



Wheeling Wheelmen

An Affiliate of the League of American Bicyclists

# Monthly Meanders of the Wheeling Wheelmen

September 1995

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- \* September Meeting
- \* Thursday September 7 , 7:00PM
- \* Wheeling High School
- \* Topic: Loribeth Cohen on strengthing and flexibility exercises
- \* bring floor mat & towel

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## PREZSEZ

By Wayne Segedie

Welcome to the 25th anniversary of the Wheeling Wheelmen and the 25th anniversary of the Harmon 100. This is an exciting month for us and I am very proud to be the President during this time. The club was actually 25 years old on April 26th. The first club meeting was held on April 26, 1970 with over 100 people in attendance. The first club ride was held on May 2nd of that year with an amazing 69 riders. Has the club changed much? Well, I think that just like our equipment, we have gotten more sophisticated, but I think that we are still made up of the same dedicated people. We all have one common goal in mind, and that is to further bicycling in a safe and friendly manner. Thanks to all the hard working people, past and present, that have made this club the best around.

Some of us are just back from Colorado. Six members of the Wheeling Wheelmen participated in the annual Pedal the

Peaks tour. Despite some adversities like extremely hot weather and some rather rough roads, we all survived and actually had a great time. This year's trip was extra difficult because of the heat and very long climbs, but I wouldn't have missed it for the world. Congratulations to Ella and Elizabeth for the great job they did climbing. Ask Ella about the pre-ride out of Grand Junction. Good job Ella, I am proud of you for hanging in there. Great job to Carol and Woyteck too. Ask Woyteck about the second day. Something about a death march? And Ed, didn't your day get better after that free beer? How is that bottom bracket doing? Enough about Colorado, we all had a great time, ask us about the Rockslide brewery in Grand Junction. Maybe next year we can enlist a few more members.

I hope your summer is going well. There have been lots of fun rides and funny things happening on them. In July we started two new cycling teams. We now have team taxi cab and team trash bags. If you have not been on a ride, then you are missing all the fun. So come on out and join us for a ride. We still have lots of good rides left before the season ends.

Mike is looking for people to lead rides in September and October, so please give him a call to help him out. We have a nice library of rides, or just pick one of your favorite rides and volunteer.

**JUST A REMINDER:** Please call the ride line (708-520-5010) the night before or the day of the ride to verify the ride for that day. We often have last minute changes or might need a ride leader in an emergency. This happened over the 4th of



Prez Sez(Contd)

July weekend. A ride leader had to cancel and Mike put the call out for a leader on the ride line and got not one, but three volunteers. Thanks to all that called to help. Remember, the club is only as good as its volunteers.

Before I forget, thanks to Jim Hurd of the Bicycle Museum of America for his very interesting talk at our July meeting. I could listen to him for hours. He also brought two bikes for us to look at and even ride. That was a special treat. Don't forget, we as club members get free admission to the museum at North Pier. You must show your club membership card. We are working on an outing as a club, sometime in October or November. Keep watch it the newsletter for further information.

Lots of things are happening at September's meeting on September 7th. Our nominating committee, who have been working very hard to assemble a new slate, will announce the choices for the October ballot. If you would like to nominate anyone else for the ballot, this is your chance to step forward. So please come to the September meeting and participate. Also, this will be the time for all those working the Harmon to pick up your beautiful anniversary "t" shirts. I all ready have mine and will wear it that night. This will also be a good opportunity to discuss any last minute preparations for the Harmon. Ron and Judy have been working very hard and have some super things planned this year. Thanks guys for all your effort.

September's after meeting activity will require you to bring an exercise mat or several towels and be wearing comfortable clothes. Sound strange? Not really. We are going to be participating in a presentation by Loribeth on strengthening and flexibility exercises. Don't ask me what this is called, not only can't I spell it, I'm not sure I can pronounce it. But I guarantee it will be fun and worthwhile.

**Rob is looking for help on articles for the newsletters. So get those creative juices flowing and submit those articles. We sure would like to hear a recap about those rides we all do not get to attend, especially the weekend ones. So help him out. Listen, if I can babble it can't be all that hard. Just remember, don't be like me, get the article to him by the tenth of the month or it will not appear until the next month. Thanks.**

I am running out of room but I did want to say thanks to Marshall Fields for inviting us to participate in their active wear week celebration. I think it was good exposure for the club. Thanks to all who helped either at the booth or the visitors for their moral support.

