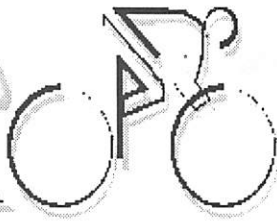


Wheeling Wheelmen



Monthly Meanders of the Wheeling Wheelmen

September 1996

- *****
- * September Meeting
 - * Thursday September 5, 7:00PM
 - * Wheeling High School(West Entrance)
 - * NW Corner of Hintz & Rt-83
 - * Presentation: Jim Clark, Cycling in national parks

PREZSEZ

By Wayne Segedie

September means two things: One, fall is around the corner. Two, the Harmon Hundred is here. This marks our 26th anniversary, and what looks to be another great Harmon. Things will be a little different for me this year, instead of driving the route and spending 12 hours in the car, I will actually be able to spend time with the riders at a rest stop. I am looking forward to sharing their personal accomplishments with them, to share in their joy, and sometimes lend a listening ear to their sorrow. So yes, I will be at rest stop #2 this year and am getting ready for the fun. How about you? Did you sign up yet to share in this special event. The personal rewards are great, and if that is not enough, there is always the t-shirt and the pizza later at the workers party. NOW do I have your attention.

Seriously, don't miss out on a really fun time.

Speaking of fall, this means that the evening rides will come to a halt. But this does not mean the end to you keeping in shape. Starting in September, I will be in-line skating on Tuesday & Thursday evenings in Deergrove forest preserve at 6pm. We will be skating in the East preserve east of Quentin road. Please join me for a really fun alternative to biking. Listen to the ride line for the exact starting location. It probably will be the Jewel parking lot at Dundee and Hicks roads by the Gyros restaurant.

Even if you do not skate, come on out, maybe we can organize some people for a walk at the same time, and then go out afterwards.

NEW BOARD September's meeting is the time we put together our slate of candidates for next year. Your nominating committee has been working their butts off (and breaking a few cranks) coming up with a terrific slate for next year. Don't forget, we will accept nominations from the floor to be added to the ballot. No, you cannot nominate yourself, but someone else can nominate you. Remember this is an election, so let's get some debates going. Forget the national election, we have more important issues here in bikedom. The elected positions include: President, Vice President, Secretary (yes males are welcome), Treasurer, and Safety. So pick your pleasure, and give something back to the club. It is really a great reward.

Also this month, we have a fun speaker planned for you for the after meeting activity. Jim Clark will be giving a presentation on biking in our National Parks. I know this will be a fun talk. It's not too early to start thinking about next year's vacation.

Elsewhere in this issue is a presentation on the pros and cons of a new club participation program being initiated by Joan and Tom Burke. We welcome **all** new ideas. This shows that some people are willing to take the time to develop new plans to encourage more people to participate in the club's activities. Please be open minded when you read this article and give it some **real** thought. There is no right and wrong on this issue, it's just an idea to make the club a better place. This idea will then be put on the October ballot to see if we want to adopt this plan.

BANQUET TIME is just around the corner. Mark your calendars for Saturday November 9th. This year we will be celebrating our 1996 ride season at Lambs Farm in Libertyville. Watch your newsletter for more info. I know that Pam Zaverdas has a great time planned for us. It is a special time to reminisce about this past year's rides, and to welcome your new board for 1997.

THE WAY WE WERE IN 1986 Ten years ago your club officers were: President - Bob Meute, Vice-President - Jim Grant, Treasurer - Dick Sorensen, Secretary - Phyllis Harmon, Safety - Al Petty. The banquet was held at Hans Bavarian Lodge in Wheeling. Your mileage leaders were: Joe Tobias with 1162 miles, Pat Marshall with 866 miles. Carol and Woytec received the award for the most progress that year, and they have not stopped rolling up the miles since.

TODAY IN 1996 We offer a much broader ride schedule, a treasury that is still very healthy, and a group of volunteers that is always ready to jump in and help when ever or where ever needed. The only thing that I feel that we need to reinstate would be "Rides re-ridden". This was the monthly recap of rides and events that were held the previous month. This was a nice touch and something that I would like to see again. How about the Progressive dinner where you biked to different homes for the various courses of the dinner? Any interest in bringing this back? Just some thoughts as bring this riding season to a close.

Well, it's time to put this baby to bed again. Hope to see you all at the September meeting and the Harmon for sure. Have a safe month. We still have a lot of riding left, so come out and join me for a ride.

