toeclips, (d) all of the above.

3. People with certain personal traits can have a tendency to be "accident prone." (a) true, (b) false, (c) maybe.

4. Head injuries account for \_\_\_ % of the nation's 1,000 annual cycling deaths. (a) 10%, (b) 35%, (c) 50%, (d) 85%.

5. Besides training, nutrition and mechanics, what other factors influence the "quality" of your riding? (a) sleep, (b) job and family, (c) your health, (d) weather, (e)

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## Prezsez

by Alan S. Berman

Winter is the time to start thinking about next season with respect to our bicycles and our physical fitness. If you've put on a fair amount of miles this past season, it's wise to get your bike completely overhauled. I highly recommend a do it yourself course such as the one offered by Bike Plus. You know the job is done right, it's fun, and you learn a lot. It's also good to keep in physical shape so you're not spending half of the next cycling season regaining your stamina.

Welcome to new Board members Ralph Pedraja, Sandy Holzrichter, Lotti Dolce and returning Board member Dick Sorenson. This is an enthusiastic, active Board and I'm looking forward to another exciting year working with them. In addition, I'm glad to have Phyllis as club secretary. We really missed not having a secretary, and hopefully Howard Paul's constitution revision committee will come up with suggestions for making this a Board position. Also, thanks to Craig Jorgensen for

continuing on as Newsletter editor. It's a tough job, and he's put a lot of time and effort into revising and improving the format.

Finally, a brief comment on Dick Sorenson's article on the sag drivers at the Harmon Hundred. I'm glad this article was written because, while it caused some controversy, many points raised were very valid. See Hans's rebuttal this month to take a look at the issues from another point of view.

I am looking forward to seeing a lot of you at the Christmas Party on December 15th and the New Year's Day Party. No meeting is planned for December. HAPPY HOLIDAYS!



Wheeling Wheelmen

### The (New!) Wheeling Wheelmen board of Directors

President	Al Berman	541-9248
Vice Pres./Ride Chair	Ralph Pedraja	680-7379
Treasurer	Lotti Dolce	398-3957
Membership	Sandy Holzrichter	516-1817
Safety	Dick Sorenson	593-7945
Newsletter	Craig Jorgensen	356-0692
Bike Books	Roy Erikson	381-5128
(All 708 area code)		

Club ride hot line and information: (312)989-7373

### *Safety Corner from pg.1*

who you're with, (f) traffic, (g) all of the above.

6. Prehydration, Rehydration and Dehydration are related to: (a) your body's water balance, (b) beer, wine and other sports drinks, (c) blood, sweat and tears, (d) all of the above.

7. The best way to make a left turn in traffic is to: (a) turn from the right lane, (b) cross to the opposite street, stop, then cross again, (c) turn from the outside (right side) of the left turn lane, (d) close your eyes, cross your fingers, extend your left arm and pray, (e) none of the above.

8. When approaching a busy intersection, it's best to: (a) establish eye contact with on-coming drivers, (b) watch for turning wheels, (c) be visible, (d) slow down and keep right, (e) all of the above.

9. The "bikers best friend" is another name for: (a) cement truck drivers, (b) gravel-haulers, (c) drunk drivers, (d) city cab drivers, (e) dogs, (f) ANSI approved helmets, (g) Madonna.

10. Answer: Bright illumination, reflectors and reflective clothing and defensive pedaling.

Question: (a) What's on sale at your local cyclery?, (b) Describe Madonna's latest stage show, (c) Name three precautions for nighttime cycling.

11. Choose the best tandem of words that express the relationship between "hyperthermia - hypothermia." (a) Donald - Marla, (b) Donald-Ivana, (c) Madonna, (d) too hot - too cold, (e) Clarence - Anita.

12. One safety theme common to bike safety proponents is: (a) always wear a helmet, (b) don't bike

without a helmet, (c) don't leave home without your helmet, (d) use a helmet or die, (e) all of the above.