Condolences go out to Dennis Berg on the recent loss of his Mother. Our thoughts and prayers go out to him.

October's meeting activity will be by Mike(Mich) Ortman on how to create a ride. So pencil in the October meeting on your calendar.

Time for me to wrap up. Thanks to all the Harmon volunteers, I know this will be the best ever. Congratulations to all on the 25th anniversary. Have a safe and happy Labor Day weekend.

**MAY THE WIND BE ALWAYS AT YOUR BACK**  
Wayne

**THE WAY WE WERE IN 1990:** Your President was Hans Predel. Vice Presidents were Carol and Woyteck. How about this? Andy Dane was your Treasurer. Wouldn't it be nice to have them all back? Top mileage that year went to Carol and Woyteck.

**MINIATURE GOLF**

Get those putters ready! Saturday, September 16, we'll meet at The Famous Restaurant and Deli at 1083 Lake Cook Road in Wheeling/Bufalo Grove at 6:00 PM for dinner. Then we'll converge on Par King in Lincolnshire on Milwaukee Avenue for 18 rousing holes of miniature golf. Golf is \$5.50 per person. You must be at least 14 years of age to attend this outing, so bring your older children and/or friends! Just to add a little pressure and fun, there will be some small prizes (no titanium bicycles, Cadillacs, or houses).

Call Joan at 708/632-1472 to let her know how many to expect!

**Harmon Thank You**

by  
Judy Hattendorf

As I write this for the September newsletter, it is too soon to say that the Harmon Hundred was a huge success because we do not know how the weather is going to be. But rain or shine, we will have the Harmon workers pizza party at Woodland Creek clubhouse on Sunday October 1 at 6:15 PM

Directions from Wheeling and Palatine Roads. Go South on Wheeling Rd to 2nd drive on the left. Turn left at the rental office. The clubhouse is the building behind the rental office. You have gone too far South on Wheeling Rd if you see the soft ball field. Any questions, contact Glen at (708) 818-0525

**Weekday Rides**

Tuesday/Thursday Nights:

Dan Wright Jr. High Lincolnshire. Approx. 1 mi north of rt-22 on Riverwoods Rd. 5:30PM start

Wednesday Nights:

1) 5:30PM 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

**SAFETY-STUFF** by Bill Bergeron

A Low Tech Optical Early Warning Device.

Many years ago on the midget car road racing circuit, all the cars on the race track had two men in each car seated back to back. One man was the driver, the other facing backwards would be the "rear-view". The "rear-view's" job was to keep the driver informed on who was behind then and what they were doing during the race. (Needless to say the "rear-view" had to have a loud voice.) Then one day a driver decided to mount two fifty cent mirrors on either side his race car. Not only could he check out the road behind him at a glance, but he decreased the weight of his car by nearly two hundred pounds! He gave his invention a very clever name - "The Rear-View Mirror."

Today, all cars, trucks and motorcycles have at least one rearview mirror. Even the space shuttle as a retractable periscope-like rear view mirror! Every vehicle on the road has a mirror as standard equipment, except bicycles. Many bike racers, (and even a few racers wannabes) have perfected the 1/2 second glance under the left armpit method of checking out the road behind them. It is a neat trick IF you can do it, most people can't.

If you are riding on a public road with cars and other cyclists, you have to be aware of what is going on around you, especially what is going on BEHIND you. With the wind rushing past your ears you cannot always rely on being able to hear traffic coming up behind you, usually by the time you are aware of the sound, they are only a few yards away. ( If you are listening to a personal stereo, you shouldn't even BE on the road.) The only sure fire way to ride safely in traffic, is to use some kind of mirror.