May the wind be always at your back

Wayne

Safety Stuff

by
Ron Hattendorf

Bikers spend more time along the right side of the road than anywhere else. In the view of host motorists we are an unpredictable obstacle in traffic and a disruption to smooth flow. Consideration for the motorists improves this situation and pays big dividends in terms of biker safety. Let me share with you some of my ideas on this important topic:

1. Ride single file anytime automobiles are present.
2. Occupy no more than three feet of the road. If the surface is poor move out more but do so gradually, avoid moving back and forth.
3. When approaching an intersection, ride in the lane you would use as a motorist. Stay out of the right turn lane unless you intend to turn. Watch rear traffic in your mirror. If a turning motorist seems uncertain, put your left hand out and indicate your intention to stay in the through lane.
4. If there is no turn lane, check your mirror for motorists signaling a right turn. If the light is red, why not pull to the curb two or three car lengths before the light? This will encourage the motorist to make the turn on red if no other car blocks his way.
5. When passing an entrance ramp to an expressway, stay in the through lane and signal the motorist behind of your intention. Uncertainty on your part may cause them to rush ahead and cut you off. At exit ramps it is best to hold back until traffic clears and then move across to the right shoulder to be out of the way of additional traffic.
6. When waiting at a light, be ready to move quickly when the light changes. Right turning traffic cannot move until you are out of the way.
7. If there are only a few cars going through the intersection with you, why not hold back just enough to let them by? The motorist will appreciate it and you will have the road to yourself.
8. Try to resist the usual balancing act when you meet a car at a four way stop. Touch one foot to the pavement and watch how quickly the car moves across and out of your way. Try it!

Remember, we are motorists as well as bikers. Lets give one another a break.

A MECHANICAL NIGHTMARE

by
Al Schneider

The parts of the August 10 Beloit to New Glarus ride we saw (twice) were great. Fabulous rolling hills, low traffic, and stunning overviews, not to mention perfect weather. Everyone in reasonable condition should try this ride—we're going to lead it on September 28th so that we can finally see New Glarus.

So why did we see part of it twice? And why haven't we seen New Glarus? Here's what happened...

Six people signed up to do the century, and eight more planned to do the 85. The fast group took off to New Glarus, telling us to meet them at the bakery for lunch. Cindy and I were a little late in leaving (nothing new) and rode with the 85 group. Just as the two routes split, we heard a loud pop, as Dennis Braun's tire exploded. Since he had plenty of help, and we had a lot of miles ahead, we went on.

Soon afterwards, I started to hear slight clunking sounds (techno-experts are free to fill in their own terminology at any point in this article) from my front derailure. This was soon followed by spontaneous shifting into my granny. This continued for a while, usually while being chased by howling dogs, near gravel, with a truck behind us, while climbing a hill for a gorgeous view. Then, while climbing a hill, the bike downshifted (with no direction from me) and the chain slipped off to the inside. No problem, I thought, I'll just walk to the top of the hill where Cindy was waiting, and I'll get my hands a little dirty, and pull it back onto the gear. Easier said than done, as they say. The chain was wrapped around the hub and had crimped itself into the cut-outs in the granny. In other words, it was wedged in good. After a ten minute, unplanned rest and curse stop, the idea bulb lit up. We took off the rear wheel, nudged the chain loose (perhaps a little roughly), reassembled the bike, and were on our way.

Not being a pessimist (perhaps the stupid word comes to mind) we continued on to Monroe. I was sure there would be a bike shop among the beer and cheese. However, the Monroe yellow pages listed only the Middleton Bike Shop (in Middleton) and the Gasthouse Motel Trek rental agency...which sends its bikes to Freeport to be repaired. Friendly customers mentioned this great biker and mechanic in town, who fixes bikes in his garage. But they couldn't remember his name, or his phone number, or his address.

Oh, well, it was only twenty miles to New Glarus, biking capital of the glacial ridges.

Three miles from the mini-mart, I got a flat tire. A what? Aren't we worried and bothered about gearing problems?

But even this was weird—the locknut on the stem refused to budge. Although we didn't have a pair of pliers, a small crescent wrench in the repair kit finally worked. No, I have no idea when or how I fastened it that tightly and this is the first time I couldn't remove the nut by hand.

Ahh! On the road again. Cows, rolling hills, sun, trees, country roads. Clink, ping, clank. Things now got interesting. The pedals wouldn't move. The chain was in the middle ring, and there were various noises every time I tried to rotate the pedals. After stopping, it appeared that the front derailure was stopping the large chainring from rotating. This is not normal. After a discussion with Cindy ("What are you DOING?"),

I removed the front derailure, thinking that I would then place the chain manually on the middle chainring. This might have worked. But, upon further inspection, I saw a gap on one side of the chain—one link on the outside was missing (remember the clink). Well, it's only twelve miles to New Glarus (remember the stupid word.) We barely made twelve yards, when the second clink happened, and the chain broke completely.

So I was stuck on a beautiful, tree-lined country road with a host of hungry mosquitoes. When I pulled out the chain link riviter, Cindy finally reached a level of sanity. Perhaps based on prior experience in watching me attempt to repair chains, she pulled some bug spray out of her handlebar bag, gave it to me, and set off on a 47-mile rescue mission.

