



Wheeling Wheelmen

An Affiliate of the League of American Bicyclists

Monthly Meanders of the Wheeling Wheelmen

November & December 1995

- * No Meetings till January 4, 1996
- * Call ride line for more details

PREZSEZ

By Wayne Segedie

HAPPY THANKSGIVING! As the year comes to a close we sure do have a lot to be thankful for as a club. We had another great riding season and two very successful invitationals. I want to take this time to thank all the membership for their support this year to me as your President. It is really a privilege to serve such a great group of people. As my first few articles suggested, we went through a lot of changes this past year, we survived, and I feel we came out in very good shape. The biggest changes were on the board, and this is where you really came through. I had the finest board anywhere to work with. I want to thank them personally for the great jobs they all did, they are very talented, energetic, and have made some tremendous contributions this past year.

Another change was the new voice mail box system. I think you will all agree that this has made us much more efficient and responsive to your needs. This is your club and we want to be the best we possibly can be.

Speaking of the ride line, now that the summer ride season is over, please be sure to call the voice mail system for all the winter activities. Each weekend we will still be riding, but they will be show & go rides. The rides will basically depend on the temperature and weather. Mike will need lots of volunteers to lead rides each weekend, but remember we want to keep them fairly short, especially when the temperature drops. The best bet will be to call the ride line Sat or Sun morning for any last minute changes.

Also, we will again be x-country skiing this year. I will be organizing trips each weekend (providing there is snow). So you will need to call the voice mail box to get this info each week. The main menu will tell you in which box the info will be located. I could also use volunteers to lead trips, as I will not be able to lead them all.

As I have said time and time again, we have the best group around and once more you come through when we needed you. Thanks to **Lisa Hoffman** for taking over the mailing of the newsletters from Joe and Sue Lippere. Thank you Lisa.

Elsewhere in this newsletter you will see the do it yourself jersey application. We have decided to have a new jersey in 1996, so get your ideas in early. This is a contest, so put your thinking caps on and your crayons in hand. There will not be

any paid advertising this year, and we want the Wheeling Wheelmen name to be very prominent. Good luck!

We are going to be doing something a little different this year for membership renewal. So don't be shocked this January when you find a bill in the mail from the Wheeling Wheelmen. We will automatically be sending you a membership renewal statement in January. If you like, you can still send in your money early and save us the postage, that would be appreciated too. Also, if you have just joined since September 1st, you are automatically paid up through 1996.

There is still plenty of time to get your \$\$\$ in for this year's banquet. Joan has a great time planned again for us, so you don't want to miss out. Besides, this is one of the few times that we get to see each other with clothes on. Yes, we can have name tags so we will know who you are. This is what we all work so hard for all year, so come on out and help us share in everyone's moment of glory.

Speaking of parties, we have more in store. This year's Christmas party will again be at Dave Ebert's house on December 16th from 7 to 10pm. Watch for more info on this event. Don't forget we will have our annual grab bag at that time. Please keep the item around \$10.00. The present does not have to be bike related. If you were not at Dave's last year, you missed a good time. It's worth going just to see his beautiful loft. Wow!

Also, our annual New Year's day party will again be hosted by Ron and Judy Hattendorf. We will bike and hike that day and just have a good time. It's the best way to start off those new year's resolutions. You will be asked to bring a dish to share that day. So watch for more info on both of these parties or call the voice mail box system.

After January we will start listing all the new members in the newsletter each month. If we have missed you up to that point, I apologize. I want to welcome you and thank you for joining. Please encourage your friends and neighbors to come out and give us a try.

I want to close by wishing you and your families a very healthy, happy, and safe holiday season.

Wayne

SAFETY-STUFF

by Bill Bergeron

“Baby It’s COLD Outside”

Summer is definitely over, we no longer have to worry about battling the oppressive heat and humidity during every ride! After spending the summer baking in an oven, (I though I was immune to hot weather- I know better now.) it is a real pleasure to pedal in some cooler temps. Unfortunately Winter is bearing down on us like a Peterbuilt on the expressway; and as we all know it can get rather cool in northern Illinois. As we slide from the furnace to the ice box, it is time to reacquaint ourselves with the pleasures and the dangers of winter riding.