There are many types of bike mirrors on the market, the most popular seem to be the small, helmet or eyeglass mounted ones. It may take some getting used to, but after a time the mirror will be invisible to you until it is needed. Helmet/ Eyeglass mirrors allow you to sweep the area behind you, simply by turning your head. There is even a new TINY mirror that can be mounted on the inside edge of cycling glasses. Some people just cannot get used to that "thing" in constantly in their field of vision, so the other alternative is to have one that mounts to your brake lever or handlebars. They are a bit more awkward, but can be extremely effective.

If you want to avoid those adreneline pumping near misses by cars, and ride safely among other cyclists spend the twelve bucks to buy a mirror.

**A Tale of Two Cities- With apologies to Charles Dickens**

I recently had the opportunity to participate in night time rides in Indianapolis and Chicago. Even though both rides had portions well past midnight, they were as different as night and day.

On July 8, the Central Indiana Bicycle Association(CIBA) sponsored the N.I.T.E ride. The acronym stands for Navigate Indy This Evening. After riding the Chicago L.A.T.E in 1994, I was curious what another city's nocturnal cruise would be like

I was pleasantly surprised! While the Indianapolis ride lacks the "Big City" feel that Chicago provides the ride as a whole was wonderful. The riders in the Indianapolis ride more than made up for the lack of nighttime scenery.

The N.I.T.E ride started at the Major Taylor Velodrome after a Saturday Morning tour and an evening of track racing. The ride proceeded through low traffic residential areas to downtown Indianapolis and back. A live band greeted the approximately 1700 returning riders.

Throughout the trek, riders were polite, calling "on your left," "stopping," "loose gravel" etc. The route was well patrolled by motorcycle police who seem to enjoy the event as much as the bicyclists! They controlled traffic at all major intersections, as well as helped a small group that had strayed off from the pack. At the end of the ride I saw numerous riders thanking the officers for their assistance.

On July 16, the L.A.T.E ride started in beautiful Grant Park. The staggered start for this year's event provided a much safer and relaxed beginning to the ride. The tour of the downtown area at night is always something special. The Friends of the Parks volunteers were very helpful throughout the course. While overall the L.A.T.E ride was very enjoyable, there were some drawbacks to this year's event.

Some of the riders in this years L.A.T.E ride were a disappointment to me because of their rude behavior. Riders riding on the left side of the lane surrounding cars at stoplights, in effect "trapping" the cars in a sea of riders, and then yell at the cars for being in the way. This was unbelievable! Other examples of just terrible riding are the number of riders who cut off other riders. One such incident that I saw nearly caused an accident. I was under the impression that this was a ride, not a race.

**Tale of Two Cities(Contd)**

I don't know the solution to our problem. I do know that if we as riders in the Chicago area wish to retain the privilege that has been extended to us we will need to police ourselves. Our goal as a riding community should be to gain the respect and cooperation of the city planners and especially the drivers in this city. To do that we must not only follow laws, but also be responsible and courteous. What a concept.

**Joe Reichert**

**FROM THE REAR**

by Jeff Epstein

John Loesch continues his assault on his 40 centuries for his 40th birthday. At last count he was up to 22 (weekend of 7/22/95). He will be taking a trip shortly and anticipates picking up 8 more in consecutive days. This is an admirable and challenging goal, give John all of the support you can.

For those of you plagued by summer pinch flats, learn from Tom Chambers. Commenting on his Continental Grand Prix's (700x23), Tom states, "I haven't had a pinch flat in 5 years." Tom uses 120 lbs. psi fore and 130 lbs psi aft. Also Kurt swears by the same tires.

If I had a vote dept. I'd cast it for Tom Burke and Cindy Schneider for most improved riders. Tom is steady and increasingly strong. He now stands at 3rd in total miles in his first year of organized riding. He's making a very consistent effort yet always maintains that pleasant demeanor. Cindy, an already accomplished cyclist has really moved to the "next level" between the end of last year and this one. Despite her cordial manner she is a very determined and enthusiastic cyclist.

Had an opportunity to ride with Jack O'Callaghan with Tom Chambers on the Fontana ride. Jack is relatively new rider to the club. He is a very strong rider, and even after Tom & I "warned" him about the Shabonna hill, he still left us in his dust.

