



AUGUST MEETING

Wednesday, August 3
7:30 p.m.

Wheeling High School
Elmhurst Rd. (Rt. 83) and Hintz
Enter west side; up stairs on
left - Room 239-241.

PROGRAM: CHINA
BY KEITH KINGBAY

Keith will show slides and tell of
his interesting experiences during
his 6-week trip to China.

THE PREZ SEZ

Well, the vacation is over! It's
time for all good Wheeling Wheelmen
members to sign up for the upcoming
Harmon Hundred. Our major invita-
tional is coming Sunday, Sept. 11.

At the August meeting sign-up
sheets will be available for you to
help share the excitement of putting
on a great bicycle ride! We really
need your help to make our annual
Harmon Hundred a success. As we get
bigger and bigger in membership, we
have more capacity to improve our
Harmon Hundred.

The last two years we crossed the
1200 number in total registrations.
This year promises even bigger num-
bers, which means more volunteer
help from our membership will be
needed.

So, get involved with YOUR club,
sign up today to help in some area.
You can call Al Petty 948-7288 or
Hans Predel 255-4029 to find out
how YOU can help! We need you!

To date we have had great turn-
outs for our club rides. Apparently,
our ride schedule is meeting the
needs of a majority of our members.
If you have any ideas, suggestions
or compliments, please let the Board
know about them.

Al Petty, President

OH NO! MATHISON'S ARE MOVING!

Next year George, Marilyn and
Muffin will retire to Hendersonville,
North Carolina!

Biking And The Blob

By Dick Sorenson

First of all, this isn't some
story about the Harmon Hundred rider
who was eaten alive by a slimy green
blob creature while resting at the
Hickory Grove sag stop--no, that was
last year's news anyway. This article
is inspired, though, by the advent of
something called "Blob Technology".
This blob is an elastopolymer gel
that provides cushioning in gloves
and saddles for relief from pain and
numbness. The first generation of
this gel, as you may recall, used to
"bunch up" after hard use and form
uncomfortable bumps and lumps in un-
wanted places. Blob Technology ap-
parently has created a new fabrica-
tion process that bonds the gel,
thereby eliminating unwanted gel mi-
gration. This second generation
product promises to absorb much of
the road shock from both handlebars
and aft.

Please don't misunderstand. I
haven't tried these products and
probably won't. My Brooks leather
saddle and Cyclepro gloves suit me
just fine. I think the idea of the
blob is good and will probably help
to relieve needless pain and discom-
fort for a lot of riders--particular-
ly on long distance rides.

My issue is that so many new cy-
cling products are suddenly being
thrust upon us. Some are apparently
well designed and beneficial and
will probably stay around. Others,
however, definitely fall into the
trendy, "here today, gone tomorrow"
mold, and appeal to the high tech
bicycle freaks and Dave Scott imita-
tors. Have you browsed through a
bike catalog or seen the ads in any
commercial bicycling magazine lately?
Whatever became of that old rule of
thumb that said "Bicycling is 90%
rider and 10% machine"?

For example, we have several op-
tions available today, whereas, the
recent past we had only simple
choices: clinchers or tubulars;
Presta or Schraeder; plastic or
leather; cotton or wool; five- or
ten-speeds; men's or women's styles.
Today, however, it's a whole new
thing:

Road bike or fat tire, all colors
imaginable, infinite speeds, bald
tires, Kevlar-belted, Biopace
crankset, TPI, PSI, SIS, carbon
fiber, chrome-moly, titanium,

magnesium, linear response, power-
cam, roller cam (brakes), floating
trapezoid (rear derailleur), poly-
carbonate (cycling lenses), bladed
(aero) spokes, Lycra/spandex,
polypro, Goretex, clipless pedals,
anodized rims, etc.