All experienced cyclist know that you have to consume alot of water while riding in hot weather to prevent dehydration, it’s nice to know we don’t have to worry about that in the winter, right? —WRONG. Just because the sweat is not running off your back like a waterfall, doesn’t mean you are not losing water. Every time you exhale, you are losing precious water, and in the cool dry air there are several ways that you can become dehydrated quite quickly. Regardless of the season you have to, drink BEFORE you are thirsty. Remember this simple rule: DRINK, DRINK, DRINK.

When riding in the cold, one is usually concentrating on staying warm and getting back safely. It is easy to forget to eat. If you are like me , excising in cooler temps has a tendency to repress my appetite, unless I force myself to eat on the bike the ugly specter know as “THE BONK” rears its ugly head. Just as in summer, eating can make the difference between finishing a ride feeling strong or finishing feeling destroyed.

Dressing properly for winter riding does not have to be difficult; as with cross country skiing, several thin layers are much better than one thick layer. On many rides two or three jerseys or t-shirts under a thin jacket is much better than a heavy ski parka on the bike. The one thing you want to avoid is becoming overheated, if you are sweating profusely you are overdressed. On some occasions all you really need to wear as an outer layer is something to break the wind. A ventilated wind vest works wonders, but if you don’t want to spend the cash use an old racers trick and use a sheet of newspaper under your top layer as a wind break. The paper will stop the wind and trap some body heat as well. If you get too warm you can always toss it in the nearest garbage can. If you are standing in the parking lot wearing your bike gear, you will and should feel cold, however once you get your blood pumping you should be comfortable. A rule of thumb is: If you are comfortably warm during the first 2 miles of a ride - you are overdressed.

So have a good time on the bike this winter, just make sure you drink, eat and dress properly.

BANQUET UPDATE

This year’s banquet will be held on Saturday, November 18 at Hackney’s restaurant in Wheeling, located on Milwaukee south of Dundee. The festivities will begin at 5:00 PM with a cash bar. The buffet dinner and award ceremony will be from 6:00 to 8:00, and we’ll have a DJ for your dancing and/or listening enjoyment from 8:00 PM to Midnight. Dress is casual, but I wouldn’t suggest bike shorts or helmets unless you want everyone to recognize you!

Our buffet will consist of fish steamed in lemon butter, mostaccioli with meat balls, turkey tetrazzini, herb potatoes, tossed salad, cole slaw, cold meat tray, relish tray, cheese tray, fresh fruit tray, coffee, rolls, and a chocolate sundae for dessert.

All this will be only \$16.00 per person for members and/or guests. Please send your check made out to “Wheeling Wheelmen” to:

Joan Segedie
2073 Charter Point Drive
Arlington Heights, IL 60004-7223

I would like to have checks by November 11.

Here is an interesting little article from the past, sent in by a club member.

“It is just as good company as most husbands, and, when it gets old and shabby, a woman can dispose of it and get a new one without shocking the entire community.”

Thus did the radical Miss Strong view her bicycle in 1895. Frances E. Willard, known to her intimates as frank, would have heartily agreed. Two years previously, after three months’ perilous apprenticeship, she had mastered her machine at the ripe old age of 53.

A charming little book, HOW I LEARNED TO RIDE THE BICYCLE, recounts the tale. Miss Willard, Life-President of the Women’s Christian Temperance Union of America, had fallen a victim to “nerve-wear” and accepted an invitation to rest at he home of Lady Henry Somerset, head of the British Women’s Temperance Union. She had heard a English naval officer declare “You women have no idea of the new realm of happiness which the bicycle has opened to us men!” When Lady Henry presented her with her very own two wheeler, she christened it “Gladys” and set about it’s conquest.

Three strapping young Englishmen were ordered daily to "Let go, but stand by!" Once, they mistook her cry of "WOE!" for "Whoa!" with catastrophic results. Miss Willard, clad in serge from neck to ankle, finally appears triumphant in a "look no hands!" photograph.

