

# Monthly Meanders

August, 1993



Wheeling Wheelmen

P.O. Box 581-D  
Wheeling, IL  
60090

## August's Meeting:

Thursday, the 5th, at the Wheeling High School (83 & Hintz Rd.) Cafeteria, at 7:00 P.M. Harmon Hundred planning is to be discussed.

### INSIDE:

Rides, Rides, Rides

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Bits and Pieces

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Harmon Update

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Annual Banquet Date

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From The Rear

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Later, folks!!!

## Prezsez by Sandy Holzrichter

July's meeting was a bit of a mix-up. The board had decided that the second Thursday of July would be more convenient for the meeting due to the Fourth of July weekend. Here we had these good intentions, but because of the one time that the newsletter was late, it turned out to be a mess. I received between 30-50 phone calls from people who were asking about the meeting, or who had gone to the meeting, and wanted to know where we were. So, on behalf of the board and myself, we apologize for any inconvenience we may have caused. Sometimes good intentions just don't work out.

The July meeting that took place on the eighth was short and sweet. Refreshments were provided by Bob and Janie Neuman. We were shown an excellent slide show by Cindy and Al Schneider of their bicycle trip to France last year. It's great to see so many new members becoming active in the club. Welcome aboard

By the time this newsletter arrives you should be seeing our new club jerseys and shorts all over the place. There should still be a few extras left, so now

might be your chance to buy one, now that you've seen them. You can contact me. Remember the Profile carbon fiber bike frame is still for sale. It's definitely a bargain at \$600.00.

As you know there were twenty-two club members who went to New Mexico to do the Pedal The Peaks ride. I think I can speak for everyone "it was the most difficult, strenuous bicycle trip I've ever been on, but it was great fun and I'd do it again tomorrow." Going uphill for thirteen miles at a pace of five miles per hour took two and a half hours, up, up, and up, but it only took twenty minutes down, going over fifty miles per hour. What a rush!

The scenery was so beautiful you kept looking at it and trying to burn it in your memory. Talk about burn, we all made use of sunscreen. In the high desert that sun was hot and piercing, especially when we came down the mountain and had to ride on the desert floor. Talk about a furnace! Wow! Hot! Hot! Hot!

The sag support for the ride was super. They had rest stops every fifteen to twenty miles, plus they were handing out water whenever they saw you, and giving lots of riders sag rides in. From personal experience the mechanics were top notch. I had one

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## Safety First by John Loesch

### RIDERS OF THE STORM

In a perfect world, the sun would always shine and no matter what direction you rode it would always be downhill with the wind at your back. And the only time it would rain would be between two and four in the morning. Unfortunately, reality is far from perfect; at some point or another you and your bicycle will be "blessed" with a shower from above. This month's column deals with riding in the rain.

If you have the luxury of arranging your schedule to ride only when it's sunny, more power to you. For those of us with less flexible schedules, riding in the rain is a fact of life.

#### RAIN GEAR

There is no good rain gear. Any fabric that is waterproof will keep the water out but it will also keep all of your perspiration in. Your choice is then one of getting soaked by the rain, or swimming in your own sweat. The best compromise may be a rain cape that only covers the top of you and is open underneath to let the air circulate and evaporate your sweat. Even with the cape, you will

still get sprayed from your own wheels (unless you have fenders with mud guards), or from the rear wheel of the rider in front of you. You can protect your legs with spats. These are like half leg warmers held on with elastic or velcro. They cover the front of your legs and shoes to keep the rain off and are open in the back to let sweat escape.

#### RAIN RIDING

Once it starts to rain, you are presented with three main problems: it is harder to see and be seen, it is harder to stop, and it is harder to stay upright.

Visibility decreases with the rain. Turn on your lights (ones that flash ARE more noticeable). Pull out those extra reflective items. Ride to be seen. Be especially cautious with traffic from the side. The driver may not have seen you. Similarly, you will have greater trouble seeing. If you don't wear glasses, the rain can sting your eyes directly. If you do, the lenses will get rain spotted and/or fogged, making it harder to see. Light sources become starbursts. Allow more time and distance to stop than you think you need. And expect the unexpected- if you visualize what to do at the last minute you have a better chance of a successful maneuver.

Stopping takes longer in the rain. Your brakes will not slow you down at all until they have first wiped

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## RIDES, RIDES, RIDES

Tuesday and Thursday night rides will leave from Daniel Wright School in Lincolnshire (on Riverwoods Road, north of Rt. 22) at 6:00 P.M. Rides leave promptly, so be sure to allow enough travel time.

