



Monthly Meanders of the Wheeling Wheelmen

August 1995

- * August Meeting
- * Thursday August 3 , 7:00PM
- * Wheeling High School
- * Topic: Harmon Hundred Planning

WAYNE'S SAFETY WORLD

I HOPE YOU I hope you all had a happy and SAFE Fourth of July, and a safe month of cycling. I did promise you some tips on better climbing, and I will try not to disappoint you. If you have any comments or suggestions on safety that you would like me to write about, please give me a call.

PROPER POSITION

The most efficient climbing position is sitting, so stay in the saddle as much as possible. When you stand, your legs provide locomotion and support your body. Studies have shown that this takes about 12% more oxygen and raises your heart rate 8% higher than if you were seated.

Keep your elbows bent, and don't hunch your back. This opens the diaphragm for easy breathing and helps prevent your body and hips from rocking with the pedal motion.

Move back on the saddle slightly. This provides extra power from your butt, back, and quads by increasing leg extension.

Your hands should be on top of the handlebar near the stem on the steepest hills, or on the brake hoods for the lesser hills. This keeps your chest open for easy breathing, provides more steering control, and doesn't strain upper body muscles.

You should get out of the saddle occasionally to stretch your back and legs, to use different cycling muscles, or for that extra power boost for sprinting to the top, or for cranking up a short steep section.

CADENCE CADENCE CADENCE

Yes, I did say cadence. One of the biggest mistakes I see people making is cranking up a hill in too big a gear. (Oh those poor knees) You should shift before you get to a hill, and keep downshifting all through the hill, until you are in your lowest gear.

Spin, spin, spin. The most efficient cadence is 90 rpm. We all know that this may not always be possible on hills. Try to

stay above 70 rpm if possible. Below this, your heart rate climbs faster than you, and again, those poor knees.

On long or very steep climbs, most of us eventually run out of gears. If this happens, try to pedal "light." Think circles and keep spinning(though it will be in slow motion) instead of mashing the pedals, which over a long period can really strain the knees, and quickly drain a lot of energy.

Pedaling smart also means pacing yourself. Maintain a steady effort as close to maximum as possible without blowing up. You don't ever want to go anaerobic. Find your rhythm and stick with it. Don't chase faster riders, you'll only burn yourself out.

RELAX

Don't clench when you climb. Tight muscles and a rocking body suck a lot of energy. Focus more on relaxing than on delivering power.

Here's a technique taught to pilots: SCAN. These guys must continuously watch a dozen or more instruments, plus keep an eye on what is happening outside. To do this, they sweep their sight across the dash instead of fixing on one thing. Do the same with yourself. Scan your body signals and think about relaxing the shoulders, jaws, hands, arms, etc. Do this periodically as you climb.

LIGHTEN UP

Remember, the less you carry, the less you carry up.

Well, that's it for me for another month. I'm sure glad that riding is so much easier than trying to get this article done. It's very late as usual, but I'm finally finished.

Have a great and safe month.

Wayne Segedic

BROKEN HELMET AWARD

I am very pleased to announce that we do not have any recipients this month. Yeah!!! Lets keep up the good work. How many months can we go without an award? I hope it is for ever. Remember, lets all use our heads and not our helmets. Thanks for a safe month.

Wayne Segedic

Harmon Hundred Update

by
Judy Hattendorf

Reserve your spot now to help make the 25th Harmon Hundred on Sept. 10 the best Harmon ever.

Committee Chairpersons(all numbers 708 area code unless noted otherwise):

Sag- Clay Bannister and the Trek Wrench Force 439-3962

Parking- Al Berman 541-9248

Registration- Phyllis Harmon 537-1268

Pre-registration- Jeanne Keese (all positions filled)

Pavement marking- Ella Shields (312) 478-1625

Route done by Mike Ortmanns and Bill Bergeron

Marketing- Mary Elizabeth Ferraro

First rest stop at Veteran's Park in McHenry with Bob and Virginia Savio(438-8066) Live music provided by Tom Buettgen.

Second rest stop at Horse Park in Spring Grove with Carol and Woyteck(392-0530)

Third rest stop at Bassett Park north of Twin Lakes with Les Fleming (255-0105)

Sue and Joe Lippere are purchasing the food and will have it ready for pick up at their house on Sept 9th, as was done in the earlier Harmons. It will save \$300 on truck rental.

Ron and Gary Hattendorf will deliver the water coolers and supplies throughout the day of the Harmon.

Please call one of these chairpersons to be on their committee or I will be calling you. Thanks in advance. You will met and be working along side a great bunch of people.

SAFETY-STUFF

by Bill Bergeron

We in the midwest enjoy a variety of seasons, but it takes time for the human body to adapt to the changes in temperature and humidity. As I write this we are just ending a two week spell of 90 plus degree weather. After our cold winter and

cool spring many riders, myself included, were not ready for this onslaught of humid, high temps and paid the price. Eventually most people will acclimate to the change and enjoy or at least tolerate riding in the summer heat, but there are a few tips that can make the task easier. If you are new to cycling I hope you find this information helpful, for experienced riders, it never hurts to review the basics.