An encouragement from this corner. The Harmon is almost upon us. Ron and Judy Hattendorf have done a tremendous job in organizing this event with the help of many club members. All year we enjoy the club rides and take, this is our opportunity to give something back. Please volunteer and give a hand. Call Judy or Ron at 362-5997. Remember this is the major revenue generator for the club. WE NEED YOUR HELP.

Also how about a big THANK YOU to Mike and Kim Ortmanns as well as Bill Bergeron for setting up and serving club members at the recent club picnic. It was made special by their thoughtful efforts.

**MILEAGE LEADERS:**

MEN:	MILES	WOMEN:	MILES
1) Jeff Epstein	2848	1) Joan Segedie	2478
2) Tom Chambers	1900	2) Cindy Schneider	1600
3) Tom Burke	1856	3) Ella Shields	1577
4) John Yuill	1754	4) Lotti Dolce	1323
5) Dennis Berg	1645	5) Janie Neuman	1284
6) Wayne Segedie	1620	6) Judy Hattendorf	829
7) Al Schneider	1600	7) Virginia Savio	750
8) Rick Arnopolin	1342	8) Carol Passowic	737
9) Walter Rosenbaum	1341	9) Shannon Braun	521
10) Bob Savio	1130	10) Regina Wilkins	471

**Tandeming for a Day: Two Perspectives**

Over the first weekend in August I had my first time experience in riding a tandem for 24 hours at the Iowa 24 hour Bicycle challenge held 10 miles north of the quad cities in the town of Eldridge. Considering that my tandem partner, Laura, and I live 800 miles apart and the fact that she had never rode a bike for 24 hours made this a true cycling journey into the unknown. Although we do not have the luxury of doing a lot of tandem riding together, we had both trained real hard for this event and felt confident in entering it.

Like all the other marathon events I've done, the night before was spent doing last minute bicycle mechanics and packing coolers with food and drink. On Friday the weather didn't look too promising so I decided to mount the fender on the rear wheel. I figured that if I didn't put the fender on then it would rain for sure. Guess what? It didn't rain but the early morning was so foggy that we missed our exit off the highway! We still managed to arrive about a half hour before the start time of 7 AM. The race director and promoter, Dave Holmes, decided to delay the start till 7:15 to allow for the fog to burn off. A total of 30 riders, including two tandem teams, departed in a thick fog that would take nearly two more hours to burn off. Within the first few miles we experienced our first mechanical problem created by the installation of the rear fender. We were able to find a shorter mount bolt that would not interfere with the chain on the smallest freewheel cog. Within a half hour we had caught up to all but the lead group of elite ultra riders. Laura and I had discussed our attitude towards this event and the bottom line was for us to do our OWN ride and ride with DIGNITY.

The format of the event was to do a 104 mile grand loop and then complete as many 15 mile loops within the 24 hours. Partial laps were also credited. With the exception of one section of road under construction on the big loop, the roads were lightly travelled and had some of the smoothest pave-

## Tandeming(Contd)

ment I have ridden on in a long time! By the time we reached the first checkpoint at 49 miles we had 7 klingon riders enjoying the draft of the tandem and it remained this way till the end of the grand loop. Laura referred to the drafting riders as "fish" and us as the big shark that the remora fish follow around.

After leaving the second checkpoint at mile 72 we got held up by a long, and slow moving, freight train that took nearly five minutes to pass. If it had not have been for that freight train, Laura would have ridden her fastest century but a 5 hour century is not a bad way to start a 24 hour ride. Some might argue with me that it is more of a foolish start to such an event. We simply could not believe how fast and strong we were riding but neither one of us thought that we were pushing too hard. We started our first 15 mile loop at 12:15 PM and we could feel the heat of the afternoon coming on strong. The first lap was sort of a "get acquainted" with the new section of the course that we would ride the remaining 19 hours on. Our main concern was avoiding some of the rough spots on the road and by the time nigh came we were very familiar with the 15 mile circuit and knew exactly were to stand to relieve our rear ends from the bumps. Overall the course was in good shape and the organizers even swept the gravel off the road at one intersection.