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Tuesday mornings at 9:00 A.M. at Binnie Woods (Randell Rd. to Binnie Rd. near the town of Dundee). These will be show and go rides approx. 50 miles in length, MT, with no cue sheets. Call Bill Lorenzen at 455-3325 for further information.

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Jeff's Wednesday Night Off Road Rides begin at 6:00 P.M. from Daniel Wright School. Call Jeff at 362-4276 for further information.

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John's Saturday Afternoon Rides - These will be show and go rides. Call John Loesch 312-225-0990 for where & when.

**HEY GUYS & GALS!!  
IT'S TIME TO MARK  
SATURDAY, NOVEMBER 13 ON  
YOUR CALENDER FOR OUR  
ANNUAL BANQUET!!  
STAY TUNED IN FUTURE  
NEWSLETTERS FOR FURTHER  
INFO!!**

### TOP TEN MILEAGE

#### MEN

- 1) John Yuill...2189
- 2) Jeff Epstein...1993
- 3) Wayne Segedie...1868
- 4) Ralph Pedraja...1667
- 5) Woyteck Morajko...1453
- 6) Dennis Berg...1379
- 7) Curt Schoenoff...1212
- 8) Bob Neuman...1022
- 9) Ron Hattendorf...979
- 10) Joe Lippere...930

#### WOMEN

- 1) Joan Segedie...1939
- 2) Ella Shields...1665
- 3) Dolores Fischer...1595
- 4) Carol Passovic...1275
- 5) Lotti Dolce...1246
- 6) Janie Neuman...1181
- 7) Sandy Holzrichter...1024
- 8) Judy Hattendorf...699
- 9) Virginia Savio...596
- 10) Chris Demetre...358

## FROM THE REAR

by Jeff Epstein

It was the first Pedal For Power meeting I attended in Los Angeles on March 15, 1993. In the front of the room was this crusty Yankee from New Hampshire lecturing to us like we should listen to him, and we did. "Now I know someone who rode last year and just put his head down and went as fast as he could. The problem was, he missed America. Don't you." That was the first piece of advice I received from John Torosian, Pedal for Power ride leader and six year president of LAW, our parent organization. Every story and piece of advice from John contained useful, helpful and critical input extracted from his many years of riding. His suggestions on "irrigating yourself" while crossing the desert was invaluable. His loan of his 100,000 mile Schwinn Voyageur was a life saver, while the Kestrel was "down." His dedication to biking, bikers, and people was extraordinary. He was significant in breathing life into LAW and saving a dying organization that we all depend on to help us nationally and on local issues to support our cycling endeavors.

I received a call on June 30th that John had died in his sleep on June 29th during the Across America ride he was leading. John, a strong, persuasive, and intelligent man, probably in his 60's, left us too soon. Although he didn't conclude the trip (July 3rd in Boston) or preside over the LAW rally in Kuntztown, Pa., he did pass doing something that he loved. I will miss John, he taught me a lot and he was a great person. However, thinking about John with a smile

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### Club Officials

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	Dolores Fischer	740-0647
Bike Books	Roy Erikson	381-5128
Harmon	Al & Cindy	
Chairpersons	Schneider	696-2356

(708 area code unless noted)

Send stuff to: Dolores Fischer, 1408 N. Hickory, Round Lake Beach, Il. 60073 . Contact Lin with any address changes .

Government Relations Advocates: Bob & Virginia Savio 438-8066 & Al Berman 541-9248.