#1) DRINK, DRINK, DRINK.

The best way to stay healthy and cool in the heat is to stay hydrated, your body is composed mostly of water so it is crucial to keep your fluid levels up. If you know that the weekend will be warm, start drinking water one or two days before. Drink plenty of water the night before and on the way to the ride. Stay away from colas, coffee and of course alcohol. (I'm not TRYING to be a spoil sport - honest.)

On the bike your fluid guzzling should continue, according to Dr. Helzer-Julin in the Clinics in Sports Medicine Journal, "generally accepted guidelines are for riders to drink at least two standard water bottles hourly." A rule of thumb is: take a sip from your bottle every 10 to 15 minutes. Most cycling experts agree that if you are riding more than two hours one of the bottles should contain something more than water. The pros and cons of the various types of sports drinks are hotly contested by the riders who use them, however the bottom line is, use what works for you. You may find that many sports drinks are easier to absorb and are more palatable in hot weather when they are diluted with water. Experiment with various water ratios, not only will it benefit your hydration, it will stretch your cycling dollar.

#2) Sunscreen

Sun damaged skin is not only painful ,but dry as well and requires more moisture than healthy skin to heal. So to retain as much fluid as possible - don't burn. A normal weekend ride can leave you exposed to the sun's harmful UV rays for several hours, so use a sunscreen with a high SPF value.

#3) Wear a helmet.

The results are in, a good helmet can keep you cooler in the sun. The same principle that keeps beer cold in a Styrofoam cooler, keeps the heat away from your head. Think of it as a super insulated baseball cap - with vents! It may seem cooler to ride bareheaded with the wind in your hair, but the sun baking down on your noggin will dry you out faster. One note of caution, if you wear a headband under your helmet , make sure it does not obscure the vents.

Whenever you riding in the summer sun use common sense and know your limits, if you feel weak or ill get off the bike and rest, preferably in the shade or air conditioning. One of the reasons we ride is to improve our health, don't over do it . Ride safely and have fun.

DOOR COUNTY TRIP

by
Al Berman

Scheduling a July 4th trip to Door County appealed to 16 club members. The weather the entire weekend was picture perfect. Never have I seen so many bikes on a trip as almost everyone brought up their mountain bikes as well as their road bikes. Al & Fran brought up their Counterpoint as well. Saturday night we had another excellent meal at the Common House in Baileys Harbor. Sunday was a beautiful day, and 14 of us took to the high seas with a 2hr boat ride to the Upper Peninsula where we had lunch and biked before heading home. Tom Chambers had to be very creative to squeeze all the bikes onto the boat, but it was accomplished. The weather overall was beautiful, but coming back the temperatures dropped, the wind picked up, and the lake became very rough. Tom Chambers kept spirits up by singing half the way back (4 hours for the return). Monday, Lotti led a number of riders on the Door County Century Route. Rick did some bonus miles due to missing a turn, as he was drafting behind a truck. The off road trails in Peninsula State Park and Newport State Park were beautiful, and those of us who had our mountain bikes enjoyed them immensely.

SPRING GREEN TRIP

by
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12 club members went out to Spring Green, Wisconsin the weekend of June 23-June 25. Dennis and Shannon managed to fit in a trip to the American Players Theater on Friday night, and then Saturday after a hearty buffet breakfast at the Wildwood Lodge, we loaded our bikes on the cars and headed to Plain where we did a beautiful 82 mile ride. The heat and hills made for a challenging day, but we all had the energy after the ride to head out to a little local restaurant at a local airport (first discovered by Bob Savio in an article he read), and had a great dinner while watching the planes fly in and take off. Sunday, many opted to cut short the 50 mile ride because of the heat. Even though there was an unusual number of flats and slashed tires on this trip, overall everyone had a great time.

Bike Path Expansions

With the help of some federal funding (ISTEA) the Chicago area can expect to see some of the following improvements/expansions to bike trails in the Chicago area.

- Cook County- Addition of bike lanes on Elston Av, King Dr, and Roosevelt Rd.
- Lake County- Extend the Des Plaines River Trail an additional 1.25 miles on the north end, Gurnee, and add 3 miles of trail on the south end, Libertyville.
- DuPage County- Build a bridge over the North-South Tollway for the Great Western Bicycle Trail.
- McHenry County- 8.5 mile extension of the Prairie Trail from Crystal Lake north to Ringwood.

In most of these projects, 80% of the cost will be underwritten by the federal government.

Harmon Hundred T-shirt Contest

by
Ron Hattendorf

The winner of this year's Harmon T-shirt contest is Sandy Singiser, one of our newer members. It is a really sharp design. Runner up was Lotti Dolce's design. A really cool design came in late from the Schneiders. It was a tough choice for the board to decide on a winner.

We went to Jim Piko's Shop today on the south side and ordered 600 of them. We got a good price. It will be a gray long sleeve cotton with a 4 color design.

All of the Harmon Hundred Volunteers get one for free- just for helping out. Come to the August 3 club meeting, meet with the various committees and get your T-shirt.