Anyway, you get the idea. It's
becoming a bit overdone. The final
straw is the Scott DH handlebars
which extend out about two feet in
front of the bike, with bends strate-
gically placed to support you in a
leaning forward position, with elbows
ahead of the shoulders. Reportedly,
it is the ultimate in aerodynamic
design, and definitely lets the
world know you are a serious rider.
They kind of look like my regular
handlebars did the day I accidental-
ly backed my car over my Schwinn Le
Tour--thoroughly mangled.

I do think much of the "high tech"
has been good: I've already written
of my enchantment with cyclocomputers;
the Kevlar belted-tires are an abso-
lute must, particularly if you ride
on urban streets or glass-littered
bike paths; and, who knows, I may
even buy a set of bald tires some
day. By far the best development of
all is the bicycle helmet. They've
come a long way since the days of
wearing the one pound MSR helmets or
"make-do" helmets designed for hockey
players.

Many of the newer bike innovations
are healthy and beneficial for all
cyclists. Stronger helmets, more
comfortable clothing, and more dur-
able machines will make any ride more
enjoyable. I just hate to see what I
feel is one of life's purest pleas-
ures--turning the pedals at one's
own pace--sacrificed to two of our
favorite American ideals: Materialism
and commercialism.

Perhaps it's indicative of our
changing lifestyle that even recrea-
tional activities are becoming overly
complex, regimented, and competitive.

Don't let our favorite silent
sport get away from an attitude of
fun and enjoyment!

President:	Al Petty	948-7288
Vice-Pres:	Aaron Tanzer	338-5374
Treasurer:	Betty Vargas	259-3210
Membership:	Geri McPherson	824-5091
Safety:	Woyteck Morojko	392-0530
Editor:	Phyllis Harmon	537-1268
For check out:		
Bike Books:	Pat Marshall	564-0346
Bike Tools:	Chet Tobolski	362-7794



by Jenny Grant

The bike trail we encountered in Elroy, Wisconsin, situated in the Baraboo River Valley, looked like most trails. The smooth, limestone covering stretched in the distance to the west, straight as an arrow and just as flat. Although we had heard many praises for the famous Elroy-Sparta Bike Trail, we were destined for a wonderful surprise by the unique experience awaiting us on the 32-mile trail.

Glad for a break from the hilly terrain of an unglaciated area in central Wisconsin, I relaxed enough to observe the surroundings on a sunny, warm day. It's always a relief to escape the fast moving traffic of the highways, even in Wisconsin. The trail parallels a busy state highway, but many sections are wooded and isolated from the noisy traffic. The rolling countryside in the heart of America's dairyland has an abundance of cows: Holstein, Jerseys, Guernseys, and Brown Swiss. Spotting a complacent, wide-eyed group staring at me, I knew I would be seeing cows in my sleep.

We arrived at Kendall six miles from Elroy at the site of a restored depot which is headquarters for the bike trail. The trail user must purchase a pass for a nominal fee. The headquarters provides informa-

tion about the bike trail and the surrounding area.

We discovered that the bike trail is the oldest in the country, the first to be developed from a railroad right of way. In 1966, the Chicago & Northwestern Railroad sold the railroad bed for \$12,000 to what is now the Department of Natural Resources for the development of a recreational trail, a recent occurrence in the time frame of the railroad history. The area was not always so quiet.

In 1870, the Chicago & Northwestern Railroad began building the line between Elroy and Sparta to eventually complete a direct line from St. Paul, Minnesota to Chicago, Illinois. From 1873-1911, the rail traffic between Sparta and Elroy consisted of six fine daily passenger trains and forty to fifty daily freight trains. Many carloads contained livestock being sent to the Chicago Livestock yards. After 1911, train traffic decreased. In 1953, the last passenger train operated and 1964 had the last freight service. The N. W. Railroad ceased operating and removed the tracks and ties.