Wheeling Wheelmen Rideline 708-367-6472

# Wheeling Wheelmen August Ride Schedule

Day	Start	Ride Name	Mile	How To Get There	From	Leader	Phone
Aug 7 Saturday	7:00 8:00	Beloit-New Glarus	120 90	Take I-90 past Rockford, exit Rte 51 at the border, follow 51 north and west to Beloit. Turn right on Park St to Horace White Park. If you wish to stay the night before try the Super 8 \$35-45 (608-365-8680) at 3002 Milwaukee Rd or the Holiday Inn \$53-65 (815-389-3481) at US 51 & 75. Ralph Pedraja will lead the 90 miler.	Horace White Park Beloit	Woytek Morajko Carol Passovic 392-0530	MT
Aug 8 Sunday	8:00 9:00	Venture to the Stars	36/ 62	62 miler starts 8:00 from the Venture store, 1500 S. Elmhurst Rd (Rte 83) at Dempster in Mt Prospect. The 36 Miler starts at 9:00 from Emily Oaks Nature Center near Howard in Skokie (call for directions). Ride goes by the lakefront, Navy Pier and the Adler Planetarium. Bring or buy lunch.	Venture Mt Prospect Emily Oak N. Center	Lester Flemming 255-0105	MT
Aug 8 Sunday	9:00	Cedarburg, WI	75/ 100	Take I-94 north to 43 north (follow signs on freeway), exit at Rte 60 (Grafton exit) to Covered Bridge Rd (4 miles) turn right, 1/2 a mile to park. Go to second park entrance. Bob & Virginia Savio will lead the 65 ml option.	Coverd Bridge Park Cedarburg	Ralph Pedraja 680-7379	MT
Aug 14 Saturday	9:00	Kettle Moraine	60/ 100	General Store in LaGrange WI, at the intersection of Rte 12 and Highway H	General Store in LaGrange	Ralph Pedraja 680-7379	MT
Aug 15 Sunday	8:00	Wheelmen Picnic	30/ 50/ 80	Starts from Benwell Harrison Woods in Wonder Lake, off McCullom Lake Rd. Take Rte 12 to Rte 120 (Volo, IL), turn left (west). Go to Rte 31 in McHenry, turn right (north) to McCullom Lake Rd, turn left (north, about 4 miles to park.)	Benwell Harrison Woods	Ralph Pedraja 680-7379	MT
Aug 21 Saturday	9:00	Covered Bridge 11	63	Kilder School in Long Grove. Scenic ride with some hills.	Kilder School	Howard Bronson 475-1198	MT
Aug 21 Saturday	8:00	Ice Cream Social	50	Starts from McHenry County College, Rte 14, one mile past Rte 176 in Crystal Lake.	McHenry County College	Ron and Judy Haltendorf 362-5997	MT
Aug 21 to 22		Ride LaFayette County	100	Weekend of riding in LaFayette County in southwestern Wisconsin. Call Jeff for details and to register.	LaFayette County	Jeff Epstein 362-4276	MT
Aug 22 Sunday	9:30	Fox River Valley	40	Starts from the White Hen, southwest corner of Kesley Rd and Rte 59. New ride, any more information required, is available from Judy.	White Hen Barrington	Judy Curtis 381-5039	MT
Aug 22 Sunday	9:00	Bahai Temple Ride	36	Starts from Potawatomi Woods, North side of Dundee Rd 1/2 mile east of Milwaukee Ave. Bring or buy lunch at the lakeshore.	Potawatomi Woods	Howard Paul 824-2941	MT
Aug 28 Saturday	9:00	Broken Oar Ride	35	Starts from Kilder School. We will ride out to the Broken Oar and have lunch at the village tavern after the ride. Very scenic ride.	Kilder School	Joe and Sue Lipere 807-8879	MT
Aug 28 Saturday	7:00	Union-Twin Lakes	105	Take NW tollway (90) to Rte 20 (Marengo) exit, left on Rte 20 to South Union turn right on East Coral, turn right, then left on Northrup into Union. Right on Washington (past R.R. tracks) to school for starting point. Lunch at the beach/snack in Twin lakes	Evergreen School Union	Woytek Morajko 392-0530	MT
Aug 29 Sunday	8:00	Binney Woods	65/ 100	Starts from Binney Woods Forest Preserve. West of Elgin, on Gilbert, west of Randall Rd	Binney Woods Forest Preserve	Bill Lorenzen 455-3325	MT