MILEAGE LEADERS:

MEN: MILES

1)	Jeff Epstein	2244
2)	John Yuill	1422
3)	Dennis Berg	1349
4)	Tom Chambers	1281
5)	Wayne Segedic	1215
6)	Tom Burke	1117
7)	Steve Libbin	944
8)	Woytek Murajko	935
9)	Rick Arnopolin	934
10)	Alex Halamas	831

Miles(Contd)

WOMEN: MILES

- 1) Joan Segedie 1676
- 2) Ella Shields 1242
- 3) Lotti Dolce 877
- 4) Janie Neuman 693
- 5) Judy Hattendorf 642
- 6) Carol Passowic 593
- 7) Cindy Schneider 584
- 8) Regina Wilkins 409
- 9) Shannon Braun 371
- 10) Elizabeth Krog 316

FROM THE REAR

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The Beloit Express (Carol & Woyteck) was our first 90 degree plus day. Just remember with this hot summer sun & high humidity to use a lot of skin block and to drink plenty of liquids or as John Tarosian said, "Irrigate yourself." Also good to see Al Berman on this ride.

Wouldn't ya know it department. Just as Ron Hattendorf was preparing to do his first century (Beloit Express 120), he was hindered by two things. First his rear wheel was stuck at the beginning. Despite Wayne's best efforts to help him out not much could be done. Then Ron noticed fishing line wrapped around his axle. Do you use Babe Winkelman as a mechanic or what? Well after Ron got that under control, he & Judy sped off. Unfortunately instead of R & L at Coldsprings, Ron went right. Not one to be overcome by adversity, Ron receives the great innovator award. Since he was hopelessly lost, he & Judy cruised into Woodstock for a cozy breakfast while the rest of us sweltered. Ron states that despite these minor setbacks he is still focussed on that Century.

Some of you may not have met him yet, but Joe Szumal, who rides a white Trek has been on a number of rides this and last year. He is a nice guy to ride with and a real steady rider on the long routes. Also newer (Tom Burke) and more frequent (Stacey Carver) are riders that you should meet.

John Loesch is relentlessly pursuing his goal of 40 centuries this year. So far (as of mid June) he was at 13. Keep it up John.

Michael Ortmanns has taken over as ride chair. This is a tough and demanding position. Mike has done an excellent job, please give him your support. Also if he approaches you about leading a ride, say "Yes of course." This will make him happy.

Welcome back Bob Neuman. After the fractured collarbone, Bob has returned to riding. May I add, as fast as ever, just a little heavier breathing. Good having you back!!

Peter & Lotti's Double Dolce was a treat this year. Besides being a bad hair day, high humidity (just ask Lotti), it was a great run. The mosquitoes were out in full force at Rutland. I had no flats this year going into this ride, you guessed it (3 count'em). It was nice of Peter & Tom Chambers to sag back after the ride and check on my status.

For those of you who like a challenge, hills and great scenery I strongly endorse Woyteck's Longest Day Ride. I've done it three times and it is one of my favorites. Not only will you have Woyteck's smiling countenance to accompany you, but he has created a substantially new route, which included a loop around Fontana. In addition to Woyteck, Steve Libbin, Todd Singiser and Jim Deblois accompanied me. We had a beautiful day. Does it get any better than this?

TANDEMS, HILLS, AND HISTORY

by Rob Schaller

Over the past 4 day Holiday weekend I had the chance to do some tandeming in the Baltimore/ Washington DC area with my friend Laura. This was our last good opportunity for us to get some tandem training before we attempt to ride tandem in the Iowa 24hr challenge on August 5. The longest ride we have done together was 235 miles and that was after 4 consecutive days of riding centuries.

Date: Saturday July 1

We decided to head some thirty miles NE of Baltimore to the town of Port Deposit which is located on the Susquehanna River. The first thing I noticed when we exited the highway was a Dairy Queen! We then joined some 20 other cyclists from the Baltimore Bike Club and headed north into the Amish Country around Lancaster PA. Since this was our first ride together in months and the fact that I don't get a chance to ride hills where I live I was challenged by deciding which gears were appropriate for us to be climbing in. With the exception of a few hills, we were able to maintain good speed and cadence going up the next hill. We saw quite a few Amish farmers working in the fields and in one town we saw several horse and buggies. No Spinnergies on these buggies but they did have radially spoked wooden wheels:-)) The Amish people we saw were very friendly and somewhat curious about our tandem. The only problem we had was a cue sheet that had an incorrect turn, but with the help of some locals, we

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Safety (Cont)

to find some ratty old gloves and some seldom used, scary looking, water bottles in the back of my truck. I grabbed what I needed and went to find my riding buddies in the parking lot. As I walked up to greet my friends, I realized to my horror that I had left my helmet at a friend's house the night before! I haven't ridden sans head protection in over ten years, so I seriously considered packing up and driving home. Fortunately, my good friend Dennis lent me a spare helmet that he had with him. (What was even more fortunate was that it was my size!)