The dangers of cycling were considered to be a disproportionate development of the leg muscles, ruination of the "feminine organs of matrimonial necessity" and "Bicycle eye", the last caused by prolonged raising of the eyes whilst the head was lowered in a riding position. The advantages, according to Dr. Seneca Egbert, could include remedies for dyspepsia, torrid liver, incipient consumption and melancholia.

For Miss Willard, who had mastered poultry keeping, carpentry and farming whilst still a child; who had campaigned fearlessly for prison reforms, public kindergartens and women's suffrage; who had succeeded in raising the age of consent to 16 from seven—for her, the bicycle was a metaphor for the emancipation of women. She rode it, she says, for pure love of adventure, for putting power underfoot and "last but not least because a good many people thought I could not do it at my age."

What on earth would she have done with a Harley Davidson?

1996 MEMBERSHIP RENEWAL

We are trying something new for 1996 which should make the renewal process easier for everyone. In January we will be sending you a bill for membership renewal. All you have to do is fill out the form, SIGN it and send it back with your check in the enclosed return envelope.

Members who have already renewed and new members who joined after September 1, 1995 do not need to renew for 1996. Due date for renewal is February 29, 1996.

DON'T MISS OUT ON THE 1996 RIDING SEASON, MASTER RIDE SCHEDULE, AND ALL OUR FUN ACTIVITIES!!!!

The Board

To Mack and Back

by
Rob Schaller

CAST OF CHARACTERS

Laura Johnson- Captain and Stoker
John Langlois- Tandem drafting extrodinare, captain

Chris Lawless- Recent graduate of the school of Tandem Drafting, and John's tandem partner on day 5.

Like the Harmon Hundred, 1995 also commemorates the 25th anniversary of the DALMAC bicycle tour and this was our third DALMAC. Laura captained the tandem for three of the 5 days of our adventures.

Day 1: Lansing to Mt. Pleasant

Well actually that should be Grand Ledge to Mt. Pleasant. Laura and I were fortunate enough to have overnight accommodations with the Lawless family who live just outside of Lansing. We left at 8AM and the weather was beautiful with tailwinds out of the south. Within the first hour of riding our south tailwinds turned into strong head and crosswinds, and we were looking forward to an effortless cruise on the first day. Once we joined the official DALMAC route we were only off by one mile according to our computers and the cue sheets. Unlike last year, this years DALMAC was different because there was a 5-day quint century ride that started a day earlier. Maybe that is why we did not see many riders on the first day so, for the most part, it was Laura and I riding tandem with John and Chris enjoying the draft of the tandem. Our lunch stop, which was an interesting one, was about 65 miles into the ride in the town of McBride. The food was great however a few drunks at the bar made for an uneasy time when we finished our meals. As we made our way east towards Mt. Pleasant we enjoyed a nice tailwind so we decided to have some fun with our big gears but as we approached the city limit sign for Mt. Pleasant we were robbed of a winning a sprint by a klingon who was well rested from drafting off the tandem.

Day 2: Mt. Pleasant to Cadillac

My past two experiences with DALMAC has been that day 2 is the toughest day and it will rain somewhere on the route. The weather forecast for the day called for sunny skies and temps in the 70's so we did not have to worry about carrying the rain gear. The morning started out cool and partly sunny so I grabbed my jacket but soon it would come off as it warmed up. After yesterday, it was great to share the road with so many other cyclists on the tour. Off to the Northwest, the skies became quite dark and I tried to reassure the group that these were "cold weather cumulus clouds" that form when there is cold air aloft and they wouldn't rain on us. They didn't believe me that I was taking a correspondence course in meteorology through the Weather Channel. Well I flunked that forecast and the winds turned so gusty that Laura had trouble keeping the tandem going in a straight line. A few minutes later the rains came so we took shelter at a nearby high school. We waited half an hour for the rain to blow over but it really added a chill in the air when we started up again.