The first two laps were ridden by ourselves but on the third lap we caught a pack of riders including Al Muldoon, who went on to win the event. When we saw him he told us that he was getting over a cold and was not riding as strong as he could. I've heard that line before! Since we were not supported on this ride we had to stop for our food and drink. We had the minivan neatly organized so we didn't waste much time at the start/finish area. Despite the heat and the frequent stops, I could not believe our average speed. Throughout the afternoon it never dipped below 20 MPH till after 200 miles of riding, we had about 34 minutes of stop time during the first 200 miles. Apparently the heat was too much for one rider. We saw him lying down in someone's front yard with "man's best friend" next to him!

The cooler evening hours was a welcome relief for the both of us and to help fight the boredom of riding the same circuit over and over we decided to play some mind games. Laura pointed out a bail of hay on the side of the road and asked me if the organizers placed that there for any riders who might crash. Although I had no plans of crashing the tandem, we did have some high speed cornering at the intersection just pass the bail of hay. I looked more forward to that intersection as the miles went by. During the first hour around sunset we were greeted by myriads of flying insects and my arms and legs were coated with these little creatures. After finishing up the event you could tell who was the human bug shield.

After the insects departed we had a blast riding on the rual

roads of eastern Iowa under a moonlit sky. Once we left the town of Eldridge we were able to ride safely without the headlights and we were being followed by our own moon shadow. Around 10:30PM the lead pack of riders approached us from the rear and we quickly jumped into the the paceline. This really gave our spirits and riding speed a real lift. The pack was being lead by the tandem team of Bob Breedlove and Rich Fedrigo who were preparing for Paris-Brest-Paris in a couple of weeks. We followed the pack of riders around for 1.5 half laps, but we since we were not supported, we lost the group when we stopped for food. Riding in a pack at night was very exciting, and at one point, became too exciting when the lead tandem drifted off the road a bit into some gravel. There was an immediate reaction from the rest of the pack to move towards the center of the road. Fortunately this did not cause any crashes but it did refresh our senses. Around 11:30 PM, just over 16 hours into the event, we had already completed 300 miles and I was starting to feel real confident that Laura and I were well on our way to completing a quad century ride. I did not tell Laura this because I was afraid that we might loose our focus of riding for the full 24 hours by celebrating too early.

The remaining nighttime hours was a very tough time for the both of us. Unlike the Michigan National 24 hour, which has several hundred riders on a 6 mile night loop, we found ourselves alone most of the time and I had no one in sight to chase down and Laura wanted others to talk with. We did our best to keep each other entertained, including many stale OJ Simpson jokes. Most of our eating was done while riding and it was great to have someone pull food out of my jersey pockets. In fact, one time I had quite a surprise when I asked Laura to hand me half a sandwich that I had with me. As she handed it off to me I was thinking that it was a cheese sandwich so I grabbed it without looking, well it turned out to be a peanut butter and jelly sandwich with an \*excessive\* amount of grape jelly on it! Jelly was everywhere, hands, jersey, and even on the right crank arm.

The experience of watching a sunrise after riding all night long is one that we will not forget anytime too soon. Along with the light of a new day came the promise of us finishing up our first 24 hour tandem ride in less than 2 hours. We hit the magical 400 mile mark at 5:45AM and the both of us were really beginning to tire out, and now that we had daylight, we could see this being confirmed by our cyclo computers. We shared the company of two other cyclist on our final lap. One of the riders, Scott Sturtz, had an interesting story to tell about how important it is to pace your self in these kind of events. In the first 14.5 hours of the event he completed 299 miles but when we saw him during the final hour of the event he told us that during the last 6 hours he had complete 30 miles! Laura had mentioned to me that she did not want to do any partial laps after completing this last full loop. At 6:55AM, with 20 minutes to go, we reached the finish area at the high

Tandeming(Contd)

school and I had a brief discussion with the officials about our overall standings. He told us that doing anymore riding would not affect our standings. Unfortunately they did not have a tandem category in the event so we were lumped into the men's division but we still finished in the top 4 overall. I felt bad for Laura because if our mixed tandem team had been in the woman's division should would have easily had first place. Hats off to Dave Holmes for making special consideration for us being the only mixed tandem team. In the end it really didn't matter because we were in it to set our own personal best 24 hour tandem ride. Somehow I was able to talk Laura into doing 4 more miles, but for a minute, I thought I'd be pedalling that tandem by myself. I told her that we might as well since our minds were in the "auto" mode. Our total mileage for the 24 hours was 423 miles(17.6 MPH avg) but what made that even more remarkable is that we were unsupported and we had approximately an 1hr50min off the bike getting food and using washrooms. Our riding average was 19.1 MPH! It makes me wonder if we could have ridden an extra 20 miles if we had crew support. For someone who had never ridden a 24 hour event before, Laura's strength and determination was something to be admired by all.