Answers: 1. (d), 2. (b), 3. (b), 4. (d), 5. (g), 6. (a), 7. (c), 8.(c), 9. (f), 10. (c), 11. (d), 12. (e)

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## **Gearing up**

compiled by Craig Jorgensen

Ralph Pedraja would like all of the ride leaders who did not attend the banquet to pick up their water bottles at the next meeting.

And how 'bout that banquet? Lotti and Peter did a fine job of planning this year, and we had quite a turnout. Congratulations to the bicycle winners also, but it's too bad that none of them were there to collect their prizes!

1992 looks like it's going to shape up to a great year! Our new board is already hard at work defining the shapes of things, but just 'cause Jack Frost is nipping at your...(ahem)...nose, does not give you the excuse to remain dormant for the next four months. The club will be offering Cross Country skiing, and of course, you can always get the bike out if the weather is nice.

On the subject of cold weather riding: Sometimes it's hard to get motivated to get up off the couch, but just remember that once you are out there, it's usually better than you think it's going to be. Just remember--don't overdress. I seldom wear more than a winter weight jersey and a windbreaker, in addition to bib tights, shoe covers, neck warmer and gloves. Remember, within the first five minutes you'll work up a sweat, and too many layers will not allow moisture to evaporate, leaving

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## **Wild Holiday parties**

### **X-mas party and hike (or bike) Sunday, Dec. 15**

You're invited to attend the Wheeling Wheelmen's annual Christmas party and hike. Hike starts at 10 am from the Deer Grove Forest Preserve (Meet at Shelter 1), or you may mountain bike with Ralph. Entrance is 0.5 mile north of the intersection of Dundee Rd. (Rt.68) and Quentin Rd. or 0.7 mile south of the intersection of Lake Cook Rd. and Quentin Rd.

Party starts at Noon at 20862 Buffalo Run, Kildeer, Il. at the home of Virginia and Bob Savio. Entree will be provided, please bring a salad or dessert. In lieu of a gift exchange, please bring canned or packaged goods to be donated to the Wheeling Senior Center. Please RSVP by Dec. 10, (708) 438-8066.

### **Another Social Event... New Year's Day**

Start the new year off right...Light and Healthy! come join us at 12 noon at Joanne Begy's. We will hike for approximately one hour at the new Half Day Forest Preserve across the street from her home.

Return for something light, Joanne will supply the Fajitas. You are asked to bring a side dish (Please discuss with her with calling). Take Milwaukee Rd. (Rt.21) one mile north of Rt.45 (Corner of Half Day Inn), to 16256 Woodbine Circle. Woodbine is located on the west side of Milwaukee Rd. Look for yellow and white cape cod with balloons on the light post.



*Editorial from pg. 2*

with your point on "overextended" riders. I almost might agree this is a potential issue if our ride was early in the year - March or April. But a September ride should attract riders in decent shape to complete any of the four mileages offered. Many invitationals warn in their ride flyer that the sags are provided for mechanical problems or illness, not somebody who was not ready to do the ride they happen to chose. Most of these riders, with proper and maybe more frequent rest breaks, can finish the ride. All of us know that a number of riders go to a turning point on the route, decide they are "doing OK" and then decide to do a longer route. Our sag drivers counsel the riders who found out they tried to do too much and get them to take shortcuts which gets them back sooner. Believe me, if we let it be known we were sagging in riders who got too tired, we wouldn't have enough vans and drivers to do it, much less have some left over for the people who genuinely need our help! Also, then we should change the name of the ride from the Harmon Hundred to The Car Tour of Northwestern Lake and McHenry County.

We have discussed the use of ham radios in the past, but felt the use of ham operators and their cars were more of a struggle than a help. With the tremendous advances in technology, the use of two way radios or cellular phones is definitely available and already targeted for next year's Harmon.

I am sorry this has gotten so long, but there was no brief and easy response to your letter. Safety has always been at the top of our list with respect to the Harmon. Anybody who has attended Board and/or member meetings over the years

would know that the club has done a lot to make every ride we sponsor, club or otherwise, as safe as possible. Yet the club could always use more ideas and helping hands to make it even better.