During the course of the ride I only saw only one cyclist not using a helmet, part of the credit goes to the ride organizers who encourage their use, but it appears that most cyclists on the road today have purchased a helmet. Wearing a helmet is still a personal decision, but it is good to see that more and more people are riding with protective headgear.

As with most protection devices their effectiveness is diminished or even neutralized if not used correctly, a bike helmet is no exception. I'm glad to see more people using bike helmets, but a large percentage of them are wearing them incorrectly. All new helmets come with instructions on how to properly adjust the straps and pads to get a safe custom fit. Unfortunately there are times when wrestling with the "easy to adjust" straps is easier said than done, if you are having difficulty, get a friend or bike shop employee to help you. Choosing the correct helmet is crucial and you may discover that there are certain brands and models that will not sit properly on your noggin. Take your time and find a correct comfortable fit, or you will regret your choice on every ride.

A properly adjusted helmet should sit on your head with the bottom parallel with the ground. Headwear tilted at a jaunty angle may look fashionable, but an angled helmet will seriously reduce it's effectiveness in a crash or in some instances may even contribute to an injury. Straps should be adjusted so the helmet remains firmly in place and cannot be slid forward or backward. If you have a hard to fit head and can not find a conventional brain bucket that stays in place, you might want to consider the new generation of helmets that use rear retention stops or inflatable air bladders. Straps should be fastened snugly. A old rule of thumb is: if it is difficult to open your mouth wide enough to eat a banana, the helmet straps are adjusted correctly.

A properly fitted and adjusted bike helmet can save your life, but as with any safety equipment it cannot help you if they are not used properly.

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- 1) Jeff Epstein 1342
- 2) John Yuill 1252
- 3) Tom Chambers 1025
- 4) Dennis Berg 971
- 5) Rick Arnopolin 844
- 6) Bob Savio 788
- 7) Wayne Segedie 691
- 8) Alex Halamas 684
- 9) Walter Rosenbaum 606
- 10) Steve Libbin 590

WOMEN: MILES

- 1) Joan Segedie 1151
- 2) Ella Shields 841
- 3) Lotti Dolce 645
- 4) Virginia Savio 532
- 5) Judy Hattendorf 499
- 6) Carol Passowic 473
- 7) Janie Neuman 411
- 8) Cindy Schneider 332
- 9) Shannon Braun 311
- 9) Regina Wilkins 311

National 24 Hour Bicycle Challenge

by Rob Schaller

This year's National 24hr Challenge looked like it was going to be a repeat of the '94 event. The weather forecast called for hot temperatures around 90F. Although the heat conditions were not as extreme as last year it certainly impacted my riding pace during the heat of the afternoon. At 8AM sharp we left the starting area with hundreds of riders being escorted by the county sheriff. The last two events I had experienced a couple of mechanical problems and I thought I would escape this year, but I did not. About a mile into the event my cyclo computer came off and bounced a couple of times on the pavement and with hundreds of riders behind me I was not about to retrieve it! I am so used to riding with the knowledge of my speed that I had started to wonder if this loss would effect my riding.

My first riding goal was to stay up at the front after the first checkpoint at Kent City. The first checkpoint always breaks up the pack and when I left I had joined a group of 10 riders who were just behind the lead pack. After a couple of miles, we were able to bridge the gap and we rejoined the front pack again. The rapid pace and rising temperatures began to take its toll on some of the riders and by the time I left the second checkpoint, 73 miles, I lost the lead group. I decided that it was not a good pacing strategy to chase down the other riders

24hr Challenge (Contd)

so I settled into my own riding rhythm. Within 15 minutes of leaving the second checkpoint I had consumed both waterbottles that my crew gave me and I had regretted not taking a third bottle with me. Somewhere around the 95 mile mark I, and four others, had made a wrong turn off the course which added another 4 miles to our ride. Oh great! Fortunately we got back on course again and when I found out that we had 103 miles in 4:49 I had begun to feel better again knowing that I was ahead of last year's pace. We arrived back at the start/finish area around 1:30PM where I started my first 24 mile day loop.

Jim Halvaka and I agreed to work together since our pace was similar but after the first day loop I decided that I needed to ride my own pace and not his. My two main concerns was eating and maintaining hydration. My first washroom break, on a fast downhill, indicated that I was not consuming enough liquids. During the heat of the day I simply could not intake the proper amount of fluids. The only food I could force down was 1 banana per day loop. I thought the extra potassium would help prevent any cramping from the loss of electrolytes. It worked, I did not experience any muscle cramps and I was able to maintain a consistent energy level. My first double century came after some 10.5 hrs of riding which was not bad despite the high heat and gusty southwest winds we had to battle on the day loops. I completed five day loops and had 235 miles in before I began the 6 mile night loops.