Rob Schaller

**Laura's point of view**

(otherwise known as the back of Rob)

Somehow, I really don't remember how, I found myself on the back of Rob's tandem riding my butt off (literally) for 24 hr. in Iowa in Aug. As a friend said—"IA huh? Some people just live EVERYDAY on the edge, don't they?" Well, it was a truly great experience, especially with an experienced person such as Rob at the helm.

My goals for this event were pretty simple—1)pedal 2) drink 3) eat 4) pedal some more 5) ride the whole 24 hr. As a neophyte ultra cyclist, I wasn't sure what to expect from a mega ride. We started out with a comfortable pace for the grand 100 mile loop. Though the event notice had stated a "hilly" course, it was mostly flat to gently rolling. It's amazing how the definition of "hill" changes between Baltimore MD and Eldridge IA. I was surprised that we completed the loop so quickly. I worked much harder the last time I did a ~5 hr. century. I must admit that I would have preferred to do another grand loop as the prospect of doing the 15 mile loop for the next 19 hr. didn't really get me excited.

As the afternoon progressed, we amused ourselves by watching the temperature oscillate on the bank sign at the start of the loop. Though temps climbed into the 90's (depending on whether the sign was in the sun), we both continued to ride well, though I was drinking like a fish which necessitated more frequent pit stops.

It got a little boring during the evening until we noticed a string of lights bobbing in the distance behind us. As they got closer and closer, my excitement increased, it could only be the other tandem and its entourage. Now, I could see why Rob refers to these events as "races". After we were overtaken, we hung in with the group. It was thrilling to ride in a paceline again, especially since the speed had picked up. Though we were riding 2-3 mph faster, it actually felt great. It think that the upped intensity gave us both a physical and mental boost. Unfortunately it was too short-lived, due to our lack o' crew.

As the night grew into early, early morning, the ride became more difficult, not necessarily physically, but (for me) mentally. Since stoking doesn't require much mental gymnastics (all you have to do is pedal, pass food back and forth, and resist flopping around) I started to get pretty bored. "Are we there yet?" Fortunately Rob (who had plenty of things to concentrate on—for instance, the road) responded to my repeated requests for conversation which really helped. Next time though, I expect an in-flight movie!

The last few laps were pretty tough for me, as my hands and butt tried to out do each other in a soreness competition. I had mentally swore that I wouldn't do any partial laps since the idea of hitting 7:15 in the middle of the loop and then not being able to count the miles back to the start didn't sit too well (pun intended) with my hands and butt. Unconsciously I must be a complete glutton for punishment. After our 21st lap, Rob hopped off the bike to check our standings and mileage. Though I had mentally prepared myself that this was truly the end, my body had other thoughts as I stood there with one foot still clipped in, watching the pavement swim. Rob convinced me to do 4 more miles to tie his PR from the MI 24 hr challenge. Thankfully, we just rode out for 2 miles and back. The last 2 miles were nice. I hadn't seen that perspective of the route since 12:15 the previous day.

After the ride, I was a little too dazed to feel any sense of accomplishment. However, Rob's enthusiasm was contagious, and after showering, eating and sleeping, I began to feel pretty darn pleased about the whole experience. Also, the fact that my parents and grandma provided us with delux accommodations (hot tub!), food, and patience as we described the ride in painful detail, made the experience wonderful.

Laura Johnson  
lajohnso@welchlink.welch.jhu.edu

**MARK YOUR CALENDAR!!**

It's time to start thinking about the Wheeling Wheelmen Banquet again! It's going to be held Saturday Nov. 18 at Hackney's in Wheeling. No, we aren't going to have Hackney Burgers and onion loaf..we are going to have a buffet