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## DECEMBER "SHOW & GO" RIDES

Ralph Pedraja will lead all "Show & Go" rides starting from DANIEL WRIGHT SCHOOL (not the woods), located on Riverwoods Rd, 1/2 mile North of Rte 22, Lincolnshire, Il. The rides will be run every SATURDAY in December, leaving at 11:00am. If you have any doubts about the weather and if the ride will take place, call Ralph at (708)680-7379. Distances will be no longer than 25 miles.

Dec. 8th, 11am,  
Off-road riding at Deer Grove Forrest Preserve with Fred and Chris Schroeder (708)359-5624. Meet at the Dundee entrance, west of Quentin on the north side of Dundee rd.



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### *Gearing up from pg.2*

you soaked and chilled. I'll take being dry and cold over being wet and cold any day. Of course your own comfort zone may be different than mine, so feel free to experiment, but remember this rule of thumb: "If you're nice and warm during the first mile, you're overdressed!"

## FOR SALE

Diamond Back Mountain Bike. 20.5" Frame. Almost New. Ridden only few times, never off-road \$300.00; Lotus Excelle Road Bike. 23" frame.

Rated #1 by Consumers Report (when new) in its class. Shimano SIS and many upgrades. \$150.00. Call Earle Horwitz at (708) 398-2177.

18" mens Schwinn Varsity. Excellent commuter bike. With bolt-on wheels, perfect for train station, good condition. \$40 or best offer. Wayne Segedie, (708) 632-1472 (Note corrected phone number).

22" Cinelli Italian racing bike. Campagnolo C-Record, narrow 7 speed 13 X 23 cluster, Athena rear derailleur, cliplless pedals. Paint has some chips, but it's a classic beauty. \$500 or best offer. Also, Minoura mag-trainer \$80 or best. Donna Parker (708)705-7547.

66cm (That's 26" folks!) Gios Compact, black with Campagnolo Chorus components, Cinelli bar & stem, Turbo saddle, Look carbon pro pedals--all the best stuff. \$1000 or best. I'm liquidating. Craig Jorgensen (708)356-0692.

### WANTED:

Roommate--male or female, the house is just too big for me. Joanne Begy, wk. (708)498-7131, or home (708)634-2456.

Circa 1954 Schwinn 18" men's bicycle. This classic cruiser has 26" balloon tires, fenders, and curved triple top tubes. Very restorable: complete except for chainstay. \$35 or best. George Frayn at (312) 777-7648.

## Editorial

by Hans Predel

This letter is in response to Dick Sorenson's article regarding safety issues on the Harmon. I am upset with Dick's letter, as are some of the other club members I've talked with. I feel Dick doesn't have a good understanding of the many faceted issue of safety on the Harmon.

First of all, Safety IS our primary concern. That was the most overriding reason to move the Harmon out to the orchard. Second, we provide a much safer route, level of sag support and warning signs than many of the rides in the Chicagoland area. Both Ralph Pedraja and I (I worked the Glacial Park sag stop) heard a number of comments related to the high visibility of our sag support. One or two riders mentioned that when they went out on other rides, once they left registration, they didn't see anybody from the ride until they returned. Third, as the road marking crews make their rounds, they either try to clean up bad areas or warn us of trouble spots in advance. Unfortunately, much as they do this, many intersections return to their natural state very quickly (I have seen route markings virtually wiped out in a day! An intersection with a gravel shoulder or with a gravel road nearby will soon have gravel sprawled back over the pavement). At our sag, we had to change signs (to a bigger one) to make the right turn more visible and I was assigned to stand at the corner and signal/yell out the turn to the "gonzo" riders. Fourth, the Sag chair is kind of unofficially the Safety chair for the ride. Back when I ran the Harmon, I put together job descriptions for each of the major "chair" positions which included this

aspect. The only two areas needing safety "advice" are the route chair (for routing the ride) and the Sag chair (on the day of ride).

