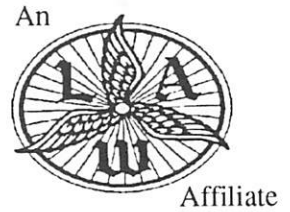




Monthly Meanders



February 1995

- *****
 * February Meeting
 * Thursday Feb. 2-7:00PM
 * Wheeling High School
 * Presentation: Slide Show of Trip to Italy
 * Al & Cindy Schneider

From the Editor...

Happy New Years Everybody! Along with New Year comes so exciting changes to the Wheeling Wheelman Newsletter. Articles may now be submitted to me via the INTERNET email. Articles get to me much faster than the USmail and I can download articles directly without having to retype your articles.

REMEMBER: Reduce the Newsletter cycle time and increase the editor's amount of time to cycle! Along with changes to the newsletter we have a new club officer position which will handle the marketing of Wheeling Wheelman. M.E. Ferraro has accepted this new position so lets all congratulate her. We are currently redefining our mission statement for the club. Are we a social group? a cycling goal oriented group? Should we have a greater presence in cycling activism at the local and national level? We really should be all of these things and no one should feel left out simply because they don't

ELECTION RESULTS

Best new rides of 1994

<u>50 miles or less:</u> I&M Canal ride (Rick Arnopolin)	<u>Greater than 75 miles:</u> Rock Cut State Park (Carol & Woyteck)
<u>51-75 miles:</u> Harmon 65 (Ralph Pedraja)	

Top Club Mileage for 1994

<u>MEN</u>		<u>MILES</u>	<u>WOMEN</u>		<u>MILES</u>
1	BOB NEUMAN	3688	1	JANIE NEUMAN	4430
2	DAVE LACHMAN	3057	2	JOAN SEGEDIE	3679
3	WAYNE SEGEDIE	2759	3	ELLA SHIELDS	2407
4	JEFF EPSTEIN	2543	4	M.E. FERRARO	2100
5	WALTER ROSENBAUM	2389	5	LOTTI DOLCE	2080
6	BOB SAVIO	1920	6	JUDY HATTENDORF	1739
7	RON HATTENDORF	1864	7	CAROL PASSOWIC	1626
8	WOYTECK MORAJKO	1751	8	CINDY SCHNEIDER	1241
9	STEVE LIBBIN	1646	9	ELIZABETH KROG	1173
10	RICK ARNOLIN	1431	10	VIRGINIA SAVIO	1034

1994 MOST IMPROVED RIDERS

WALTER ROSENBAUM

MARY ELIZABETH FERRARO

From The Editor... (Contd)

ride as fast or as many miles as some of the other club riders. The more people who participate in club activities, rides and meetings, the better off we will be able to serve the varied cycling interests within the Wheeling Wheelman. Your opinions count! so lets here from you at the monthly meetings or drop me an email with your thoughts and com-

ments. REMEMBER this is *our* club not just the few that show up for the monthly meetings.

Tailwinds,
Rob Schaller

PLEASE CHECK THE RIDELINE WEEKLY
FOR SCHEDULED RIDES AND CANCELLA-
TIONS DUE TO ADVERSE WEATHER
CONDITONS 708-367-6472.

WAYNE'S SAFETY WORLD

Welcome to an exciting new year of cycling. I hope you all had a happy and SAFE holiday. For '95 I would first like to start off by reflecting on 1994. I feel that we can learn a lot through some of the unfortunate happenings of some of our other club members.

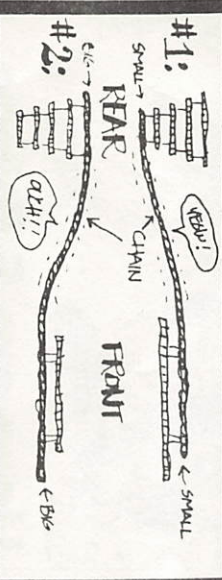
We had three of our best, most experienced, and safe riders go down in three seperate crashes this year. Fortunately, all three of them have recovered well. One still has some very bad scars and will have them for a while as a very vivid reminder.

Were their crashes the result of something stupid our unsafe they were doing? NO. Infact, in each case, the crash was not the fault of the rider, but the fault of the group they were with. The crashes were caused by the riders in front of them not calling out an obstacle, hole, or letting the back of the pack know that they were stopping or slowing. Yes, it is the responsibility of the individual rider to pay attention, but when his or her vision is obscured by the other riders, then it becomes very important to let them know what awaits them. Remember, it could have been you or me in their spot. So please

have consideration and safety in mind for your fellow riders. Lets all make a conscious effort in '95 to let others around us know whats happening at all times by either signalling or calling out what lies ahead. Let us also use our heads in normal maneuvers like passing. How about only passing on the left and calling out "on your left." What about not sneaking up the middle when two riders are ridding next to each other. It would be a lot safer and alot more courteous to the other two to wait until they finish their conversation, or if it is really that important, I am sure that one of the riders would not mind dropping back for a while. Besides, one of them might need a break from the wind for a bit.

