

# Monthly Meanders

**January  
1993**

**Next Meeting:  
Thursday Jan.  
7th at 7:00 pm,  
Wheeling High  
School**

Carol and Woyteck will show slides of their bicycle trip to Utah. Refreshments will be provided.



**Wheeling Wheelmen**

## **THIS MONTH**

Farewell  
*Rides, Rides,  
Rides*  
Rideline Mania -  
Catch it!  
*1992 Awards*  
Loesch Leftie?  
*Get Well Soon*  
Group Etiquette

**Call  
708-  
FOR-  
MISC???**

## **Prezsez**

by Sandy Holzrichter

It's the start of a new year. Let's see if we can stop some old problems. The problems we seem to have are: differences in what is a touring pace; not riding in a group; not staying together; being left behind; and not having enough leisure rides.

We all joined a bicycle club because we love bicycling; we wanted someone to ride with; and we wanted to have fun. When you show up for a club ride, you give up some things, such as riding by yourself; going where you want to go; riding at the speed you want; and stopping when you want. When you ride with the club, you ride where the cue sheet directs; you go the pace the group sets; and you stop at

designated rest stops. What you get in return out weighs what you give up. You will have people to talk to; you will have someone to help if you fall or have a flat; and there's safety in numbers. Riding in a group keeps you riding longer distances; increases your riding skills; and it's just more fun! Riding with a group or club is a compromise - so let's compromise.

There are 466 members in our club. 10% are express riders, who ride 20 - 30 mph, and 10% are leisure riders, who ride 8 - 11 mph. The rest are touring riders, who ride between 12-20 mph. Let's look at each group.

The express group can take care of themselves. They are experienced riders who can read a cue sheet and fix their own flats. They can ride at any pace they

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## **Safety First**

by John Loesch

This month I'll be addressing HELMETS, thanks to David Wolfson and Mike Milton. I have seen that almost all club members wear helmets when we ride. Your helmet provides a valuable shield between your thinking parts and the ground, curb or perhaps a windshield, hood or bumper of an automobile. Now you might believe that the thinking parts would do whatever is necessary to protect themselves in the event of a collision, yet we all see riders either out casually or on invitationals without any headgear at all. Many claim that they do not like to wear a helmet for many reasons: helmets are too hot; are too heavy; mess up my hair; take away my feeling of freedom; make me look funny; or cost too much.

As we know, the newer helmets are very light, well ventilated and how much does a replacement head (brain included) cost anyway? Maybe this is an example of evolution at work. Those not wearing helmets may end up not contributing the genes that make you ride bare-headed to future generations. Now that you've got your helmet, two questions should come to mind: How long is a helmet good for and how do I wear it for maximum protection?

Modern helmets are made from expanded polystyrene foam (EPS) or polypropylene. Leather hainets, while great for that retro look, do not provide sufficient protection against impact. EPS is "foamed" by using pentane gas. This gas leaches out of the foam over the course of about 5 - 7 years. This leaching process makes the EPS brittle. Brittle foam tends to

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## So Long, Friends and Fellow Riders

As the year ends, I'll be winding up two decades and thousands of miles of riding with the world's greatest companions. After a long career in the administration of library services here in Illinois, I've accepted a position as coordinator of volunteer services for the State of Maryland.

It was in the Spring of 1973 that I attended my first Wheeling Wheelmen meeting, and met nationally known members like Keith Kingbay and Phyllis Harmon (whom I'd known in the Evanston club before then). I've watched the club grow from a core of "old faithfuls" to its present strength, and it tugs at my heart to think of how many adventures we shared together. I'm proud of the leadership that we've always maintained, and of having had the privilege of serving 2 terms as club president.

I'll be here through all of December, so I can attend the Xmas party. I'm fortunate that I'll be living in Columbia, Maryland - a planned community with 120 miles of bicycle trails! I'm also quite close to the new L.A.W. office, so do look me up - my address and phone will be on file soon! **Elliott Kanner**

## WINTER MILEAGE

1) Wayne Segedie	299
Ralph Pedraja	299
2) Dennis Berg	268
3) Joan Segedie	239
4) Jeff Epstein	233
5) Lotti Dolce	218
6) Woyteck Morajko	204
7) Rick Arnopolin	184
8) Delores Fischer	171
9) Ella Shields	165
10) Reid French	163
11) Steve Libbin	137
12) Kurt Schoenhoff	133
13) John Loesch	115
14) Walter Rosenbaum	92
15) Chris Schroeder	65
Fred Schroeder	65
16) Carol Passowic	61
17) Sandy Holzrichter	50
18) L. Cox/E.Jackson	35