Again, back three years ago, the Board and I discussed the issue of first aid kits, training and proper technique for an accident on the road. These next points are spelled out in a description I put together for the sag drivers. You may have received one. First, we can not dispense any kind of medicine without the risk of legal liability, even simple aspirin. While our sag stop did have some over the counter bee sting medicine, it could have been a potential real issue to have treated someone and have that person have a reaction to the medicine. Second, the club has been and is willing to send any number of people to Red Cross first aid training. The shortfall to accomplishing this was getting people to volunteer to be sag drivers early enough to send them to the courses (in the evening or weekends, cutting into their bike riding time) and complete them by early September. Even then, we still run a legal liability risk if somebody mistreats an injured rider. We do have legal liability insurance, but who wants to get into a lawsuit? (By the way, the old insurance program was cancelled because of too many claims - its been restructured and is available again). Our advice to the sag drivers when coming across a serious accident is: 1) Take charge of the injured person, instructing others around to summon emergency help, 2) Unless LIFE THREATENING, to not move the person and make them as comfortable as possible 3) If the situation appears LIFE THREATENING i.e. blood spurting out, breathing has stopped, etc; to administer CPR or a tourniquet or whatever to

try to keep the person alive until help arrives 4) To not leave the scene until the injured person has been given over to the authorities 5) To get information about what happened and the names of witnesses for later on and 6) Report any accident to either the Sag chair or the Harmon chair ASAP. That's the reason we put emergency numbers on every ride sheet. When somebody is seriously injured, the first rule is don't move him. Dick's suggestion about hospitals, though, is good and should be included with any future sag driver information.

I disagree with Dick's statement that all riders should be required/forced to wear helmets for several reasons: 1) There is no vehicle law requiring the use of helmets (such as there is for headset radios), so in reality this is unenforceable. 2) While we could warn pre-registered riders via the flyer about this requirement (about 450-500 people), what about the people who show up the day of the ride? Who is going to tell them they got up early and rode 30 miles to come out on our ride and now can't ride? Not me! 3) Once people are on the route, what is to prevent them from removing their helmet? Should we have a sag driver pull them off the ride? Some of these riders are quite violent with car drivers, I wonder how well they would take it to be pulled off the road? The bigger issue is safe, legal riding (not blowing stop signs, etc) on the Harmon. If we can't get them to ride in a safe manner with all our fine safety signs, how are we going to enforce helmet usage? (which I feel is at a relatively high level anyway) Unsafe riding is a much wider issue.

I TOTALLY disagree

*Cont' on page 4*



# A COWBOY'S ENCOUNTER WITH A BICYCLE!

by John Avery Lomax

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While on their recent trip to Bandera, Texas, Howard and Lois Paul found this poem that we've printed for you this month in the Bandera Museum of western artifacts. Howard adds that the old highwheel bicycles of the 1800's were simply called "Wheels".

I can take the wildest Bronco in the tough old woolly west,  
I can ride him, I can break him, let him do his level best,  
I can handle any cattle ever wore a coat of hair,  
And I've had a lively tussle with a 'tarnal grizzly bear,  
I can rope and throw the longhorn of the wildest Texas brand,  
And in Indian disagreements, I can play a leading hand,  
But at last I got my master and he surely made me squeal,  
When the boys got me astraddle of that gol-darned wheel.

It was at that old ranch on the Brazos,  
where I found that darned contrivance.  
A tenderfoot had brought it, he was wheeling all the way,  
from the sunrise end of freedom out to San Francisco Bay.  
He tied up at the ranch for to get outside a meal,  
never thinking we would monkey with his gol-darned wheel.

Arizona Jim began it when he said to Jack McGill,  
There was fellas forced to limit bragging on their skill,  
And he'd venture the admission the same fella that he meant,  
and they'd have their ideas shattered if they'd lead the critter out.  
They held it while I mounted and gave the word to go,  
the shove they gave to start me warn't unreasonably slow.  
But I never spilled a cuss word and I never squealed a squeal,  
I was building reputation on that gol-darned wheel.

