
- * July Meeting
- * Thursday July 11, 7:00PM
- * Wheeling High School(West Entrance)
- * NW Corner of Hintz & Rt-83
- * Presentation: Call the Info Line for details

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Safety Stuff
by Ron Hattendorf
The 100% Factor

We all know there is no such thing as The 100% Factor when we try to avoid accidents. In Forest Gump, some things in life just happen. I rode the Udder Century this last Sunday with my sister in law, Lynn. I was inspired to share our personal experience of great joy and sadness of our long love of bicycling. So I would like to reprint this article from our news letter in 1987.

Alvin (Al) F Hattendorf - A Remembrance From A Friend

By Dick Sorenson

"We cannot predict the precise moment when friendships are formed. As in filling a vessel, drop by drop, there is at last a drop that makes it run over, so in a series of kindness there is at least one which makes the heart run over"—James Boswell, *"Life of Johnson"* (1777).

At mid-morning on Sunday, Sept. 27th, a good friend was suddenly taken from us. Al Hattendorf, 49, was violently killed by a speeding motorist while bicycling on Shoe Factory Road, east of Elgin. His wife, Lynn, 48 was also struck and severely injured. Lynn and Al were returning from their favorite breakfast spot in Elgin. This was a very personal bike ride which they frequently rode on Sunday mornings and rarely invited friends along. Al and Lynn were standing astride their bikes waiting for traffic on Route 59 to clear before continuing east of Shoe Factory Road, when a speeding car went through the stop sign, struck a southbound car and careened into them head-on. It is a miracle that Lynn survived and is now healing so well.

It seems so paradoxical that such a gentle person died in such a tragic and violent manner. He was a strong, skilled and enthusiastic bicyclist. He loved cycling the open country roads. He and Lynn regularly rode the Blackhawk Ride, the Apple Cider, the Amishland Ride, and the Hilly Hundered Frequently, he and Lynn would drive to Wisconsin or Michigan for a weekend getaway—just the two of them. I have very fond memories of riding with Al in Door County, Wisconsin's Kettle Moraine area and the "Downeast" ride along the Atlantic coastline. I remember the day we were almost arrested in Martha's Vineyard (off Cape Cod) for riding on the road and not their bike path littered with broken glass. We once encountered a loose bull on a remote country road in Wisconsin, survived that episode, and later that day found that Lynn and Ardie were lost somewhere canoeing on the kickapoo river. We'll always remember a New Year's at the Plymouth Inn. Towns like Gloucester and Woods Holl, Mass, Ogunquit, Maine, Fish Creek, Wis., Saugatuck, Mich., and Bean Blossom, Ind., all hold special memories. We shared many other adventures closer to home, on our pre-dawn rides along the Busse Woods bike path.

Al didn't limit his enthusiasm to just bicycling. He was also keenly interest in the other "silent sports"—cross country skiing, canoeing and running. He loved the natural environment, keenly aware of trees, wild flowers, birds and creatures of the woods.

PICNIC—PICNIC—PICNIC

We're all set for our annual Wheeling Wheelmen picnic on Sunday, July 28. The picnic will be held at Old School Forest Preserve on St. Mary's Road North of Route 60, and South of Route 176 around Libertyville. There will be an off road trail ride and a road ride leaving at 10:00 AM. Then we'll return to enjoy food and drink, play games, and socialize until ??? The picnic is free for members who RSVP by Sunday, July 21 and \$2.00 for non-members and late respondees.

Call Joan and Tom at 847/632-1472 to RSVP by Sunday, July 21. Please let us know how many adults and children you're bringing, as well as the children's ages so we can plan food and games accordingly.

Your First Double Century

by
Rob Schaller

[Note: this article contains some good advice on spending hours in the saddle whether you are out to do your first 50 miler or double century]

Back in the 1890's the first ever National Century Day took place in this country. Eventually it became National Century Month, held every September. This was done to accommodate the wide variations in weather across the U.S. Doing a century ride was no easy task in the early 1900's. Cyclists rode "high wheel" single speed bikes over unpaved roads! Since then, bicycle and road technology have improved, making the century possible for a greater percentage of cyclists. As the technology improved, many cyclists felt the need for a challenge greater than 100 miles. Enter the age of the double century. I have been riding doubles for over 10 years, and here are some general tips to help you make it through your first 200- mile ride.