**Total  
Winter  
Club  
Miles  
3,431**



**Send  
Address  
Changes  
to:**

Lin Costagli  
1189 Talbots  
Lane, Elk Grove  
Village IL 60007

## Bits and Pieces

### MICHIGAN NATIONAL 24 HOUR CHALLENGE

Some of us are considering the Michigan national 24 Hour Challenge to be held June 19 and 20, 1993. Come toride or cheer your friends. See Virginai Savio at the Christmas Party or the next meeting or call 708.438.8066.

### KURT'S MARCH TO THE SEA

Join Kurt on a week long ride from Traverse City to Mackinaw Island and back to Traverse City. This is scheduled for July 25 - 31, 1992.

### GRABAAWR 1993

This is a great seven day ride across the wondrous state of Wisconsin. This is usually scheduled for the last week of June. Call Cal Kutemeier at 708.827.2248 if you are interested in attending as a group. A weeklong party on two wheels!

### DA WINTER WIDEWINE

Call 708.367.6472 for the latest, up to the minute info about the club's rides and classic rock. From Motown to seasonal rock and roll, our rideline has it all. It now now updated twice weekly. Be sure to call between Thursday night and Saturday for the scoop on this weekend's rides. This is indeed the creme de la creme of ridelines!

## The Board of Directors

President	Sandy Holzrichter	516-1817
V.P./Rides	Ralph Pedraja	680-7379
Treasurer	Lotti Dolce	398-3957
Membership	Lin Costagli	364-4569
Safety	John Loesch	312-225-0990
Secretary	Phyllis Harmon	537-1268
Newsletter	Cal Kutemeier	827-2248
Bike Books	Roy Erikson	381-5128

(708 area code unless noted)

Send newsletter articles to: Cal Kutemeier  
9226 Golf Road #109  
Des Plaines, Illinois 60016

**Wheeling Wheelmen Ride Line (708) 367-6472**

choose.

The touring group is more diverse. On a 40 mile ride, the slow tourers (12 mph) would take 3 1/2 hours while the fast tourers (20 mph) would be done in 2 hours. That's a big difference. Let's extend that to a 100 mile ride. The slow tourers would take 8 1/3 hours while the fast tourers would be done in 5 hours. That's an even greater difference - an all day ride versus a half day ride. Not all touring riders ride at the same pace. Since 80% of our club rides at a touring pace, we're going to have to make some distinctions and concessions.

Perhaps having three touring categories would help: Slow Touring 11-13, Medium Touring 13-15, Fast Touring 16+. An alternative would be two touring paces: Medium Touring 11-15 and Fast Touring 15-20. Right now, when a 12 mph tourer shows up for a ride and gets left behind by a 17 mph tourer, who do you blame? The 12 mph tourer who didn't ride fast enough to keep up or the fast tourer who didn't slow down to keep the 12 mph tourer with him. You can't blame either, or you could blame both!

They both came out for a club ride to have fun. The 12 mph touring rider would not have fun going 17 mph and the faster rider would not have fun going 12 mph. How about a compromise at 15 mph? The slower rider could help develop his or her riding skills by riding faster and still enjoy the ride. The faster rider could slow down just a bit and still have a good time. Or how about this - when you get to a ride, ask around to see if there is anyone else that rides your pace and ride with them. If you don't want to ask around because you are new or don't know anyone, ask the ride leader to help. He usually knows the riders and can group people together who have the same riding skills. If you ride at a 15 mph pace, you can usually ride with anyone, just pick up your pace or slow down a little.

Now comes the problem that concerns our leisure-social riders. They make up 10% of our club. They are a valuable part of our club, or any club. We need the leisure riders and want

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crumble on impact instead of absorbing the blow. **IF YOUR HELMET IS 5 - 7 YEARS OLD, IT NEEDS TO BE REPLACED.** Certainly other events can shorten the life of your helmet. Any helmet that has been crashed should be replaced, regardless of whether it looks cracked or not. Many common substances can also weaken the protective ability of your helmet. EPS is readily damaged by any petrochemical substance, ie. gasoline, lighter fluid, smog and acetone. **DO NOT** clean your helmet with any petrochemical-based product. Most manufacturers recommend a mild soap and warm water solution for helmet cleaning. Those of us who sweat profusely can also damage the internal lining of the helmet. This can alter the fit of the helmet and decrease its impact protection. Lastly, ultraviolet light can also break down not only the EPS foam but also the hard microshell found on today's newer helmets.