Holy Moses and the prophets, how we split the Texas air,  
and the wind it made whip-crackers of my same old canthy hair,  
and I sort of comprehended as down the hill I went,  
there was bound to be a smashup that I couldn't well prevent.  
Oh, how those punchers bawled "Stay with her Uncle Bill!,  
stick your spurs in her, you sucker! Turn her muzzle up the hill!"  
But I never made an answer, I just let the cusses squeal,  
for I was finding reputation on that gol-darned wheel.

The grade was mighty sloping from the ranch down to the creek,  
and I went a gallafluten' like a crazy lightnin' streak.  
Went a whizzing and a darting first this way and then that,  
the darned contrivance sort of wobbling like the flying of a bat.  
I pulled upon the handles, but I couldn't check it up,  
and I yanked and sawed and hollered but the darned thing wouldn't stop.  
Then sort of something in my brain began to steal,  
that the devil held a mortgage on that gol-darned wheel.

I've a sort of dim and hazy remembrance of the stop,  
with the world a goin' round and the stars all tangled up.  
Then there came an intermission that lasted 'till I found,  
I was lying at the ranch, the boys all gathered round.  
And a doctor was a sewing on the skin where it was ripped,  
and old Arizona whispered, "Well, old boy--I guess you're ripped."  
And I told him I was busted from sombrero down to heel,  
and he grinned and said, "You ought to see that gol-darned wheel!"

## NEWSLETTER INFO

- 1). Your articles, stories, comments, etc. are welcome. Please send to Craig Jorgensen, 25625 Columbia Bay Drive, Lake Villa, IL 60046.
- 2). The deadline is the 10th of the month preceding (e.g. May 10th for June newsletter)
- 3). All submissions must be typed (double-spaced) to be considered for publication.
- 4) Ads will be run free for one month, for club members only. We do not sell advertising space, or provide mailing service.
- 5). If you change your address:  
Call Sandy Holtzrichter  
708.515-1817.

## Bike Winners:

Al Dargil  
Rich Wemstrom  
Paul Watts  
Dick Sorenson  
Joe & Sue Lippere  
Cal Kutemeier

The above folks were the lucky recipients of Raliegh mountain bikes, in our drawing held at the awards banquet. Happy Trails!



Associated Press

## Bicycle built for eight

Artist Eric Staller, farthest left, and seven friends display the Octos. Staller, his architect wife, Deborah, and engineer Tim Mills created this bicycle with eight seats, eight sets of pedals and four wheels. The Octos cost \$30,000 and took several months to build. Staller, who is seeking a patent, is about to fly to Japan and Europe to exhibit the bike in galleries. The Octos' top speed is 50 mph, he said. Seven of the eight riders sit atop an aluminum tube, facing inward. Their pedals are attached to a chain drive. The vehicle is steered by the rider in the first seat, who faces forward and steers. A detachable baby seat in the center makes it possible to carry a ninth rider.

## Cross Country Ski Trips

Minocqua, Wi. Jan. 17,18,19, 1992

See the most extensive cross country trail system in the heart of the northwoods snow belt.

Lodging--Northwoods Inn (Rts. 51 & 70 West). Room with 2 double beds: \$44.18 per night. Make deposit check to Northwoods Inn in the amount of \$44.18.

Eagle River, Wi. Feb. 14,15,16, 1992

See the beautiful groomed trails at Razorback and the Anvil trail system in the Nicolet National forest.

Lodging--American Budget Inn on Rt. 45--Eagle River. Indoor pool, whirlpool, sauna. Room with 1 Queen size: bed \$46.37 per night, room with 2 beds: \$51.64 per night (If we use 10 rooms or more, we receive 10% discount. Make check payable to American Budget Inn in the amount of \$46.37.

Mail checks to: Bob Browning, 18 Linden Ave., Wheeling, IL 60090. Checks must be received by Dec. 15, 1991. If you need help arranging transportation or roommates, call Bob at 708.537-3391 for a list of the other people going.