We headed for the next town of Wilton on a slightly downhill grade, the path tree-lined and shaded. The columbine and ferns were a refreshing change from the open countryside. The first of three tunnels awaited us three miles from Kendall. Unsuspecting of the environmental change, we entered the opening in a state of ignorance, later emerging at the other end as though from a cocoon. Our senses were shocked by the dark, cool surroundings remote from the warm, sunny day. Defying the signs to walk our bikes, we entered without dismounting. Within a few seconds, our feet hit the uneven surface, finding our inability to negotiate a course in the dark while riding discomforting. The brightness of the opening at the other end drew

us forward as we carefully walked along. We could only trust the trail maintenance, hoping that there were no obstacles in the way, like yawning potholes or fallen rocks. The echoing of trail users in the distance added to the eerie atmosphere. The natural air conditioning of the tunnel felt refreshing. The experience is not recommended for people with claustrophobia.

We discovered two more tunnels, the third containing some additional factors to augment another tunnel adventure. We seemed to walk forever toward the distant sunlight while large, heavy drops of water bombarded us. The middle of the tunnel was removed from time, the distance from either end appearing to remain constant. We lost our sense of time and distance, becoming obsessed with our destination of the tunnel opening from which other bikers walked in an opposite drawing to their destination. The majority wore raincoats and carried flashlights. The flashlights did little to penetrate the darkness. Our lack of tunnel exploring equipment revealed our ignorance of the tunnels' history.

The three tunnels go through the Wisconsin hills, giving the route an even grade. The entire railroad bed has no more than a 3% grade. The tunnels provided the biggest challenge to building the railroad line. All digging and drilling was done with teams of horses, yokes of oxen, and men without modern day earth moving equipment. We were shocked to learn that the two shortest tunnels are 1/4 mile long, while the third is 3/4 mile long. The dripping water in the third tunnel is from an underground spring, which is actually overhead. Massive tunnel doors were installed at each end of the tunnels and kept closed from mid-November through the end of March to prevent ice from forming on the inside. Tunnel watchmen had to open and close the doors manually to allow trains to pass through.

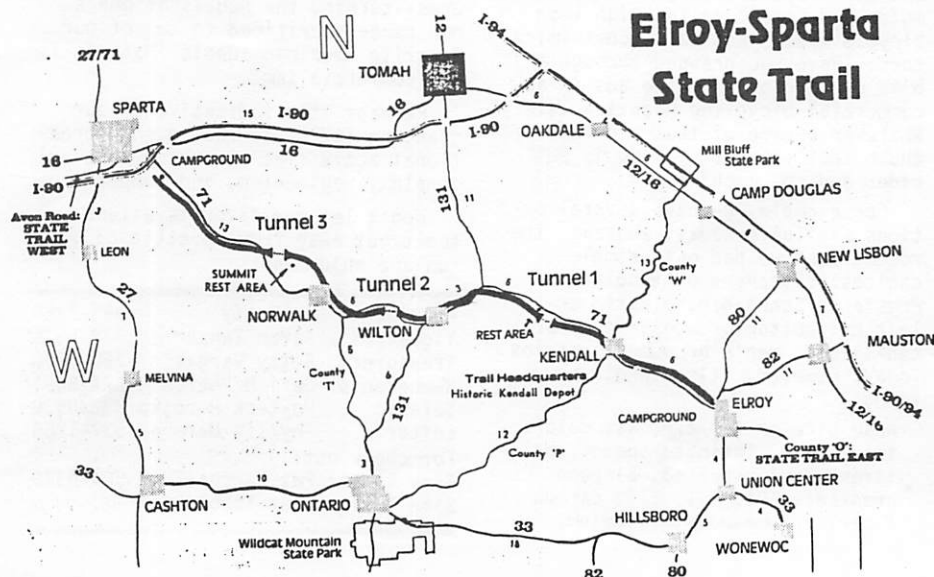
The trail is an ideal experience for any bicyclist. We saw a varied assortment of people - young and old, individuals and families. Knowing the history of the trail helps the user appreciate the contrast between today's solitude and beauty on the trail to the busy railroad days when huge steam locomotives constantly swept through the area.

The town of Sparta at the west end of the trail welcomes bicyclists. We ate lunch at a small cafe contemplating a wonderful bicycling experience.