Mack(Contd)

Laura wasn't going to take any chances so she managed to find a trash bag to wear while riding. As the stoker, I drove me nuts hearing that bag flapping in the wind. If it had continued to rain I could have done my disappearing stoker act by tucking myself inside the trash bag. I tried it once and we got some stares from other riders. Things dried up pretty quickly and soon the skies were blue again. We had several tandems in a pack of about 30 riders as we approached a fast downhill into the town of Hersey where we had lunch. We had broken up the pack and had only 5 riders on our wheel as we wound the tandem up to 40 MPH but then another tandem came around to relieve us on the long descent. Cadillac is the highest point in lower Michigan and it seems like the last 10 miles are continually uphill as we paralleled US-131.

Day 3: Cadillac to Bellaire

You could call day 3 of DALMAC '95 "Tour Detour" since over half of the route was rerouted due to road construction. Our group of 8 riders were looking forward to a great breakfast in Kingsley MI but the new route put an end to those plans so we decided to stop in Fife Lake for breakfast instead. Just outside Cadillac, the group of some 30+ riders we were with got harassed by a motorist in a pickup truck. He kept blasting his horn and would not move over one inch to pass us safely. The section of road we were on at the time had excellent oncoming traffic visibility for over a mile. I told Laura, who was captaining at the time, to keep her place on the roadway since we couldn't move over to the right because of other cyclists. The situation could have turned ugly if anyone got clipped by the truck, 30+ riders vs 1 reckless motorist. About 20 miles into the ride we bypassed a food stop area thinking that it was too early in the ride to stop for food since Fife Lake wasn't that far away. Guess what? we never passed through Fife Lake and the first rest stop wasn't till 40 miles or so into the ride. None of us really needed food but we did leave some room in our stomachs for a nice breakfast. The new route featured some great "tandem roller" hills coming into Elk Rapids and we easily maxed out at 40MPH+ on the downhills with plenty of steam to allow us to effortlessly crest the next hilltop. The rear wheel felt like it had a knot in it so upon inspection we discovered that the tire was starting to split apart. I had a feeling that our next stop in Elk Rapids would be longer than usual. We considered riding the tire with a boot inserted in the tire but it was decided to wait for the sag vehicle. There were no bike shops around. Word got around to some of the other riders about our tire problem and one rider, who was supported by his wife, had a spare tire for the tandem he wasn't riding so we bought it from him, phew! 10 miles from our campground we stopped in the town of Alden for lunch. We were there for a couple of hours and had the chance to meet Dick Allan, the founder of DALMAC. We did a little partner swapping on the tandem for the last 10 miles. John took my place as stoker and rode with Laura and I rode John's half bike. I enjoyed the fast

acceleration up the hills but I did not try and breakaway from the tandem because there was a massive downhill into Bellaire. The tandem maxed out at 51 MPH and I was only inches off their rear wheel being "sucked" along in the draft. How dangerous we live! It was nice to camp near a town that has an ice cream shop and I enjoyed a delicious banana split after dinner.

Day 4: Bellaire to Mackinaw Bridge

By far the most beautiful scenery on the entire trip and we had *awesome* weather as well. The terrain was very hilly and we maxed out at 50 MPH on one of the mile long descents but the both of us were eagerly awaiting our assault on "the wall" just outside of East Jordan. Last year Laura and I had to bail out as a team because we were having shifting problems while laboring up the steep grade. For the sake of safety, we decided to get there as early as possible because it gets crowded on the hill and many people are walking their bikes. The grade gets very steep at the top but what makes this hill more difficult than others is that you are on an incline as you approach the wall at speeds less than 15 MPH. As we crested the top of the wall we got our picture taken by a reporter for a newspaper out of Traverse City. While I was wearing the Bernard Hinault grimace of pain look on my face, Laura was seen smiling. Is our teamwork suspect here? The route around Walloon Lake was filled with high speed descents and fast cornering on roads surrounded by thick forests. The next 10 miles were the worst mechanically for us. Just outside Petoskey I noticed that the rear wheel felt like it was oscillating, and sure enough, we had seven spokes that were completely loose and so I spent some time tightening and truing the wheel to get us rolling again. Just after a fast descent into the town of Petoskey we had a rear tire blow out. I was able to bring the tandem to a safe stop and we thanked our lucky stars that the blowout didn't occur on one of those fast descents. The next rest stop was at, of all places, a bike shop in Harbor Springs. I was fortunate enough to get a mechanic to go over the wheel and tighten the spokes. This was our second lucky break that we had on this trip. The next 20 miles after Harbor Springs is probably the most scenic of the whole tour. As our tandem made its way through a winding and wooded shoreline route we kept picking up riders in our draft. Just before Cross Village Laura took a picture behind us and I counted at least 15 single bikes tucked in from the wind. At Cross Village we had our final stop for the day and I enjoyed some soft serve ice cream but a half hour later it came back to haunt me in the form of bonk. Fortunately Chris had some food with her and I devoured it instantly, I felt much better. Cross Village marks a point on the route where you leave the wooded shoreline and start heading inland a bit before reaching Mackinaw City some 15 miles away. Psychologically this final stretch seems to be the toughest. Maybe that's due to the change in scenery or just that we all want to finish up. Because of our plans for