Some riders are somewhat intimidated by riding all night after a hard day's ride but I thoroughly enjoyed it. This is the coolest time of the event and a lot of lost time can be made up on the night loops. I still had some daylight on my first night loop so I thought I would search the road into Byron Center for my cyclo computer but I never saw it. My longest break, few minutes, came at sunset were I changed glasses and

installed the lighting system. Unlike last year, I had no problem keeping a fast average on the night loops and I began to sound like a broken record calling out "On your left" to the other riders. Around 1AM, after 17 hours of riding, I broke the 300 mile mark and I started to exhaust my rear end of every possible comfortable saddle position. The hill climb towards Byron Center allowed me to do quite a bit of out of the saddle climbing which help the saddle soreness. After some 20 night loops I started to wonder if there was any symbolism behind the funeral home located at the top of the hill coming into Byron Center because my legs were starting to feel dead on the hills.

Around 6:30AM I decided to set my final mileage goal for the last 1.5 hours of the event. I basically wanted to do 4 more night loops for a new personal best of 421 miles but I was really beginning to fatigue and I could not keep up with many of the riders who had slept several hours during the night. I met up with John Yarrington who was also on his way to a personal best ride and he also wanted to complete 4 more loops. We were both in the same physical state, trashed, so we decided to work together with a third rider who was intentionally pacing us. After two laps, John was really falling apart so I decided to continue on at my own pace. At 7:52AM, with 8 minutes remaining, I completed my 31st night loop for a total ride distance of 421 miles. I was in no shape to do another 6 mile lap in 8 minutes so I called it a day of riding. My performance was enough to earn me a first place finish in my age group. The big "what if" question for this years event is if I hadn't got lost would I have been able to do another night loop? I would have had to complete another 2 miles in 8 minutes which, at my riding pace on the last lap, would have been possible. Oh well, there is always next year.



The '95 event saw over 400 riders at the start



Words of encouragement from a crew member

24hr Challenge(Contd)

Ride Stats:

421 miles in 23:52 @17.6 MPH (official)
 425 miles in 23:52 @17.8 MPH (unofficial)

Nutritional Addendum:

The calorie expenditure for a ride of this distance and pace is enormous. Based on my weight and riding average the calorie expenditure was in excess of 12,000 calories for this event. The hot weather conditions created its own set of nutritional problems. First, because it so hot you simply don't feel like eating any food so this places great demands on replacing carbohydrates through fluids. I used a carbohydrate drink mixed 50% of what the instructions called for and I also consumed a fair amount of Pepsi. The Pepsi helps me fight off the sleepy feeling I get during the hot afternoon. I alternated between bottles of carbohydrate drinks and water to help dilute the more dense carbohydrate drinks. The other complication with the heat is excessive electrolyte loss through sweating. My main weapons against this loss was Gatorade, bananas, and Alka Seltzer. Some riders have reported good results by using Tums. Conservatively, I must have consumed at least 4 gallons of fluids.

During the nighttime I was able to consume more food



No time wasted at the checkpoints

because of the cooler temperatures. Among the food I ate was fries, milk shake, cheese sandwiches, and pretzels. After 12+ hours of carbohydrates it was great to eat foods with a higher fat content. The biggest mistake I made was asking for some candy around 5AM. I ate one peanut butter cup and then I got real light headed and lost energy for a couple of laps. The weather conditions play a big role in what I choose to eat during the event.

Special thanks goes to the organizers of the National 24hr who put on a FIRST CLASS marathon event and my support crew, parents and my niece Tara, who made such a ride performance possible.

BROKEN HELMET AWARD

It has been a while since we have had this award and I am sorry that we have to bring back this award, but this month we have a DOUBLE AWARD. This month's award goes to two people, Jeff Epstein and Kurt Schoenhoff for continually running red lights and stop signs, and making left turns by riding on the left side of the road. We know how much of a hurry you guys are in to always be the first ones back from a ride. This is not only unsafe, but one of these days you are going to drag a new rider through an intersection with you thinking that it is safe and they are going to get hit by a car. So, if you don't care about yourselves, how about the example you are setting. Let's be concerned about our fellow riders. Be safe guys we want you around for a long time yet.

Weekday Rides

Tuesday/Thursday Nights:

Dan Wright Jr. High Lincolnshire. Approx. 1 mi north of rt-22 on Riverwoods Rd. 6PM start

Wednesday Nights:

1) 6PM from Country Gardens Park on Schoenbeck, two blocks North of Palatine in Prospect Heights. Runs May 3 through September 27. 25~30 mi ride distance. Contact Rick Arnopolin (708) 520-3136 for more details

2) 6:30PM from the SW corner of Kelsey and Rt. 59 in North Barrington. Starting in May. Contact Frank Illy at (708) 924-5910

FROM THE REAR
 BY JEFF EPSTEIN

Good news! Bob Newman continues to recover from his fractured collarbone. He attended a Tuesday night ride as a spectator. He appears in goodspirits and will be rejoining us in the near future. Hard to keep a goodrider down. Best wishes for a speedy recovery.

Rick Arnopolin is rethinking or should be, changing the name of his Dekalb Kounty Korner's & Korn Fields to La Tour De Casey's. On the tour westopped at Casey's Fast Food Emporium's, it seemed every ten to fifteen miles. The day we went it was a very strong wind from the West. This represented a very challenging ride because of the wind, oh those burning thighs. However traveling East was heavenly.