FOR SALE

FOR SALE: CANNONDALE RACING BIKE
White, 58 cm. frame. Too many high performance parts to list. \$400.00 or best offer.

Al Wywialowski - 296-8545



Schedule

CODES:

- L = LEISURE RIDE. 8-12 mph. Group stays together. Leader, cue sheet
 T = TOURING RIDE 11-15 mph. Group stays together. Leader, cue sheet
 E = EXPRESS RIDE 15 mph and over. Ride own pace, Cue sheet.

Aug. 6-13 MICHIGAN TOUR Traverse City

- T From Traverse City, Michigan. 360 miles. Organized by Jack and Lilian Russell and Kurt and Kaete Schoenhoff.

Aug. 6 TOWNS CENTURY, Mt. Prospect

- E 6:30 a.m. from Mt. Prospect Commuter station parking lot, U.S. 14 just west of Mt. Prospect. Tour of the West-North Suburbs Century, incl. Barrington, Arlington Heights, Woodstock, Palatine, Bull Valley, Hoffman Estates, Schaumburg and many more. Woyteck Morajko - 392-0530.

Aug. 7 TOWNS HALF-CENTURY Mt. Prospect

- T 7:30 a.m. 55 miles from Mount Sun. Prospect Commuter Station parking lot, U.S. 14 just west of Mt. Prospect. A shorter version of the TOWNS Century run on Saturday. Bring a bagged lunch. Carol Passowic - 392-0530.

Aug. 13 HOT HUNDRED, Wheeling

- E 6:00 a.m. 103 miles from Wheeling Sat. High School, Rt. 83 and Hintz Rd. Aaron Tanzer - 338-5374.

Aug. 14 LAMB'S FARM RIDE, Wheeling

- L 9:30 a.m. 26 miles from Potawatomi Woods, north side of Dundee Rd. between Milwaukee Ave. and Portwine Road. Al Dargiel - 685-7708.

Aug. 20 DOG DAYS RIDE, East Dundee

- T 8:30 a.m. 60 miles from Max Freeman Memorial Park, Third and North. From Rt. 72 turn north on River Road (at Dairy Queen) to Barrington Ave; West on Barrington to Third; North on Third to North Avenue. Muffin Mathison - 825-5470. Brutus Russell will sweep this ride!

Aug. 21 KANE COUNTY RAMBLE, Elgin

- T 8 a.m. 51 miles from Tyler Creek Sun. Forest Preserve, Rt. 31 just south of NW Tollway. Rich Wemstron - 634-1168.

Aug. 27 PROGRESSIVE DINNER, Barrington

- T 10:30 a.m. 35-40 miles from Sat. Dick and Ruth Ryan's, 22053 N. Countryside Lane. \$5.00 covers hors d'oeuvres at the Ryan's and bike to other courses. \$5. Phone 381-1775 for reservations. Take Cuba Rd. to Old Barrington, north to Apple Tree Lane and west to Countryside Lane.

Aug. 28 DE KALB CENTURY, Elgin

- E 6 a.m. 100 miles from 615-A Sun. Waverly Drive. Ride starts from the Grant's home. You can stay at the Grant's home overnight on Saturday. Jim Grant - 742-0814

Aug. 28 LINDENHURST SPIN, Lake Forest

- T 9:30 a.m. 55 miles from WEST Sun. Lake Forest Train Station at Everett and Waukegan Roads. Pat Marshall 564-0346

TUESDAY NIGHT RIDES 5:30 SHARP

- Express pace. 20-45 miles depending upon daylight. From 16 James Court, Hawthorne Woods. If you break down, stay where you are. You will be picked up at the end of the ride. No cue sheets provided. Kurt Schoenhoff - 540-0861.