RIDING COMFORT

The biggest factor in successful long distance cycling is comfort while riding a bicycle. Make sure that you ride a saddle that is comfortable for you, and always insist on a quality pair of cycling shorts. There is quite a variation in saddle shapes and materials. Use the one that gives you the most riding comfort. Do not try out a new saddle on a long ride. Make sure your cycling shorts have a thicker padding through the crotch area. Your cycling jersey should be made of a soft material that wicks moisture away from your body. Cotton material holds moisture like a sponge and may cause chaffing in tender parts of the upper body. Make it a regular routine to stretch out the legs, arms, back, and shoulders while riding. This will help prevent soreness. Using aero bars and wearing a good pair of padded cycling gloves will help ease hand numbness and arm fatigue.

PSYCHOLOGICAL TRICKS

Look at a double century as a series of shorter rides, each with a destination. Take advantage of group riding, and enjoy the great company. It will take your mind off of the miles. Think of how great you will feel when you have finished such a ride and the stories you can tell your co-workers on Monday. Go nuts with some ice cream treats after the ride you've earned it!

NUTRITION

Everyone has different food preferences, so I will not outline a specific diet. The two suggested guidelines I have for long

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distance riding are: (1) select a variety of foods and (2) be sure to include some foods that contain some fat. Remember, you are going to be burning in excess of 5000 calories, and some of them will come from fat reserves. Don't be surprised if you find yourself craving fatty foods after 150 miles of riding. High carbohydrate foods such as Fig Newtons may not cut it during those last few miles.

OVERALL FITNESS LEVEL

The goal of your first double century ride will be to complete the distance. In preparation for the ride, you should train until you feel comfortable riding 100 miles in a day and then doing at least a 40- mile ride the following day.

Ride Report: The Bike Psychos 6 Hour

by
Rob Schaller

In keeping with the fine weather we have had this spring, The Bike Psychos 6 Hour Individual Time Trial turned out to be a wet one. Even though the forecast called for a 70% chance of rain, I was still optimistic that it wouldn't rain, so I decided to put on the sunscreen and wear the sunglasses. The event was a 16.25 mile course that started and finished at the Illini State Park in Marseilles along the Illinois River. I was no stranger to this park since the Double Trouble ride from Crystal Lake to Champaign used this park as the half-way checkpoint. Compared to the 6-hour time trial events I had done in the Illinois Road Series this was by far the toughest course on which I've time trialed. The first mile of the course has you climbing out of the river valley on a long, and somewhat steep, climb. The winds were out of the south that day, so after a long, hard climb up the river bluffs you were rewarded with headwinds that got progressively stronger as the day went on. A few miles later, the riders headed east on a road that was just north of a nuclear power plant that produced some interesting weather! The next turn sent us on a fast downhill back into the river valley, where we headed west back to the park.

The event started promptly at 8:45 A.M. under cloudy skies. As we made our way up the river bluffs I knew that I was going to be cursing this section of the course as the miles and fatigue began to accumulate. One of the riders took off in a blaze, and I decided not to chase him. I kept the same riding strategy that brought me success in other 6-hour time trials — ride at a steady pace that I could maintain for 6 hours. The first two loops were completed in just under 1.5 hours, and the skies began to darken. Half way through the third lap the rain came, and it made the 35+ MPH descent into the river valley a bit treacherous. Poor visibility and the sensation of the rain stinging the arms made for a less than desirable descent. The south end of the loop passed by the La Salle nuclear power plant, and the warm waters of the cooling lake produced some

Ride Report Cont'd

very foggy weather and temperatures that were at least 10 degrees warmer than the rest of the course. Throughout this section of the course the street lights were on all day, and it was dark enough to see the reflected light off the wet pavement. On the third lap I had already lapped one other rider in the event. I was informed by race officials that I was 3 minutes behind the overall leader, and I became a bit more concerned. The rains let up for the last 2 hours but at the expense of increased headwinds going south. After my 7th lap I had twenty minutes to go, and the time gap with the overall leader was growing. I was getting somewhat discouraged, but I decided to go out and start my 8th lap for the remaining time. The course was marked off in 1-mile increments, and it was on an honor system to report the last fully completed mile before the end of the 6 hours. Just my luck, the last few miles were spent climbing out of the river valley and battling gusty headwinds. With less than 20 seconds remaining in the 6 hours, I crossed the 5-mile mark, giving me a total of 118.75 miles. Not a personal best, but a solid effort for such a challenging course under less-than-ideal weather conditions.