From the Rear (Contd)

Our most improved rider, Walter Rosenbaum has a unique perspective on speed. He queries, "Do you know why I don't keep up with the express group? They go too fast." Thanks for the clarification. On a recent ride someone was actually behind Walter drafting. Is the Ripley's Museum still taking new factoids?

John Loesch continues on his pursuit of 40 centuries to commemorate his 40th year. He just logged #3. This is a significant goal! His latest was accomplished on the tandem with Elizabeth K stoking.

For those who haven't seen John Broadbent lately, he has slimmed down and picked up quite a bit of speed. He was aided by trips to Italy and riding with the Pros on the West Coast. He still maintains his pleasant demeanor and is enjoyable to ride with. He has an excellent knowledge base of biking, especially mechanical issues.

Welcome to Tom Burke who has recently joined us on several rides!

Did you notice Bob Savio on his new sleek Merlin? Bob was fast enough before, but enhances his performance on his new titanium cycle. Glad to hear Bob is enjoying his retirement

Was disappointed to see so few members on the Laracol Ride honoring the memory of Lenore Goldman. Maybe the weather had something to do with it. I believe, this is an event that the club should support. While riding Loop #2 I was being followed by a big green vehicle. This turned out to be Steve Libbin, who joined me in Union to ride Loop #3.

Soon we should see the return of Lotti D. Who was adopted by Tom Chambers and his family for some riding (mountain biking) out West. Hope they had a great time. If Lotti appears surly upon her return, she hates for vacations to end.

Sorry to report that Walter R. Leading from the rear on his Wauconda/Twin Lakes Ride hit a stone and took a spill. He was sore, especially on his hip, and noted that he scrapped his helmet on the secondary impact. Dennis Berg was thoughtful enough to accompany him in. This should underscore as with Bob Neuman's injury how important it is to be careful and vigilant. Both of these riders were noted to be safety conscious and experienced. SO PLEASE STAY ATTENTIVE AND FOCUSED ON YOUR RIDES AND DON'T TAKE ANY THING FOR GRANTED.

Good to see Rob Schaller our newsletter editor out on Run from the Dogs. He departed early to, you guessed it, work on the newsletter.

Tom Chambers looked very fit following his most recent

trip to Moab. His water consumption leads us to suggest that any one wishing to buy Tom a Christmas present might think of a double Camelback.

The Schneiders, Bob and Cindy not only showed up for two consecutive times, but they were early both days. When asked why this change, they stated, "we thought this was an 8:00 ride." Actually it was a 9:00.

Woyteck & Carol's Ride to Rock Cut State Park, was an excellent one. Did it last year, but it is much nicer in warmer weather.

Steve Libbin recently added a Kestrel 500c to his cycling corral. Nice looking bike. Steve continues to don new duds. Is he secretly trying to be nominated for best dressed rider?

Tandems (Contd)

got back on course. When we got back to the start we had a rolling average of 18MPH and a trip distance of 76 miles. After loading our bikes up, most of us headed down to the Dairy Queen and ate ice cream while watching storms develop over the Susquehanna River Valley. 20 minutes later we got hit with a downpour. We really lucked out on this ride!

Date: Sunday July 2

Today's ride was to be the "ride of truth." We obtained route sheets of the PPTC 200 KM brevet which goes from Potomac, DC suburb, out to Williamsport. We were joined by Ken Zabielski, who provided us with the route sheets. The weather was beautiful with highs in the mid 80's and tolerable humidity. After making a derailure change the previous night we were limited to a smallest gear of 42x26 and we did this change to improve the shifting performance from the previous day's ride, however we knew that we would be challenged by the hills with this kind of gearing. About 25 miles into the ride we experienced a great deal of shifting problems. After we stopped, Ken noticed that the screw holding the upper jockey wheel on the rear derailure was about to fall out! After some minor adjustments we were back on the road again heading towards our first major climb in the Catoctin Mountains. Trouble struck again, this time in the form of a stiff link which threw our chain between the spokes and freewheel. The chain was really wedged in but I was able to pry it loose and move it back onto the cogs. The climb up Mountville was a 10% average grade that lasted a mile. We made it up the climb in our 42x26 but had that hill not flatten out in the middle we may not have made it without doing some walking. On the other side of the mountain we were rewarded with a spectacular view of the next mountain ridge we had to climb over. Our first non-mechanical break came in the town of Middletown, some 40 miles into the ride. The next climb was up to Reno Monument, this is where Gen. Reno was shot in the back as he tried to cross this mountain. Somehow that story of someone being shot in the back did not sit well with me as I was captaining a tandem! OK so I missed calling out a few bumps in the road! Like Gen. Reno, this mountain turned out to be death for us too, we had to walk part of the hill because of our gearing. Once at the mountain top, we decided to take a break and read some of the historical markers. Like the other climb, the downhill side had some twists and turns in the road so we couldn't fully unwind the tandem for top speed.