Leisurely = 8-11 mph

Slow Touring = 11-13 mph

Medium Touring = 13-15 mph

Fast Touring = 16+ mph

mechanic work on my frozen rear hub for two and a half hours because I didn't want to sag in (I don't sag in!). The mechanic patiently and expertly fixed my bike. Rick Arnopolin had a great deal of mechanical problems, plus flats, lots of flats. Fran (an inspiration to all of us to just keep on going and have a great time) and Al had a good time. They wished they would have brought their tandem. Carol and Woyteck loved the mountains so much that they continued on to Colorado for another week of biking. Virginia developed a terrible case of altitude sickness, but she and Bob still had a good time. We even had a wedding. Dennis Braun and Shannon tied the knot at Taos Canyon on June 24th. Imagine biking to your wedding with white wedding bells on. Congratulations and may you always bike together. Mike Milton had his own cheering section. We arrived at the top of a hill and were greeted by a sign, "Go, Mike Milton, Go." Steve Rogers, Ed, and Dave were seen often with smiles on their faces. Gina (now living in Madison and liking mismatched socks) brought Kay (what a fun person), who brought a friend, who brought another friend. I had a great time talking with them one night. Of course I had to tell them who I was! Georgia and Henry West looked like they were getting through the ride just fine. Then there was Diane who lost her biking partner when Sol (crash) took a nasty spill going down a hill. He left a great deal of skin up there, but he's OK.

There were thirteen hundred people on this ride. There never seemed to be too many lines or waiting, although the hot water in the showers was usually gone by the time I got there. We had rain the first two days, after that the weather was terrific. It was cool in the mornings (44 degrees leaving Taos), warming up around 9:00 A.M. and hot from 11:00 A.M. on, and then cool when the sun went down.

On our day off in Taos, some of us shopped, and some of us went white water rafting. First timer, Rick A., thought he'd have to take out more life insurance. I made him sit up front in the raft. We had a wet, wild, fun ride. Ask Rick! Al B. found out that you had to hang on tight when you see that big wave coming at you. How's your nose Al?

The Wheeling Wheelmen riders did the club proud. They were courteous and were good bicyclists. The last day of the ride was one hundred and three miles, over a hundred degrees, plus mountains. When I saw Rick, Al, and Fran getting into a sag vehicle to sag back to Albuquerque I said that I wouldn't hold it against them, but I also didn't say I wouldn't tell everyone they sagged in, as I toughed it out coming in at 6:15 P.M. (I don't sag in). Was I glad to be in? God, was I glad to be in!

The Pedal the Peaks ride was exciting, exhilarating and an accomplishment. I'd like to say thanks to Warren and Jeff, two great guys from California, who let me ride with them and helped me get through this. I don't sag in, but I do have help! Perhaps the Wheeling Wheelmen could get together again next year and plan another ride to go to. This was fun and that's what biking is all about.

the layer of water off of your rims. This is even worse with chromed steel rims than alloy rims; it may take several hundred feet to stop. Hills don't have to be difficult, keep the brakes lightly depressed all the way down to keep the rims wiped clear. And no, your inner tube won't explode off the wheel from the extra friction, it's being water cooled and the heat has no place to build up. If you need to stop quickly, use both brakes hard to dry the rims and modulate as needed.

Once it's wet, just staying upright becomes a challenge. The only thing between you and the road is the 2 or 3 square inches of rubber on your tires that actually touch the pavement. You must turn less sharply and follow less closely. Different aspects of the road surface present different friction coefficients. Smooth tar is more slippery than concrete or asphalt. Loose gravel is even worse than when dry. Road oil rises, so areas with more oil like bus stops and traffic lights are slicker. Pavement markings, road reflectors, and manhole covers or drains are especially bad. Try to steer around all of these. If this is not possible, try to coast over them in as straight a line as you can. If you hit one of these while leaning into a turn, your wheels will slip right out from underneath you. This is also especially true of railroad tracks. Cross them at right angles only or be prepared to slip and fall. Similarly, ride around not through puddles; you don't know how deep it really is or what debris it conceals. When you get home, clean and lube your bike (ask Wayne) and then clean and lube yourself (don't ask).

Lastly, riding in the rain is one thing, riding in a thunder storm is another. In many areas, you may be the tallest thing for miles, straddling a rolling lightening rod. By the time the static electricity makes your hair stand on end, it's too late to even pray. If you see lightening, stop, get off the bike and wait until the storm has passed.

### ORGAN DONOR OF THE MONTH

I win again. Why? For stopping in the middle of the road to get a bee out of my glasses and almost having Jeff ride right up my back. I should have either pulled over or called out. Please note that it is much easier to screw up towards the end of a ride when you are tired, so use extra vigilance at these times.

Better safe than ....

### BITS AND PIECES

by Sandy Holzrichter

On August 5th we will be discussing the Harmon Hundred. We need all of the chairmen and volunteers on hand. This is such an important meeting. Please try to come, we need your help to make this Harmon a success. Remember that it's alot easier to have alot of volunteers do a little, than a few volunteers doing alot. We also have alot of fun, so come out and help support your club and have a great time doing it. See you all there.