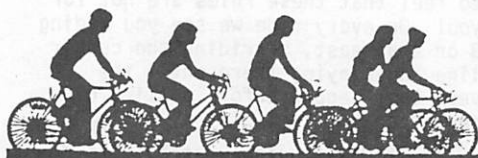
WEDNESDAY NIGHT RIDES

6:30 TO TWILIGHT - TOURING PACE

- Aug. 10 Main West High School, Wolf and Oakton. Back parking lot Des Plaines
 Jerry and Carol Hug 696-2899
 Aug. 17 McCullough Park, Rt. 31 just south of Illinois Street, Aurora. Michelle Brodsky - 859-8135
 Aug. 24 2082 Cedar Crest Drive, corner of Ridge and Berkeley, Highland Park.
 Gee Cunningham - 831-5628.
 Aug. 31 Wilmet Elementary School, Wilmet and Deerfield Roads, Deerfield.
 Lynn Petty - 948-7288.

THURSDAY MORNING RIDES

- 8 a.m. 25-40 miles. Moderate pace. From parking lot of shopping center at northeast corner of Lake Cook Rd. and Arlington Heights Road. Keith Kingbay - 459-8242.



Any resemblance between this August newsletter schedule and the printed schedule at the beginning of the year is purely coincidental! New events this month include the week-long Michigan tour, the TOWNS Century and Half-Century. Other rides had to be rescheduled or cancelled. So be sure to check this newsletter for the correct schedule.

THE FIRST ANNUAL BOTANIC BICYCLE BLAST AND BARBEQUE WITH BEER AND BRATS!

The Wheeling Wheelmen and the Elmhurst Bicycle Club are sponsoring a joint social event on Sunday, September 18. The BBBBBB will begin at 10 a.m. with a bicycle ride to the Chicago Botanic Gardens followed at 1:00 p.m. with an all-you-can-eat cookout including hot dogs, hamburgers and bratwurst.

The bicycle ride and cookout will take place at Potawatomi Woods, on the north side of Dundee Road between Milwaukee Avenue and Portwine Road in Wheeling. To attend, mail the registration form below and a check for \$3.00/person to Wheeling Wheelmen, P.O. Box 581-D, Wheeling, IL 60090. This form must be received no later than Sept. 12. For more information, contact Aaron Tanzer at 338-5374 or Lew Cadkin at 834-4562.

REGISTRATION

FIRST ANNUAL BOTANIC BICYCLE BLAST AND BARBEQUE WITH BEER AND BRATS

Name: _____
 Address _____
 City _____ State _____ Zip _____
 Phone Number _____
 Club _____
 I prefer: Hamburgers _____
 Hot Dogs _____
 Bratwurst _____

Enclose a check for \$3.00 per person payable to Wheeling Wheelmen and mail to P.O. Box 581-D, Wheeling IL 60090.

REGISTRATION DEADLINE SEPTEMBER 12

SUGGESTIONS FOR NOVEMBER BANQUET?

Lilian Russell would like your ideas for entertainment or program. Send to her at 707 Bayside Court, Wheeling of phone 259-8682.

Top Mileage

Members with top mileage on Wheeling Wheelmen scheduled rides only.

MEN	MILES	WOMEN	MILES
Woyteck Morajko	1,159	Geri McPherson	663
Mike Skalka	982	Carol Passowic	566
Jack Van Es	772	Catherine Zoch	566
Roy Erikson	755	Debbie Dick	553
Hans Predel	694	Jane Newell	540
Joe Tobias	651	Cindy Cochrane	380
Kurt Schoenhoff	587	Phyllis Harmon	347
Andy Dane	584	Joyce Lewis	337
Aaron Tanzer	565	Gee Cunningham	310
Bill Lorenzen	564	Lucy Wathey	279



by Woyteck A. Morajko

This month some general comments and helpful suggestions about our scheduled rides.

Due to our increased membership and advertising in various newspapers, the turnout for our rides is much greater than in recent years. While we all like to see more people enjoy our cycling activities, this has caused a few problems. Recently we had a few crashes and injuries. Fortunately, there are a couple of things that we can do to help resolve these problems.