Alone now, I attempted to repair the chain. Four links later, it was back together. (Practice at home now seems like a really good idea.) I now had a customized, seven-speed bike to return to Beloit.

In the meantime, Cindy was riding as quickly as she could. An odd thing happens on rescue missions—you no longer focus on riding, but concentrate on getting back. However, your body still thinks that it has to be taken care of. After about 25 miles of effort, her body announced that it was time for a break, some food, and some fluids. She stopped and pawed through her bag for the Powerbar that she had put in there at the beginning of the season. She found a granola bar first (it wasn't that old), which she devoured while still seeking the Powerbar. She also drained the waterbottle with the Gatorade in it. Trying to ride 47 miles at top speed, with no stops and no food is never a good idea, no matter how important it may seem to get back.

We both agree that the return route seems hillier and windier. Even with the frustration, it was still gorgeous. However, we will not be offering a 94-mile option to and from the mosquito haven.

!!!!!!!!!!!!!!!!!!!! WANT ADS !!!!!!!!!!!!!!!!!!!!!

WANTED: Looking for JMC Black Shadow BMX bike or pre black shadow in black or navy. Contact Jill: (505) 984-2101 or psychling3@aol.com

FOR SALE: Rhode Gear Bike rack for sale, \$80.00. Like new. For small sport utility trucks. Contact Stacy Carver at (847) 356-5863

FOR SALE: 4 Bikes. 56 cm Trek 2500 carbon fiber main triangle, dura-ace 7sp components \$1000
54.5 cm RRB custom touring frame Columbus slx \$300
55cm Oschner with Campy veloce gruppo \$500.
Basso 54 cm track frame \$300.
Call 808-0270 evenings 6- 8:30

FOR SALE : Kestrel 200sci 56cm frameset. Kestrel EMS fork & Stronglight Delta headset. Excellent condition! \$650.00 firm. Call Mike at 847-439-9861

LOOKING FOR: Tandem partner. I have a tandem with a frame size of 22x20. Interested in doing single and multi-day tours. I have a tandem taxi, a minivan, so getting to these events is not a problem for me. Let's experience the thrill of downhills and the camaraderie that tandeming has to offer. Call Rob at (847) 854-0153

[Note about ads: Unless specified otherwise, ads will only run for a month at a time.]

A New Weekday Ride Listing

Days: Tuesdays and Thursdays mornings
Time: 9:00 AM Sharp
Place: Deerfield Bakery (just North of Lake Cook Rd on east side of Buffalo Grove Rds)
Distance: 25 miles
Contact: Kurt Schoenhoff (847) 634-2634

Club Miles

MEN:	MILES	WOMEN:	MILES
1) Jeff Epstein	1862	1) Joan Burke	1804
2) Tom Burke	1774	2) Cindy Schneider	1777
3) Al Schneider	1685	3) Virginia Savio	790
4) Wayne Segedie	1481	4) Ella Shields	779
5) Bob Savio	1314	5) Janie Neuman	737
6) Dennis Berg	1302	6) Joanne Bjerge	479
7) Dave Lachman	1101	7) Regina Wilkins	256
8) Rick Arnopolin	1055	8) M.E. Ferraro	243
9) Steve Libbin	861	9) Carol Passowic	218
10) Greg Iverson	805	10) Shannon Braun	214

Club Officials

President	Wayne Segedie	(847) 426-4376
V.P./Rides	Mike Ortmanms	(847) 439-9861
Treasurer	Bob Savio	(847) 438-8066
Membership	Glen Johnstone	(847) 818-0525
Safety	Ron Hattendorf	(847) 362-5997
Secretary	Ella Shields	(312) 594-1755
Newsletter	Rob Schaller	(847) 854-0153
Harmon 100	{ Stacy Carver	{ (847) 356-5863 }
	{ Greg Iverson	{ (847) 670-0083 }

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

Contact Glen with any address changes.

Club Library	Dennis Berg	(847) 296-4971
Marketing	M.E. Ferraro	(847) 657-7827
LAB Club Rep.	Phyllis Harmon	(847) 537-1268
Government Relations	Al Berman	(847) 537-1268

Wheeling Wheelmen Hotline: (847) 520-5010

Home page <http://www.mcs.com/~gsjohnst/wwhome.html>

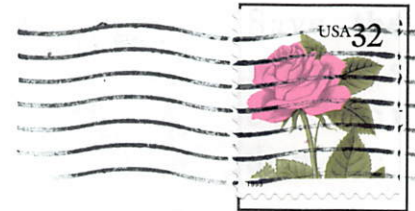
JOIN THE LEAGUE!

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

Wheeling Wheelmen
PO Box 581-D
Wheeling, IL 60090



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