Another very important issue that comes to mind is the pre-ride safety check. Most of us do this, but sometimes we forget to check the basics on our bikes before we ride. Remember the old saying, you are taking your life in your own hands. Well, this pertains to each and every one of us each time we start out on a ride.

1. DO good gears that wear out your chain... FAST!



These two gears stretch and twist your chain... they TORTURE IT!!

GEE.. IM SORRY.. I DIDN'T KNOW... HONEST!!

THAT'S OK. NOT MANY BICYCLISTS DO... JUST WATCH IT IN THE FUTURE

SALLY

THEN... your poor chain takes it out on your sprockets!

MORAL

Don't use those two gears. Save yourself money = and = don't let smooth expert cyclists + SEC rub it in!

HAW!! GRIND GRIND GRIND

OH OH OH

OH OH OH

OH OH OH

2. BABY: Most bicyclists ride in too high a gear...



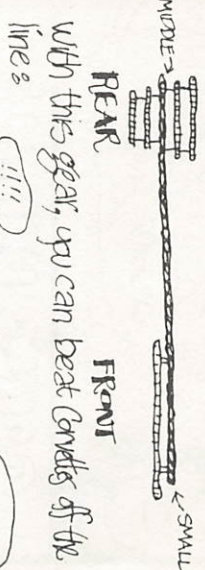
It's hard on your knees, leads to **POOR CONTROL** (gasp!) and is more tiring than riding correctly...

DO THIS (BUT ONLY IF YOU WANT TO BECOME A BETTER CYCLIST...)

1. Find a quiet street that goes at least 1-2 miles.
 2. Shift into a middle gear (see tip #3 →).
 3. Take your watch - or borrow one with a second hand.
 4. Practice riding at a "cadence" of 60-70 revs - rotations of the pedals per minute.
- THIS... is called "spinning" and once you get nice & smooth on the bike, you'll find it an easier way to pedal long distances with a lot less effort!
- TRUST ME!**

3. Here are two pretty good gears for flat-land around-town riding...

STARTING OFF OF TOP VIEW OF GEARS



CRUISING ALONG:



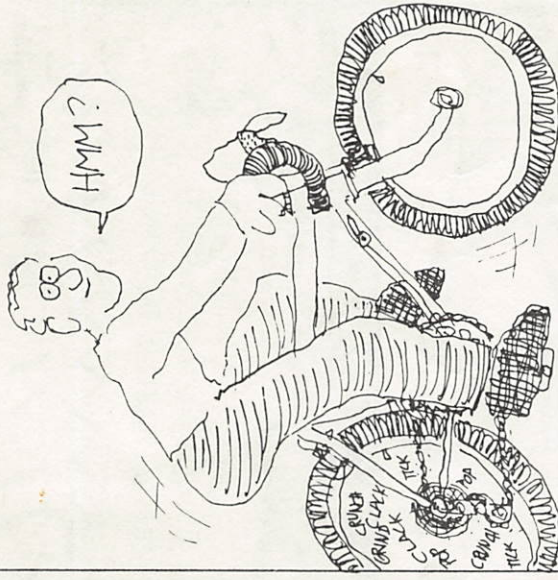
THEN

When you see one of these → you can simply shift back to your STARTING OFF GEAR before you stop.

STOP

By the way, it's a good idea to stop at stop signs. Lots of cyclists got cleaned up when they don't stop. It's **THE LEADING CAUSE** of non-fatal car/bike crashes and the third leading cause of fatalities...

Hey Bicyclist!



Here are 5 things you need to know about your gears...

10 Speed Tips from Sally Streetwise

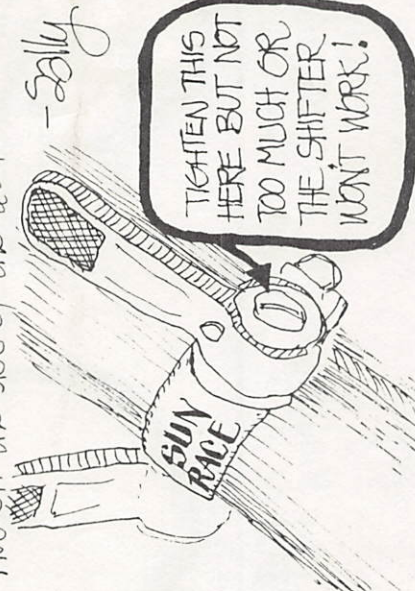


#1

© 1986 BICYCLE FORUM INC.