It is up to the ride leader to keep the size of a group of riders from being too large. Opinions will differ as to what "too large" is, but I like to keep it at no more than 15. Anything larger is not only difficult to keep together through traffic, stop lights and stop signs, but also causes traffic tie-ups, delays and irate motorists. At large turnouts, there usually are riders of varying abilities, some like to ride at an express rate, some slower. This will make it easier to split a larger group up, but in some cases even the remaining "tourists" will also have to be split up. The ride leader will then have to find another experienced rider to lead the third group.

Two months ago I wrote about keeping distances between each rider due to hazardous pavement. Avoiding crashing into each other is another good reason for staying further behind someone. In a smaller group it will be much easier to keep distances between riders and still keep the group together. Each rider will also have to be careful. If you *must* stop don't just stop in the middle of the road! Signal your intentions, then carefully pull over to the shoulder.

Another problem is water bottle shortage. We have not reached the summer months, which means our rides are long and the weather is hot. Put these two items together and the result is a need for lots of liquid! Unfortunately, some people attempt to complete a 50-plus mile ride with only one water bottle. This can be extremely dangerous. Dehydration is not good for your health, so bring as much as possible. Mount extra cages and bottles on your bicycle frames. You can also put cans in your bags.

Don't rely on finding a house on the road to refill, some of our rides go through empty countryside. Also, don't rely on other riders to keep you supplied; they have usually brought only enough for their own needs. Now that temperatures are in the 80's and 90's, there is no such thing as too much liquid.

You might also reconsider how much riding you do in this hot weather. Try to ride early in the morning and reduce your distances. If you do go on a longer ride, don't push too hard, rest often, drink lots, pour water over your body, do whatever it takes to avoid dehydration and overheating.

Occasionally people get lost on our rides, despite the fact that we have leaders, several groups and sweeps. I have to keep stressing the importance of the route map. If you become separated from other riders, follow the map and stay on the route. You will eventually catch up with the rest of the group at one of the rest stops. We don't want people lost and wandering all over Northern Illinois!

Finally, it's not too early to register to work our invitational. As Chairperson of the Safety Committee, it is my responsibility to organize the Sag Wagons. I'm looking for volunteers! Anybody who has been on an invitational knows how important it is to have an adequate number of Sags available for the riders. So don't feel shy, just give me a call - 392-0530.

We're Watching You!

by Phyllis Harmon

You have all read our Rules of the Road - especially riding no more than two abreast (Illinois law), keeping to the right and go to single file when a car approaches or members call out "Car up" or "Car back".

There are a few of you who seem to feel that these rules are not for you! On every ride we see you riding 3 or 4 abreast, or riding the center line and staying there until the very last second before pulling over for a passing car.

You riders, unfortunately, stand out like sore thumbs! The rest of us see your bad riding habits and comment on them... "Why does ride like that..?" Some of you *must* have burning ears from the numerous comments made on your bad riding habits!

Occasionally, when a new rider is with us, I'll pull alongside and explain our riding rules and he'll thank me for telling him. But that is much different from the club member who has been with us for several years. You may think we don't notice or care, but remember: We're watching you!

Harmon Happenings

Hans Predele

Did you know there are only eight more weeks until the Harmon Hundred (6 weeks by the time the newsletter is mailed)? Time is flying and our behind-the-scenes activity is picking up!!!

During the last month we managed to virtually finish necessary route changes. The two major troublesome sections, a gravel stretch outside of Long Grove and a treacherous railroad crossing near McHenry, have been eliminated. Hopefully, the re-route will make the ride safer for everybody.

Sue McPherson has been actively working on our food and supplies needs. She has been making a giant shopping list of our requirements and trying to get the best price for us. Of course, the price would be consistent with quality fruits and cookies for the riders.

Chet Tobolski was the winner of both the patch and T-shirt contest!!! I picked his design for the patch and a separate committee chose his design for the T-shirt after some slight modification. Chet's design below,

Thanks to all of you who participated! I am keeping a file on your entries and may use them in the future. If so, appropriate recognition will be given to the person who submitted it. Keep those ideas coming and start thinking of new ones for next year's contest.