The turnaround point was at Williamsport where we munched out on some sub sandwiches. I hadn't been eating on the ride and so the subs tasted mighty fine! Although we had two cross the two mountain ridges on the way back, the climbs were not as steep and our gearing presented us with now problems. The most deceptive climb was on the way up to

Gathland State Park where the Appalachian Trial crosses through. After we turned onto Townsend Rd I noticed that our speed dropped significantly despite being on a road that looked somewhat level. At first I thought it was the tar on the hot pavement and then I thought that maybe the rear tire was loosing air but a mile or two later I looked to my right and noticed that we were indeed climbing. On the downhill side of Gathland State Park we maxed out at 46 MPH going through Burkittsville. This would have been a perfect opportunity for that speeding ticket I've always wanted to get while bicycling! The remainder of the trip back was not "flat" as Ken described to us. Although we could develop a good head of steam on the downhills the uphills were too long to be considered "tandem rollers" so we had to gear down and work our way back to the top. Compared to Saturday's ride, I was better able to judge what gear to be in based on the grade of the hill. With 15 miles to go I bonked and did not have any food with me and Laura had already eaten her emergency rations of food. It sure felt great to return to "Mother ship" where I had a cooler of food waiting for me, and Ken. Mother ship is the nickname given to the minivan that carries us and the tandem. Over the 135 miles we managed to keep a 16.6 MPH rolling average while we did approximately 6500 feet of climbing. It was Laura's longest ride of the year and my longest tandem ride of the year and we both felt more confident about our upcoming 24hr tandem ride.

Date: Monday July 3

After two days of hard riding we were both looking forward to today's tandem@hobbes get together with Keith Adams, Steve Ciccarelli, and Nancy Taylor. To those DC area tandem@hobbes members who were at the tandem rally in Williamsburg sorry to have missed you. We met at the Olney Ale House and Steve had route sheets for us that took us up to Sykesville for lunch, 59 miles total. Thanks Steve for picking a route that was not as rolling as the 200 KM brevet. Since Steve and Nancy both did the PPTC 200 KM Brevet on tandem I am sure they could appreciate how tired we felt after yesterday's ride. The climb up Wards Chapel Road was not as bad as I thought it might be. Keith's riding partner was Dan, I forgot his last name, and both of them are planing to ride the Cycle Across Maryland(CAM) in the next few weeks, good luck to both of them. We were all riding Santanas(Arriva, Cilantro, and Noventa. For the first time in three days Laura and I were the ones without mechanical problems. Within the first few miles, Keith's tandem, Spike, suffered a rear tire blowout that left my ears ringing for about a minute. Fortunately it was not at high speed and neither one was hurt. It was the first ride for Nancy's Cilantro with 26" tires and they had a very creaky handlebar stem. We even had a chance to show a single bike rider that a blur of tandems can climb hills as well as any single bike. We all had a great time till the end of the ride when we discovered that the ice cream

Tandems (Contd)

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Date: Tuesday July 4

The flattest parts of Maryland are along the Chesapeake Bay and that's where we headed for our tandem ride today. We decided to follow a Baltimore Bike Club route sheet for this ride and we added a loop that took us into the historic parts of Annapolis. A few miles after the start we got held up in some Fourth of July parade traffic and we got stuck behind a car blasting some Bee Gees disco music. We practiced our dance moves while attempting to do a track stand on the tandem. Hopefully on our 24hr tandem ride neither one of us will experience our own Saturday night fever! After the traffic cleared we rode on the Baltimore and Annapolis bike trail which was surprisingly empty for a holiday. The last two miles before Sandy Point Park was the flattest stretch of road the we rode on all weekend long. It was great to get briefly reacquainted with the aero bars. Shortly after that we made our way to Annapolis where we saw the US Naval Academy,

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Treasurer	Lotti Dolce	(708) 398-3957
Membership	Jill Janov	520-5010 opt#2
Safety	Bill Bergeron	(708) 382-4704
Secretary	Ella Shields	(312) 478-1625
Newsletter	Rob Schaller	(708) 854-0153
Bike Books	Dennis Berg	(708) 296-4971
Harmon 100	Judy&Ron Hattendorf	(708) 362-5997
Marketing	M.E. Ferraro	(708) 657-7827

Send newsletter material to:
INTERNET Email: C12019@email.mot.com
USmail: 703 Longwood dr. Algonquin, IL 60102-3148

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Marketing	M.E. Ferraro	(708) 657-7827

Send newsletter material to:

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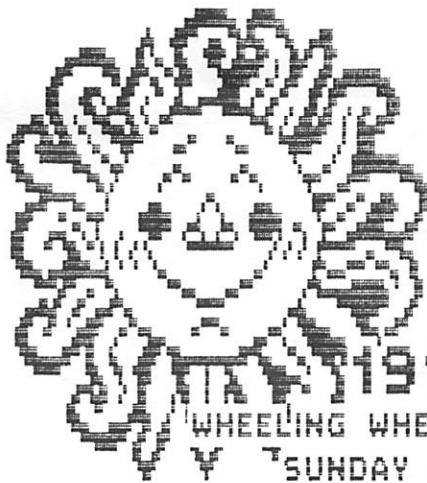
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1995

