



Wheeling Wheelmen
An Affiliate of the League of American Bicyclists

Monthly Meanders

of the Wheeling Wheelmen

April 1995

- * April Meeting
- * Thursday April 6, 7:00PM
- * Wheeling High School
- * Presentation: Vince from Village CycleSport
- * talks about bicycle fitness

PREZSEZ

By Wayne Segedie

Well, here we are at the start of another ride season, having been kicked off by our annual St. Pat's day ride. A special thanks to Jerry Goldman and every one who helped make the day a success. Also, thanks to all who helped out at the CABDA Show. I know that we signed up a lot of new members, so you can say that the show was definitely worth all the effort. Hopefully we will see all the new members on some rides.

Speaking of new members and riding, I have been asked to lead my new rider development rides again. So, look for them to start in May. They will probably be the first two Saturdays in May. Look for more info in the May newsletter or on the ride line.

Since this is the start of a new season and you have a new leader, I need to address a few changes in the way we will record the mileage this year. On the weekend rides, you will only be given credit for the mileage that appears on the cue sheet for that day. If the cue sheet says that it was a 75 mile ride, then that's how many miles you will receive. Even though your computer may say 82 miles, the ride was still only 75. If you bring a cue sheet for 102 miles, bless your heart, you will still only receive 75 miles. The evening rides will pretty much be handled the same way. There will be only two ride leaders. If the express leader(me) does 35 miles and the touring leader does 30 miles, then again, those are the only miles that will be recorded. Even if you split off or ride around the parking lot after dark, good for you, that's still only 35 miles. I have the full co-operation of Ralph your ride chairman, and Jeff your recorder of mileage. I am not doing this to be a jerk, but to be fair to everyone and to stop any anticipated whining. I hope you will all understand and give me your full support on this issue. I feel this is the fairest way, and in the best interest of the club.

We have now had two great social events planned by Joan. What do you think? What type of outings would like to do?

PREZSEZ (Contd)

Joan is looking for suggestions. I feel that these social events outside of biking are an important way of allowing members to get to know each other and have a great time. Did someone say line dancing? Well, guess what? Look elsewhere for info on another fun outing.

Grapevine has it that Mary Elizabeth Ferraro did a great job at the annual Birkebiener in Wisconsin this year. Congratulations! I guess that all those hills early this year helped. Maybe next year she will have company. Also, congratulations goes out to Reid French and his future bride Sharon. They recently got engaged and he sure is happy these days. Best of luck and lots of continued happiness.

I hope this is not an indication of what I have in store for me. Look at what has happened to our past two Presidents, Reid and Sandy. Just kidding, I am very happy for them both.

A special thanks to Performance Bike Shop for giving a demonstration of bike clothing and new bikes at our March meeting. The local shops really help support our club through donations of time and sometimes money or prizes. They even offer us discounts on our purchases. They are always there to offer help any time we ask. So be sure to stop by April's meeting and say Hi! to Vince from Village CycleSport. He will be there giving a seminar on bike related fitness. So let's so him how much we appreciate his being there by offering support through our presence at the meeting. Also, stop by these stores when you are in the neighborhood to say Hi! and return the support.

Guess its that time again. Don't forget to look at the exciting ride schedule and plan your summer around our rides. Hope to see you all at a meeting and on all the rides. Who will be our mileage champions this year? Maybe you. Be safe. Have a good month.

Have a Happy Easter.

SAFETY-STUFF by Bill Bergeron

"How to make your Bike a friend."

Last month we discussed how to prevent injury by keeping your body in shape this winter; this month we'll take that idea one step farther and talk about preventing injury with proper bike fit. If the relationship with your trusty steed is causing you pain it may not be the bike's fault. It probably has been set up incorrectly and is forcing your body into an unnatural, stressful position. A cheap bike that FITS is worth a great deal more than a fancy expensive one that doesn't. The time to fit your bike is in the off season. Constantly changing your

Safety (Contd)

position on the bike during the year will not give your body time to adapt and can make your problems worse. Once you establish your baseline position, make any additional changes gradually and in small increments. It is extremely important to give your body time to adapt. A rule of thumb is: If you make an adjustment, ride with it for 100 miles before you decide to alter it again. Unfortunately Bike Fit is NOT an exact science. Other variables such as previous injuries, conditioning (Hey - read last month's article!), flexibility, and age can make it more complicated, but the basics still apply to most riders. After you have your bike set up in accordance with the basic guidelines, you may then gradually and conservatively make minor corrections if absolutely necessary. Once you have your bike set up correctly, give it a chance before you decide to mess with it, you will find it will be worth it in the long run.