A special thanks to Reid French for all his help in getting us sponsors for our jersey. He undertook this task, spent countless hours of his valuable time, and did just a great job. Thanks Reid.

A big thank you to the sponsors of our new club jerseys. These include Village Cycle Sport, Profile, Wauconda Apple Orchard, Wauconda National Bank, La Grange General Store and CibaVision NewVues eye care. We really appreciate all the help and support you've given the Wheeling Wheelmen.

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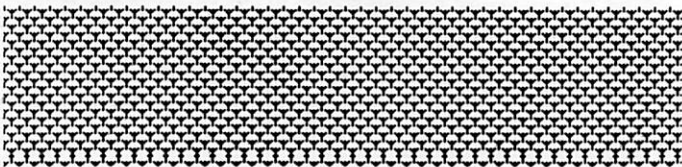
on my face and a warm thought of him in my mind, reminded me of others who have positively assisted me in my cycling development.

Curt immediately comes to mind. He took me under his wing on the first ride and has continuously encouraged me, telling me how fast and strong I am, yet at every opportunity "pushing" me or trying to pass me, while denying these sly antics, saying "What an old man I am!" Curt you're great. When I am 60 I hope I can ride as well as you're doing now. Most importantly is your advice: "Ride your own speed, don't try to keep up with anyone else."

Wayne comes to mind for being one of the best and most courteous ride leaders. He points out every obstacle on the road, and his hand signals during turns are clear and timely. He teaches positive outlook and tolerance. Then there is Ron H. whose marvelous descriptions of the Hilly 100 held me in awe and ignited my love of hills. He also maintains a very positive attitude no matter what the circumstances. Woyteck is known for his compassion, concern, and empathy toward others. This is one of the most helpful people that I've ever met. He is always willing to stop to help someone with mechanical problems, without complaint, and will share his knowledge with anyone. His thoughtfulness toward other riders is unmatched. Not only does he cycle his routes just prior to their execution, even if they are repeats, but when he completes a 100 or 150 mile ride he drives back to check on all of his cyclists still on the road. This is cycling etiquette at its best.

Besides being a good friend and an excellent riding partner, Lotti has brought much to my cycling development. Most importantly are a positive mental attitude and heart. These combined with humor, teasing, and some encouragement teaches one never to give up on oneself and that any goal can be reached. However, probably the most persuasive influence has been Ralph. Sure he provided much technical knowledge, specific encouragement, and wardrobe advice, but his largest contributions came in other areas - supporting the organization, helping others, watching out for less experienced riders, and giving something back to the activity that has given us so much.

As I think about John and these other wonderful folks, I'd like to speak for all of us on the many contributions not only to me, but to all of the other cyclists and people that are fortunate to have them in their lives. Thanks to all of you. I will dedicate my riding in 1993 to John Torosian.



## HARMON PROGRESS REPORT

by Cindy Schneider

It's time again to start thinking of the 1993, 23rd annual *Harmon Hundred*. This year's ride is set for September 12, and will again start from Wauconda Orchards.

The T-shirt and patch contest has been completed, and the winner is Karen Butler, with a design that should look terrific! Congratulations to Karin, and thanks to all who contributed their ideas.

At this point, it's not too early to think about our own contributions. The Harmon presents diverse opportunities to volunteer, and requires all of our help. The committees needing your efforts are the following:

**REGISTRATION**  
**SAG DRIVERS**  
**SAG**  
**STOPS--GLACIER PARK**  
**RAINTREE**  
**BECK'S WOODS**  
**KNOX PARK**  
**ROAD MARKINGS**  
**PARKING**

and, for those special people who want to make a real difference and earn our undying gratitude, **FOOD SERVICE**. Sue and Mark Beiderwolf are unable to do it this year (something to do with family responsibilities) so good, diligent, and dependable replacements are needed. I understand that Sue and Mark are willing to help order food and give direction, but simply cannot handle the entire job. Certainly they still have my undying gratitude for their efforts in the past few years! The greatest part of the job will be done on the day before the Harmon, and on the day of the ride when the food will be picked up, organized, and delivered.

To volunteer for this, or any other of the committees, please sign up at the next meeting, or give me a call. The number is 708--696-2356. If you get the phone machine, please leave a message. If you don't call me, I'll have to call you, and you can save me a lot of work by calling first.

*I'm looking forward to hearing from all of you.....*