#### **SAFETY TIP OF THE MONTH**

For maximum protection, your helmet should be level on your head. This means that the bottom edge of the helmet should be parallel to the ground when you are standing up straight. For a secure stay-on-your-head fit, the straps should be adjusted to accomplish the following: 1) Shake your helmeted head from side to side. The fit pads should hold the helmet firmly in place; 2) Buckle the chin strap and open your mouth. You should feel the helmet press firmly against the top of your head when your mouth is halfway open; and 3) With the chin strap fastener closed, if you can peel the helmet off your head to the front or rear, the straps need adjusting.

Ensuring that the above apply to the way your helmet sits on your head will let the helmet do its best to protect you in the event of a crash.

#### **ORGAN DONOR OF THE MONTH**

I'm afraid that I have to raise my hand and plead guilty, along with all the rest of the group on the mountain bike ride on the Des Plaines River Trail. True, the underpass under Route 60 was flooded and we were forced to ride on a very busy road. However, instead of forcing our way across traffic to try and turn left and in the process

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## Banquet Wrap-up

by Sandy Holzrichter

A series of "Character Awards" or "Story Awards" were given. These were meant for fun and I'm so glad you all had such a good sense of humor.

Bonus Miles Award - Peter Dolce

Least Mechanically Inclined - Linda Goldman

Longest Route to Get to a Ride - Cindy and Al Schneider

Cleanest Bike Award - Wayne Segedie

Gourmet Award - Rick "Road Kill" Arnopolin

Most Power Bars - Fred Schroeder

Best Dressed Male - Ralph Pedraja

Best Dressed Female - Sandy Holzrichter

Tunes Award - Les Fleming

Easiest Rider to Find on a Ride - Jeff Epstein

Chased by the Most Animals - Woyteck Morajko

Most Breakdowns - Dave Wolfson

Always Late - Joe Tobias

Least Prepared when Showing up for a Ride - Rick Frable

Most Nature Stops - Fran Green

Most Impatient - Kurt Schoenhoff

Que Sheet with the Most Mistakes - John Loesch

Rip Van Winkle Award - Bob Savio

Riders Who Can't Find Their Way Out of a Paper Bag - Bob and Janie Neuman, Al Berman and Sandy Holzrichter

Boy Watcher Award - Judy Curtis

Best Legs Award - Bob Flanagan

Most Flats - John Broadbent

Cracked Helmet Award - Roy Erikson

Unique Paint Job - Bill Bergeron

Club Photographer - Lin Costagli

Best Fund Raiser - Lotti Dolce

Smiles Award - Paul Watts

Oldest (as in years with the Club), Most Active Club Member - Phyllis Harmon

Al Berman said "Goodbye" and introduced the new Board members:

President - Sandy Holzrichter

Vice-President - Ralph Pedraja

Membership - Lin Costagli

Treasurer - Lotti Dolce

Safety Chair - John Loesch

Appointed Board members, once the new Constitution goes into effect:

Secretary - Phyllis Harmon

Harmon Hundred - Cindy and Al Schneider

Newsletter - Cal Kutemeier

Thanks to everyone who came to the Banquet. You were fed, awarded, and made fun of. And when you get dressed up, you are a good-looking bunch of people! Hoping you had a great time.

### *Safety First from Page 3*

angering 5 or 6 different drivers, a more prudent course would have been to do a staged turn at the intersection of Route 60 and Milwaukee Avenue. This means crossing the intersection (west across Milwaukee on 60), stopping on the opposite side and then proceeding on Milwaukee in the desired (south) direction (*See the illustration below*).

More inconvenient? Yes. Safer? ABSOLUTELY!

It is important that we demonstrate a positive image to motorists. Our group rides are a "rolling billboard" of bicycle behavior. People who don't ride often consider bicycling to be a daredevil activity and not a legitimate form of transportation and recreational pursuit. While we know that we have a legal right to the road, there is no way to win an argument with an irate motorist wielding a 3000 pound club. BETTER SAFE THAN...

### THE LOESCH LEFTIE