If you have the time and money, the easiest way to determine proper bike fit is to visit a local shop that uses the FIT KIT system. There are several shops in the area that offer this service for a reasonable price, you will find it's worthwhile to make the trip. If you aren't interested or don't have time for the FIT KIT, you can do a good job yourself with a few simple items and have a good time in the process.

You will need:

1. Your bike
2. Riding shorts/socks
3. A hard cover book approx. 1 1/2 inches thick
4. Wrenches to adjust the stem and saddle
5. Tape measure
6. A three foot piece of string with a key tied to the end
7. Small bubble level
8. Pen and paper
9. Wind trainer
10. A close personal friend

If you do not have access to a wind trainer, a sturdy person to hold the bike while you are on it will work fine. The whole process can be done in about an hour.

Saddle Height

Dressed in cycling shorts and socks stand on an uncarpeted area against a wall with your feet spread shoulder width apart. Have your close personal friend press the 1 1/2 inch thick book firmly into your crotch. (I told you this would be fun.) It should not be painful, but you should definitely know it's there. Mark the distance from the floor to your crotch on the wall and write down the length. (It is somewhat simpler if you make your measurements in centimeters instead of inches, but either system will work.) Repeat the procedure two more times, then use the average of the three measurements as your inseam. Multiply your inseam by 0.6441 to determine your proper frame size and 0.883 to determine the distance from the top of your saddle to

the center of the bike's bottom bracket (or crank spindle.) For example, I have an inseam of 82 cm, (approx. 32 inches) which indicates that I should have a frame size of 52.8 cm (approx. 21 inches) and a saddle height of 72.4 cm. (approx. 28.5 inches.) The object is to have your saddle adjusted to the optimum height, a saddle that is too high or too low can result in knee problems. If your frame size is more than 2 cm (approx. 1 inch) too large or small, you will have difficulty getting a proper fit and might want to consider obtaining a frame that fits you more closely.

Saddle Position

With your saddle leveled parallel to the ground or tilted slightly nose upward, adjust the seat post height to the calculated distance from the center of the bottom bracket to the top of the saddle where your pelvis contacts the saddle. If your saddle is tilted nose downward you will be using your arms to prevent you from sliding forward, which will put constant and unnecessary pressure on you neck and shoulders. Now it's time to hop on the bike. Pedal for 10 - 15 minutes on the wind trainer, or lightly peddle back wards for a minute if you have a friend holding your bike. Stop peddling and position the cranks so they are parallel with the ground. The small level is helpful for this. Get your string with the key on it and have your friend hold the end of the string against the bony bump just below the kneecap. The key should hang down directly over the pedal spindle. If the key is hanging ahead of the pedal spindle, move your saddle backwards, if it is behind, adjust it forward.

Stem Height

The final step is to adjust the stem. Although stem height can be dictated by comfort, best results are obtained when your handlebars are 2 to 7 centimeters (approx. 1 to 3 inches) below the level of your saddle. The lower the stem, the less wind you have to fight, and the less pressure you will put on your butt. Although some people may find it uncomfortable at first, if your bike is set up properly and if you give your body time to acclimate, you will be surprised at how comfortable a "low" stem height can be.

Stem Length (extension)

There are several "rules" on stem length, the two most common are wildly inconsistent with little or no basis in fact. The first old wive's tale states: That if you are riding with your hands in the drops and you look straight down, the handlebar should obscure the front hub. It sounds like it makes sense, but it doesn't take into account seat angle, seat position, top tube length, fork rake, hand position or length of the rider's neck. With all the loose variables your chance of finding the right stem extension is slim. Another common "rule" is the old elbow-fingertip method, where a rider places his/her elbow against the nose of the saddle, if their fingertips touch the handlebar the stem is considered correct. This technique assumes that all saddles are the same length and

Safety (Cont)

that the human torso-to-arm ratio is a constant. Two people of the same height and weight can have extremely different body proportions.

The best way to determine stem length is by observing your position while riding. You can either have a companion watch you as you ride or look at your reflection in a store window. (The strip mall at the corner of Kelsey and Route 59 in Barrington has several stores side by side with large front windows and little car traffic. The club has several rides starting from there, so check yourself out after a ride sometime, it's fun.) After a good warm up, ride parallel to your friend

(or window) with your hands in the drops. Your arms should be bent, your knees should barely graze the inside of your elbows, and most importantly, Your Back Should Be Flat. A stem that is too short will have you riding in a cramped position with an uncomfortable and unnatural arch in your back. A stem that is too long will force you to have your elbows locked and put undo strain on your neck, lower back and shoulders.