Mack(Contd)

Monday we decided to skip the Mackinaw bridge crossing due to the time involved. As if I couldn't get enough riding in, I wanted to ride the 25 miles back to Harbor Springs on some *hilly* roads that are used in the state road race championships but unfortunately the bikes were not easily accessible because of our luggage on the car roof. After three nights of camping outdoors we were all looking forward to a good nights sleep indoors at John's parents.



Getting Ready for Day 5

Day 5: Harbor Springs to Grand Ledge

Today was the big day for John and Chris since neither one of them had ridden much over 100 miles in one day and after 4 days of riding their singles they were on a tandem. Chris' husband, Mike, drove the route the day before and made us last minute cue sheets despite the fact that we would be followed by the sag vehicle for most of the route. We all agreed that the first 50 miles were the toughest. For the first few miles we rode along the Lake Michigan shoreline but then we had to climb some mile long grades as we made our way inland. This was a rude awaking for our tired legs that were not fully warmed up either. Again, we had beautiful weather and the winds were fairly calm.

Our first rest stop came in Mancelona where Mike had scouted out a place to eat however he did not know how long it would take us to get some sub sandwiches made. About an hour later we started to roll again however I discovered another broken spoke on the rear wheel. Fortunately I was able to remove the freewheel and replace the spoke with a spare. After Mancelona we left US-131 and enjoyed some lightly traveled roads for a change. The boredom factor on long rides seems to be made worse when you are on the same road for miles without any turning. We only had to make one detour, due to a 4 mile section of gravel road, that added 10 miles to the total route .

John and Chris were doing fine, but as the day and miles went by, they both noticed more soreness in the rear end. Laura and I seemed pretty accustomed to long hours in the saddle so we just had to avoid any major bumps in the road. Although we took a different route last year, the terrain and vegetation for the various sections of the state was the same as we remembered it. Pine tree forests followed by wetlands with birch trees followed by some more pine tree forests. It

wasn't till the last 70 miles that the land started to look more like the flat farmlands that I am used to seeing in Illinois.

Sunset came some 70 miles away from our destination of Grand Ledge. We had our last major food stop in the town of Beal City where we also mounted our lights for the night riding. Unlike the Iowa 24 hour challenge, there were not that many flying insects during the hour around dusk . I think the cooler weather may have helped. Our riding speed actually picked up and when we passed under street lights at road intersections I didn't see our speed drop below 22 MPH. I was getting somewhat bored being up front all of the time with no one to talk to so we would occasionally slow down so John and Chris could ride