WHEELING WHEELMEN PICNIC

SUNDAY JULY 30

COME OUT TO RIDE, OR JUST TO HAVE FUN,
BRING THE FAMILY, OR A FRIEND. MEMBERS
ARE FREE, NON MEMBERS \$2.00
THERE WILL BE FOOD, DRINK, & GAMES FOR
ALL AGES. VOLUNTEERS TO HELP WITH
COOKING & GAMES WOULD BE APPRECIATED.
10:00 AM OLD SCHOOL FOREST PRESERVE

SHELTER E

R.S.V.P. BY JULY 21, 1995

MIKE & KIM ORTMANNS

1149 ELMWOOD LN.

ELK GROVE, IL, 60007

(708) 439-9861

MAKE CHECK PAYABLE TO WHEELING WHEELMEN

----- # OF ADULTS ----- # OF CHILDREN
----- AGES

MEMBERSHIP APPLICATION

WHEELING WHEELMEN

NAME: _____ ADDRESS: _____ DATE: _____

CITY: _____ STATE: _____ ZIP: _____ PHONE: _____

New Renewal L.A.W. Member AGE: _____

MEMBERSHIP PLEDGE:

I hereby agree to operate my bicycle in a manner that is safe to me and those around me, to observe all Rules of the Road, and conduct myself in a manner that will be complimentary to the sport. I release and waive all claims for negligence against the WHEELING WHEELMEN, its officers and members for all damages incurred at or associated with any WHEELING WHEELMEN activity for myself, my heirs and executors.

If Family please provide:

Husband's name: _____

Wife's name: _____

Children (under 21) Age: _____

MAIL WITH PAYMENT TO:
WHEELING WHEELMEN
P.O. Box 581-D, Wheeling IL 60090

Applicants Signature (Parent's signature if a minor)

Spouse's Signature

Family Dues \$15.00

Individual \$12.00

Wheeling Wheelmen Ride Schedule For August 1995

Date	Time	Ride	Miles	How To Get There	Starts From	Ride Leader	Phone
5-Aug Sat	9:00	Hills and Horses	35	Starts from the White Hen, southwest corner of Kesley Rd and Rte 59.	White Hen Barrington	Mary Elizabeth Ferraro	657-7827
5-Aug Sat	8:00	Paris School	50	Starts from Paris School, Paris Wisc. Take 294 north to 94, exit 142 west. Go to County D turn left to school.	Paris School	Ron & Judy Hattendorf	362-5997
5-Aug Sat	8:00	Ogle Oddessy	80/100	I-90 west to I-39 South, exit RT. 72 west to Stillman right (north) to Main right (east) to school.	Meridan Junior High School Stillman Valley	Rick Armpolin	520-3136
6-Aug Sun	8:30	47 West Of 47	47	Take the Rockford tollway to Marengo exit (Rte 20) and head north to Rte 20 and Prospect, Marengo High School.	Marengo High School	Rick Wenstrom	634-1168
12-Aug Sat	9:00	Kettle Moraine	30/60	General Store in La Grange Wisc. at the intersection of Rte12 and Highway H	General Store La Grange	Bob & Virginia Savio	438-8066
12-Aug Sat	9:00	Broken Oar	35	Kildeer School, Long Grove.	Kildeer School	Joe Lippere	705-8879
13-Aug Sun	8:30	McHenry/Fontana	50/75	McHenry County Colle ge. Rte14 one mile past Rte176 in Crystal Lake	McHenry County College	Lin Costagli	364-4569
19-Aug Sat	8:00	Beloit/New Glaris	90/120	Take I-90 past Rockford, exit Rte 51 at the border, follow 51 north and west into Beloit. Turn right on Park St to Horace White Park. If you wish to stay the night before, try the Super 8 (608-365-8680) at 3002 Milwaukee Rd or the Holiday Inn (815-389-3481) at US 51 & 75.	Beloit Wisc.	Woyteck & Carol	392-0530
20-Aug Sun	9:00	Wauconda/Bull Valley	35	Starts from Wauconda Orchards, Gossell Rd, 1/2 mile off Fairfield, north of Rte 176	Wauconda Orchards	Dan Fallon	312-283-3494
20-Aug Sun	8:00	Three L'S	65	Wisc Hwy 50 to South Rd (north) to S. Railroad	Lyons Wisc	Al & Chndy Schneider	696-2356
20-Aug Sun	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
26-Aug Sat		Cheasapeak & Ohio Grand Canal		TBA		Alan Berman	541-9248
26-Aug Sat	9:00		35	TBA			
26-Aug Sat	8:00	McHenry/Sycamore	80	McHenry County College, Rte14 one mile past Rte176 in Crystal Lake	McHenry County College	Wayne Segeidie	426-4376
27-Aug Sun	9:00	Mike & Bill's Adventure	75	Take 294 to Milwaukee, to 894 by pass (45) to 167 west (4 miles) to Fries Lake Road left (south) to Glacial Hills County Park	Glacial Hills County Park	Mike Ortman	439-9861

Check our Rideline for any ride changes 708 520 5010