RAVINIA

Let's all hope for nice weather for our Ravinia outing on Wednesday, August 14 to see "Three Men and A Guitar." This wonderful lineup consists of Jose Feliciano, Don McLean, and Richie Havens! The lawn seats are \$10 per person. We'll leave from the Cole Taylor Bank parking lot in Wheeling at the corner of Milwaukee and Dundee at 5:00 PM sharp. Or you can meet us in the park at 7:00 PM in front of the Martin Theater. You can bring your own food or buy it at Ravinia. We'll try to hold lawn space for you, if you let us know you're coming by calling Joan and Tom at 847/632-1472. Be sure to call, too, if you want to carpool so we arrange for enough seats in the car!

Janesville Memorial Day Weekend
by
Tom & Joan

Somewhere there is a legend that there was once a Memorial Day weekend in Janesville Wisconsin with three days of sun. This year did not live up to the legend. But it still was a good trip. The area is beautiful and has a wide variety of rides with different distances, varying terrain, and interesting routes. The roads are lightly traveled and, being Wisconsin, in generally good shape.

Sue and Joe Lippere hosted the weekend. **Joan and Tom Burke, Bob and Janie Neuman, and John Broadbent** were there Saturday to start out in the clouds and wind. The good news is that the wind died down. The bad news was that the

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clouds opened up. Actually, it was a light rain that lasted for about ten miles. There was a 53 mile, an 80 mile, and a 100 mile ride available, all through farmland and woods. No one did the 100 with the poor weather. It was the dog day of the weekend. Every dog along the route decided that chasing bikes was a great Saturday adventure. But we were faster than them all (or they tired quickly).

The whirlpool felt great after the ride, but we may have looked like prunes after about six ten minute cycles in there. Saturday evening, we got together for an Italian dinner across the road from the motel. It was good food, but we all decided that we were too tired to stay for the comedy club they had there. It was a good thing since, as we left, we discovered that the comedy club was closed on Saturday.

Sunday morning dawned gray, but with the promise of sun later in the day. When we gathered for the free buffet breakfast, we found six more members had joined us. **Jennifer and John Pfeifer** joined us for their first Wheeling Wheelmen ride. **John Loesch and Rick Arnopolin** arrived at about 6 AM, while **Maria and Tom Chambers** came a little later.

The rides that day were 40, 85 or 107 miles through open rolling territory. The weather (daylight) was too questionable for the century, and we split evenly between the short and medium routes. By the way, the wind had come up, the 20 foot flag was standing straight out. It was a great ride out, we set speed records. The ride back was "slightly slower".

The sun came out shortly after we started and we saw white clouds floating across the blue sky. The wind stayed up, but it was still a nice ride. Some of us on the short group decided to stretch the ride and added another 15 mile loop.

Unfortunately, the blue sky turned to gray, grayer, and grayest. Yes, the rains came again, catching the longer riders on the route, including **Janie and Bob**, who had delayed their start until the sun came out. **Sue and Maria** may have made the best choice. They decided to walk instead of ride and found a craft fair and they beat the rain back.

The whirlpool got another good workout that afternoon. Then we gathered at the all you can eat Shakeys buffet. I wonder if they realize how much cyclists eat. The food was good and we sat around listening to the honky tonk piano player for a while. We even helped with the words to Rubber Ducky. I think that we impressed all of the little kids there when we joined the rest of the adults in the Mickey Mouse club song. We all retired early, since the weather forecast was clear in the morning, clouds and rain for the afternoon.

We got up to find that the afternoon starts around 6:30 AM in Wisconsin. We sat around breakfast for a couple of hours and

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then decided that the rain was not going to let up. Time to head home. But it was a good weekend in total, we got some riding in, we got in some whirlpools. The food was great and the company even better.

Thanks to Sue and Joe for hosting the weekend. We are already looking forward to next year. I have heard somewhere that Janesville does have Memorial Day weekends with three days of sun.