With a correctly sized bike properly fitted, your balance, speed and handling will improve. You will also find that you will be able to ride farther with less fatigue and more comfort. A rider who is comfortable on their bike will be more alert and safer in traffic.

HARMON HUNDRED '95 UPDATE

For the 25th Harmon Hundred on Sept. 10, 1995, we'll have the Wrench Force from Trek lined up for minor bicycle repairs. The Chicago School of Massage Therapy will have some of their students on hand for the post event massages for the riders.

Please submit your ideas for our annual T-shirt design contest for the Harmon. The shirts will be long sleeve this year. The final date for submitting your design is **June 1**. Submit your ideas to any board member or Ron and Judy Hattendorf.

We still need 2 people to handle the food delivery. The job is not as difficult as it sounds thanks to Joe and Sue Lippere. They've compiled excellent notes and ordering system.

As a result of the successful Harmon Hundred last year, we were able to donate to the following worthy organizations:
 League of American Bicyclists(LAB)
 Chicago Bicycle Federation
 Rails to Trails
 League of Illinois Bicyclists

A special thanks to our sponsors:
 The General Store in La grange Wisconsin
 Village Cycle Sport of Elk Grove Village
 Performance Bicycle(Park Ridge)
 Wauconda National Bank
 George Garner Cyclery

They made it possible for the Wheeling Wheelmen to contribute locally to the Youth Conservation Corps of Lake County, Wauconda Rotary club and the NISRA Foundation.

SOCIAL SCENE

LINE DANCING!!!

Put on your dancing shoes and join us on Monday, April 17 at the Cadillac Ranch in Bartlett for line dancing lessons. We'll meet at the Cadillac Ranch Restaurant at around 6:00 PM for dinner. (We're meeting early for dinner so we can get in the night club early to reserve some tables. They don't take reservations!) If you just want to go to the "Boot Bar," line dancing starts at 8:00 PM and costs \$2.00 (unless you eat dinner in their restaurant, in which case it's FREE!!). There are hors d'oeuvres available for purchase in the Boot Bar if you want to eat there. There is no dress code - jeans, boots, denim shirts, and cowboy hats are the norm. The Cadillac Ranch (830-7200) is located on Lake Street, 1/4 mile west of Route 59. Call and let me know if we can expect you for dinner and/or line dancing.

Joan Segedie
 632-1472

**NEW MEMBERS-NEW FRIENDS
 NEW ADVENTURES!!!**

Welcome to all the cyclists who recently joined us! (you don't know it yet, but you are going to have a great spring and summer!) Anybody spotting these folks on their first Club ride gets a prize! Let us know !

- | | |
|------------------|----------------|
| Ellen Jansyn | Barrington |
| Glen Johnstone | Chicago |
| Peter Alexander | Wilmette |
| John Balser | Chicago |
| Stacy Baumann | Propect Hts. |
| William Wachholz | Carol Stream |
| Rich Waters | Arlington Hts. |
| Allen Moody | Wheeling |
| Rick Marinangeli | ArlingtonHts. |
| Gina Phillips | Vernon Hills |
| Charles Saddoris | Hoffman Est. |
| Bill Richmond | Wheeling |
| Marcia Swider | Sleepy Hollow |
| Mike Scheller | Libertyville |
| David Schieble | Des Plaines |
| Pam Zaverdas | Palatine |

WHAT'S IN A NAME???

It's come up several times at the monthly meetings and been mentioned numerous times through the mail (anonymous letters, of course). What could we be talking about? Could it be time to change our Club's Name???

You say "potatoe," I say "potatah".

We've been kicking around the idea of changing our Club's name for awhile. Perhaps "adjusting" our club's name is more like it Why? Because we now represent such a large and diverse group of people! And we want anybody who is interested to join us, feel welcome, and participate, participate, participate!!!

First there was Coca-Cola, Then there was Coke, Then there was New Coke, now there is Classic Coke.

Now, there is a BIG problem associated in changing our name. First, as we found out at the CABDA Show, there are literally HUNDREDS of people who know us as we are now—the Wheeling Wheelmen. (P.S., that's **you** we're thinking about here!!) And, those same 100's recognize us and depend on us for the excellent weekend and weekday Ride Program that has begun with the St. Pat's Day Ride and goes through the end of October—you, know, "The Wheeling Wheelmen Master Ride Schedule." Perhaps even more important is the name recognition that goes along with our widely-known Invitational, the Harmon Hundred. ("hay, aren't you the Wheeling city group that puts on that great ride in Wauconda in the fall every year? we've done that ride for the last 3 years! love those routes and especially the stops!") We were surprised and delighted by the number of people who stopped by our table to chum about this ride. Most gratifying is that as a Club, we are able to reach out to literally all the surrounding states to have zealous cyclists as ourselves spend the day in Our Playground.