along side us. For Chris, this was her first experience at night riding and she enjoyed it! As the oncoming car headlights shined on us I could see the glistening sweat on my arms and legs, ah the experience of riding at night. Although we had adequate lighting systems, Mike had followed behind us in the sag vehicle giving us even more lighting. I felt like I was riding RAAM with that kind of support! We reached the town of Fowler around 11:30 PM and we were all eager to finish up the remaining 20 miles in a hurry. I had a chance to air dry the chamois in my shorts with an air hose at a service station. I might add that I was still wearing the shorts too. I got quite a few looks but I was probably the most comfortable when we started up again. Once we saw the I-96 exit we knew that we were only miles away from finishing. Just after we crossed I-96 John and Chris surged ahead of us for what looked like a sprint for the Grand Ledge city limit sign but they sprinted after the wrong sign! I was so surprised to see such an effort that I felt compelled sprint after the real Grand Ledge city limit sign. John and Chris were both so trashed they didn't even attempt to challenge us. Shortly after 12:30 AM we finished up back at the Lawless Farm where we started our 645 mile adventure 5 days ago. I asked everyone if they wanted to ride an extra 4 miles to top the ride off at an even 250 miles. My offer was unanimously turned down. Despite being physically trashed I think John and Chris enjoyed their debut ride into the world of ultra marathon cycling. In fact, John admitted that while he was riding he was wondering how far he could tandem in 24 hours. Although we took a total of 17 hours to make the entire trip, our time on the tandems was just over 13 hours at a 18.3 MPH riding

pace. We really got quite spoiled with Mike's sag support and his efforts were greatly appreciated.

FOR SALE

Just in time for Christmas giving, A Rhode Gear bike rack! Fits over the spare tire of a utility vehicle (Jeeps, Blazers, white Land Rovers, etc.) Barely used, it holds two bikes, and comes complete with anti-sway stabilizers. A new one costs over \$90, but I'm only asking \$40. (cheap!) Call Craig at 708-740-3211

4TH ANNUAL CHRISTMAS LIGHT NIGHT RIDE

Get your bikes wired up with lights and your body covered with warm clothes so you'll be ready to ride on Sunday, December 17 at 6:00 P.M. The ride will only be about 10 miles unless we have an unseasonably warm night, and we'll ride slowly so we can enjoy looking at all the decorated

houses on the quiet, residential streets in the Arlington Heights and Wheeling area. Afterwards we will warm up with hot cider and Christmas cookies while our bikes thaw out in the garage. The ride is being hosted by Joan and Tom. It will begin and end at 2073 Charter Point Drive in Arlington Heights. Call 708/632-1472 by Thursday, December 14 for directions and to give us some idea of how many cookies to bake!

NEW YEAR'S DAY PARTY

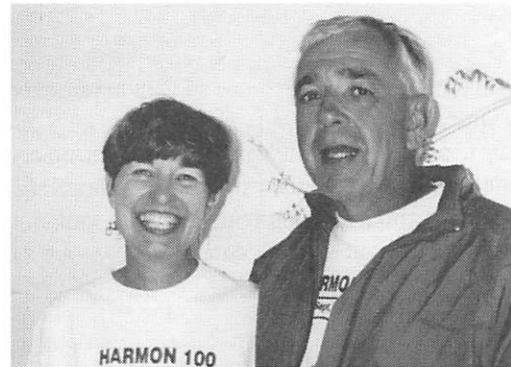
On new year's day, all club members are invited to enjoy a 3 mile walk or 25 mile bike ride. Starting place is Judy and Ron Hattendorfs' home.

Afterwards, enjoy food, drink, and a warm fire with your biking friends and plan some rides for our next season.

Call (708) 362-5997 for directions and bring a dish to pass. Time: 11 AM for walk and ride and party at 12:30 PM



Two satisfied Harmon 100 customers!



Judy and Ron Hattendorf: Harmon 100 directors

Club Officials

President	Wayne Segedie	(708) 426-4376
V.P./Rides	Mike Ortmanns	(708) 439-9861
Treasurer	Lotti Dolce	(708) 398-3957
Membership	Jill Janov	(708) 590-9010
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

Contact Jill with any address changes.

Government Relations Advocates:

- (1) Bob&Virginia Savio (708) 438-8066
- (2) Al Berman (708) 541-9248

Wheeling Wheelmen Rideline: (708) 520-5010

JOIN THE LEAGUE!

The League of American Bicyclists promotes cycling through safety and represents us in the decision making process in Washington DC. A yearly individual membership is \$30 and should be sent to:

League of American Bicyclists
190 W Ostend St(#120)
Baltimore, MD 21230-3755
(410) 539-3399

In addition to government relations, they also organize many great cycling rides and rallies around the country. For info on these events call (800) 288-BIKE