Dear Sally,
Every time I shift into one of these nice middle gears, you mentioned in #3, my bike shifts into a higher gear on its own! What can I do?
Perplexed

Dear Perplexed -
Wake up and smell coffee, kiddo... You probably need to tighten your shifter up. Do it by tightening the screw or wing nut on the side of the lever.



-Sally

HEY CYCLISTS!

If you have a question (burning or otherwise), write to: SALLY STREETWISE, BOX 8311, MISSOULA, MT 59807

Once you've gotten used to the gears in Tip #3, expand your horizons!

I'm talking about HILLS. So... start off in your "cruising gear."

GOING UPHILL:

1. Real Bear of a Hill: unless you hate "tree trunk legs"; shift into low before you start climbing and "twiddle" your way up. Be prepared to walk.

2. Medium Bear of a Hill:

Shift down one gear in back. Be prepared to shift to your small front sprocket if you have to as you climb.

FAST: It's easier to shift to a lower gear up front when you are going uphill. Then it is to shift to a lower gear in the back when you are going uphill.

3. Baby Bear of a Hill:

Pick up speed as you approach. Then stand up and HIT IT as you get there! (THESE ARE FUN!)

DOWNHILLS: Don't rest at the top or coast downhill - you'll cool off... And control your speed. There may be a cat's paw at the bottom!

© 1983 BICYCLE FORUM INC.

It was in bicycle touring that Keith found his great love. He rode 6000 to 8000 miles a year! Most of these were short trips but he and Rosetta rode numerous one or two week trips covering hundreds of miles.

Keith's longest trip was 2582 miles from the Pacific Ocean to Jekyll Island, Georgia. He made 24 trips of



owners manuals and helped develop the curriculum for Schwinn's first service school classes. During this time he was involved in the building of Schwinn's custom-made Paramount bicycles.

Keith had been active in the League of American Wheelmen for a number of years. It became inactive in 1955. In 1964 Frank V. Schwinn felt that the bicycle industry should take positive steps toward promoting bicycling, so Keith established the Company's first Cycling Activities Department.

This tied in perfectly with the League of American Wheelmen which was reactivating after nine years of inactivity. Keith, Joe and Dorothy Hart (president and secretary of L.A.W.) and Phyllis Hursthouse (now Harmon) worked diligently to get the wheels in motion. Keith's travels all over the U.S. helped tremendously and the League became a National Organization in just one year! Besides speaking and leading rides all over the U.S., Keith discussed the joys of cycling with newspaper and TV reporters and authored several books and pamphlets, including Bicycling, Inside Bicycling and Bicycling Safety For Fun And Fitness.

Keith served fourteen years on the President's Council for Physical Fitness. He recently completed a 6-year term on the L.A.W. Board.

monies on a tandem with Mayor Daley on the back. He helped organize the Chicagoland Bicycle Federation.

Keith and Rosetta's vacations were fantastic. They have pedaled in 43 countries and visited: India, Nepal, Kashmir, Japan, China, all through Europe, South America, including the headwaters of the Amazon and a headhunters village.

Keith said, "The greatest reward of my entire career, with the exception of the Dr. Paul Dudley White Award, comes when someone mentions the first time I spoke to their cycling club and tells me that they've been enjoying cycling ever since."

Another of Keith's favorite sayings was, "Bicycling, like youth, is too good to be wasted on the young."

Around Thanksgiving Keith and Rosetta moved to Lakewood, Colorado. He died Jan. 16. Keith did so many things for so many people, I found a perfect verse for him:

*It's not a matter of the years
a man has been around,
or the trail in life he chose to take..
But it's the things he does for
everyone
That makes a man so great.*

TOP 10 REASONS TO VOLUNTEER TO LEAD A RIDE:

10. Make Ralph happy he doesn't have to call you first
9. Enjoy the great outdoors, especially when it's not raining
8. You will eventually become mechanically inclined
7. See beautiful scenery
6. Enjoy stimulating(?) conversation
5. Good Exercise -- definitely more fun than the gym
4. Eat a lot and (hopefully) not gain weight
3. Meet new people
2. Everyone will appreciate you
1. It's fun

Please detach and return. Thank you

_____ YES, I would be willing to lead a ride, please call me.

NAME: _____ Phone # _____

What type of ride would you be willing to lead?

_____ Road Rides

_____ Off Road Rides

Return to: Ralph Pedraja
 1023 Cumberland Court
 Vernon Hills, Ill. 60061