"MY NAME IS FOREST, FOREST GUMP"

So, this will require a little thought - and some creative (or persuasive) ideas from you. Should we become the Wheeling Wheelers? Wheeling Wheelpeople?

Wheeling Bike Club? Wheeling Cyclers? Wheeling Spokes? Wheeling Geeks? (we have some computer-types on the Board, now!) Should we remain the Wheelmen? We will be asking for your ideas at the next Club meeting. Stay tuned....LC

[Editor's Note: Team INTERNET has been taken!]

From The Rear

by Jeff Epstein

Well, it has been awhile. An off road ride in the Palos Forest Preserve last November and a consequential shoulder separation not only slowed my riding, but my writing career as well. I'd like to take this opportunity to thank you all for your good wishes and thoughtfulness. However, I'd like to alert you all that I'm back and will be observing and reporting your

behavior for the newsletter. This winter I was out on several rides and had the good fortune to be accompanied by Steve Libbin. It takes an unusual individual to come out during the winter. That is the most complimentary term I can think of. Congratulations to Steve on the addition to his biking collection of a new Cannondale V.

Am still trying to encourage Ron Hattendorf, our Harmon Co-chair, and very strong rider, to do his first century. We hope this is his year.

Thanks to Reid French on an excellent year as our club president. Best hopes for health and happiness with his new marriage, family and of course new Serotta. Also best of luck to Wayne Segedie as new club president. This can be a difficult job. Please give Wayne your support. Also thanks Wayne for coming 2 hours early to the St. Pat's ride and setting up. This club's success is based on the unselfish efforts of many. Pitch in when you can.

Where are the Neumans? Our men's and women's mileage champs are conspicuous by their absence. Did a leisure trip to New Zealand wear them out?

What is Ela doing to Alex? He was out on two consecutive rides on St.Pat's weekend. Ela are you trying to hurt him or just preparing him for Pedal the Peaks?

Rob Schaller, has done an excellent job with the newsletter. Now if I can only figure how to use the internet I can join him on the information highway. I'll probably be the one riding slowly on the median strip.

Best of luck to Curt Schoenoff, who is off on his long awaited ride across the country . He just retired and deserves to have a great time. I'm sure he'll do well.

It was great to see Dennis Berg and Jill Janov back riding. In late Spring there is considerable road debris out, please be careful. Also remember we all make mistakes, keep an eye out for those around you and help them out where you can. We want you all to have a great time riding this season and come home safely.

JUST REMEMBER AS YOU ARE INNOCENTLY RIDING OUT THERE THAT I AM WATCHING AND WILL BE REPORTING YOUR SHENANIGANS TO THE OTHER CLUB MEMBERS!!!

NEW RIDER DEVELOPMENT PROGRAM

Beginning in April, I will be organizing rides for the new and beginning rider. These rides will be the first Saturday of each month, and be ridden at the slowest rider's pace. We will ride as a group, and focus on developing confidence and riding skills. Before each ride I will spend between 10 to 15 minutes covering the basics of riding.

Some of the topics will include:

- *Safety
- *Signaling
- *On road safety
- *Riding in a group
- *Riding in traffic
- *Proper lane usage

There will also be time after the ride for discussion of things like equipment and eating before, during, and after the ride.

The mileage will begin with a 10 to 15 mile ride and progress slowly each month. The ride will start from the Wauconda Apple Orchards at 9:00am. As a courtesy to others, please be on time and ready to ride at 9:00am sharp.

Although these rides are for new riders, I do encourage any club members to come out and help our new riders. Remember how intimidated we all felt as new riders.

So come on out for a good old fashioned ride. Hope to see you there. Wayne 708-394-1027

Ten Years in the Making

by Rob Schaller

Last year some of our club members did some of the events in the Illinois Road Series. Unfortunately, this years events are cancelled but the memories live on. Here is my account of the first of three events, the Kaneville 6hr Challenge. The event began promptly at 9AM when 24 riders were lead out of town by the race promoter to complete as many of the 20.5 mile loops as possible. The route was marked every mile so that riders would get mileage credit for partially completed at the end of 6 hours of riding.