In the Nick of Time

by

Rob Schaller

In a 24 hour time period there are 1440 minutes and in the 14th annual National 24 Hour Challenge I had used up all but 2 of those 1440 minutes without dismounting from the bike. This year's event saw the 1 millionth event mile surpassed, and if I could ride at least 99 miles, I would have over 2000 miles in this event since I first did it in 1986. This was my 6th year at the National 24 hour Challenge.

The weather was magnificent and we did not encounter one drop of rain during that 24 hour period, something very unusual this past spring. Several hundred riders departed in a mass start and we were escorted by the Kent County Sheriff for the first 33 miles. Shortly before the first checkpoint at Kent City I lost the lead group of riders and so I decided that this was good time to settle into a pace that I could maintain by myself. On the grand loop around Kent County I rode with different groups of cyclists but did not stay with anyone too long. I rode with a newcomer, Martin, to the event and he was interested in my past experience at this event. I told him that I always maintained a pace that I could keep and I tried not to fall into the trap of burning out too early with high speed riding. After a few miles, Martin took off but eventually I would be riding with him again.

I completed the 115 mile grand loop in 5:45 and now started to do the 24 mile day loops. The afternoon got a bit warm under the sunny skies but it wasn't that sweltering 100 F heat we had in '94. For most of the day I simply ate bananas and drank carbo drinks to keep my energy up. The most interesting part of the day loop was the 92nd St. hill. Every year there are different sayings written in chalk on the road. This year there was "#911" and "first gear" written along the hill. Fortunately I did not have to use the first gear, or 911, even on the sixth time up the hill. 10:45 into the event I broke 200 miles and it was starting to cool off a bit. I managed to get in a 5th day loop and when I started the 6 mile night loop I had 235 miles. In addition to being a smooth and fast circuit, the night loop gave you a chance to see more of the riders in the event. The best lighting system goes to Matt Bond whose large bicycle frame had Christmas lights on it! The night got

a bit chilly but I as long as I kept up my pace I did not get too cold and after 16.5 hours of riding I hit the 300 mile mark.

Around 3 AM I was able to find several riders that I could keep up with. I hooked up with a tandem team that was covering the 6 mile circuit at a 20 MPH pace and I stayed with them for several loops until they pulled over in the support area to be fed a hot meal by their crew. Rather than waiting around for them I decided to keep doing more loops and eventually I found others to ride with. Every third loop I would alternate my diet from chocolate milk and Pop Tarts to Chewing gum and water to Pepsi and cheese crackers. That diet may seem odd but it served three important functions. (1) Replacement of fat calories (2) The gum and water kept my mouth from getting that "pasty" feeling (3) The Pepsi helped to keep me awake during the pre-dawn hours.

Just shortly after sunrise I surpassed the 400 mile mark and started to think about what my final mileage might be. I was hoping for 450+ mile ride but too many hours of solo riding put an end to that goal so I attempted to go for a personal best of 427 miles. Since 3 AM my average speed around the night loop did not dip below 18 MPH. With 1:20 left I had to do 4 more of the 6 mile loops. The climb into Byron Center was beginning to slow me down and I became concerned that I would not make my goal. I talked two other riders into helping me towards a new personal best mileage. One of those riders was Martin who I had rode with earlier on the grand loop. Our time splits to the 3 mile mark were right on target for finishing up at 8 AM. As we passed through the checkpoint on our last two loops the crowd of 60 + people cheered us on as we raced towards the finish of the event. The adrenaline was so great that our last loop was done 2 minutes faster than our previous loops. We all finished together with only two minutes remaining in the event. One of the woman riders we picked up along the way went on to win the top female rider of the event with a ride of 403 miles, for me it was a personal best ride of 427 miles. It was such a great feeling to work with others in the event and everyone benefited. It is hard to imagine that riding can get so intense after being on a bicycle for over 23 hours but I guess that's what chasing after a goal does to you. The finish was very emotional for all of us. The volunteers at the checkpoints were very efficient and gave us the encouragement to keep going.

A ride like this is not possible without a support crew. I would like to thank Wheeling Wheelmen club member **Bill Wacholz** for helping me out at the last minute. Bill is interested in doing this event next year even after seeing what I went through. He told me afterwards that he has already started his training! A special thanks also goes to my mom who has supported me for all of the six years and 2328 miles of this great event.