The first few miles was a release of nervous energy as I was riding between 25~27 MPH with a few other brave(or foolish) riders. I knew that this pace was not realistic but I did not want to let anyone out of my sight. I played a game of strategy with the leader who was only a few hundred feet ahead of me by letting him set the pace. On numerous occasions he would look back only to see me playing the waiting game. Halfway through the first lap I think he realized that I was not going to

be that easy to drop out of his sight so he started to ride at a more reasonable pace. The leader made the mistake of not paying attention to the course route and got off the course for several miles. By the time I realized his mistake I was screaming down a hill and was not going back to find him. The first lap was completed in approximately 54 minutes.

From that point on I was riding in first place with no other 6hr riders in sight. This was the first time I had ever been leading in a race. On the second lap I calmed down a bit realizing that I still had several hours to go and didn't want to burn out. I had a chance to hold brief conversations with some of the 12 hr riders, including RAAM rider Al Muldoon and Crystal Lake's very own Tom Spantideas. On my third lap I was growing concerned about my position relative to the other riders.

The forth lap was probably the most difficult for me. I still hadn't found out how close the 2nd place rider was and the pace and the headwinds were starting to take its toll on me physically. I was still able to ride 20 MPH into the wind but I would periodically drop down to 15 MPH. I just didn't have the power consistency that I did on the first three laps plus I started to cramp up in the legs. Mentally I was starting to feel the heat of being chased by the field that I could not see. I was constantly struggling between backing off on the pace a bit or maintain my speed. I realized at this point that I was a serious contender for first place so I just kept going at the same effort and if I got challenged by the second place rider then I would start attacking. I was not going to give up my position that easily. I covered the first 100 miles in 4:54. The remainder of the ride was spent drinking Alka Seltzer and trying to fight off the leg cramps that would come and go. In my 10 years of riding it felt great to finally win a race. I usually place consistently high in the events I enter so I really shouldn't complain.

CLASSIFIEDS

Wanted:

Track bicycle or other drop style handlebar bicycles for children. 20" or 24" wheel size. call George Frayn at (312) 777-7648

Riding partner for midweek rides using club routes. Call David Lachman (708) 966-0416

FOR SALE

1993 TIMBERLIN TANDEM Mountain style: 20/18" frame, black, equipped w/ quick release axels and seatposts, Altus components, rear saddle bags. \$450. Call Phil or Cindy (708) 398-5756

56cm. BIANCHI CYCLO CROSS BICYCLE CELESTE GREEN, DEORE XT COMPONENTS W/ BACK RACK, BAG, WATER BOTTLE CAGES, AND COMPUTER. CROSS TIRES, ROAD TIRES. \$400 FIRM
CALL STEVE LIBBIN @ (708) 831-4699 (evenings)

Rhode Gear spare tire rack, holds 2 bikes. \$40. Craig Jorgsen (708) 740-3211

Schwinn cross cut hybrid. 22" frame w/ many extras. Like new. \$300. Craig Jorgsen (708) 740-3211

Upcoming Events

Annual Bike Swap. Arlington Heights Bicycle Assn. is sponsoring this event at Frontier Park (Kennicott & Palatine Rd.) Swap runs on April 29, 30 from 10AM-4PM both days. For more info or to sell equipment at the swap call (708) 392-1547

Training Rides (racing): Starting in April at Lundahl Jr. High School in Crystal Lake. The ride goes out to Union, where we regroup, and back. April start times 5:30PM. Every Wednesday. For more info call Rob @ (708) 854-0153

Folks on Spokes Easter Ride (April 9). 25/35/45/65M and starts at 8AM. Gordon McKeague (708) 730-5179

Heritage Corridor Century, 30/40/65/80/100mi distances. May 7 and starts 6:30AM. For more info call Kathi @ (708) 479-1059

Udder Century. June 4. Union IL 6:30AM. call Linda @ (815) 477-6958 for details.

BCLC Ramble. June 11. 30/60/80/100M. Wauconda. 6AM. For more info call Gary at (708) 367-3341

Arlington 500, June 11. 32/42/65. Barrington. 7AM. Call Greg @ (708) 398-4633 for more info.

Swedish Days, June 25. 25/75/100mi. Wasco IL. Call Dennis (708) 584-1414

From the Editor.....

WE NEED YOU to submit articles for the newsletter and with the internet it is easier than ever before! Ride reports, cycling technology are fair game. Don't forget a little bit of humor is also welcomed in OUR newsletter. For those of you who have submitted stuff to me electronically, thanks a lot. It sure makes my life easier. Keep up the good work and don't be intimidated the high technology. **The deadline for article submission is the tenth of each month.**

Rob Schaller

Club Officials

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