Volunteers are still needed for most of the sag stops, registration and other duties. Please sign up at the meeting or call be directly: 255-4029. Let's sign up and make it another successful year! Thanks for your support!!!



Thank You...

Both Dale Youssi and Kurt Schoenhoff want to thank you all for the many cards and phone calls. Dale is slowly recovering from his surgery and Kurt's cast will be off before the Michigan tour.

The Bernoulli Principle

(INDUCED BY A PASSING TRUCK) OR
LET'S DO OUR BEST TO STAY AWAY FROM
HIGHWAYS USED BY SEMI-TRUCK TRAFFIC.

by Joe M. Tobias

In the June, 1988, issue of our monthly newsletter appeared a brief article over my signature that dealt with a death case out near Burlington, Iowa, and handled by Attorney Craig D. Warner. I didn't recall writing the article; nor was what was said all that clear, even to me. So I asked permission of our gallant editor, Phyllis Harmon, to obtain amplification.

On March 23, 1979, Mr. Warner wrote to Phyllis as editor of the League of American Bulletin:

"Our theory of liability was that the passing truck (in the left hand lane while the cyclist was on the right where he belonged) caused an aerodynamic disturbance, namely, a blast-suction effect thereby causing the cyclist to lose control of the cycle which in turn caused it to be propelled into the rear wheels of the trailer. With the assistance of the bicycling community and Mr. Fred DeLong, Technical Editor of Bicycling Magazine, we felt we would be able to establish this phenomenon as valid and existing in court. The truck driver testified in his deposition that he had in a general way experienced this condition when operating his own automobile, therefore, we were able to conclude that the operator of the truck should have known the effect of passing the cyclist in the manner in which he did thereby making him guilty of negligent driving."

As stated, I could find no reported case in establishing legal liability for negligence under this set of circumstances and since our case settled out of court, it will not be reported for anyone's future precedent. . . Actually, I am sure these circumstances happen every day and unless there would be some other violation of the rules of the road by a passing vehicle, the victim probably goes without compensation".

Between headline and quotation, I think there is nothing more to be said, except that, without question, Mr. Warner did a wonderful job.

Recipe Of The Month

MONSTER COOKIES

12 eggs
2 lbs brown sugar (4 cups)
1 tablespoon vanilla
1 tablespoon corn syrup
8 teaspoons baking soda
1 pound butter
3 pounds peanut butter (4 cups)
18 cups oatmeal
1 pound chocolate chips
1 pound M&M's plain

Recipe does *not* call for flour.

Mix ingredients in a dish pan (if making full recipe) in the order given. Drop by ice cream scoop onto cookie sheet and flatten. Place 6 cookies to a sheet. *Do not* over bake. Bake for 12 minutes at 350°. Let cookies cool before removing from sheet.

I make the cookies smaller.

Geri McPheron

Send in your favorite recipe...

Four-Way Stops

by Howard Paul

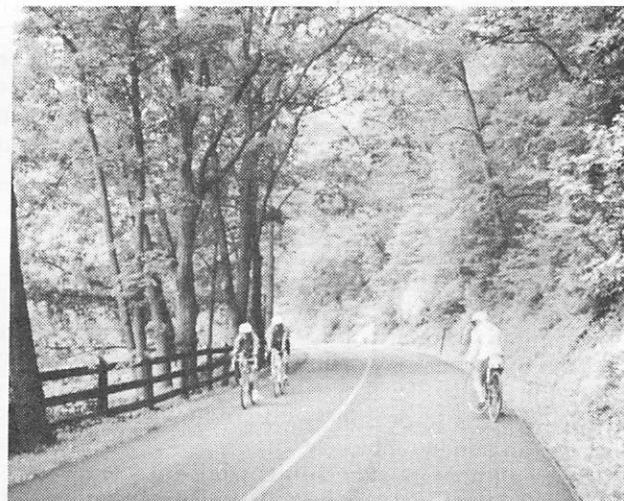
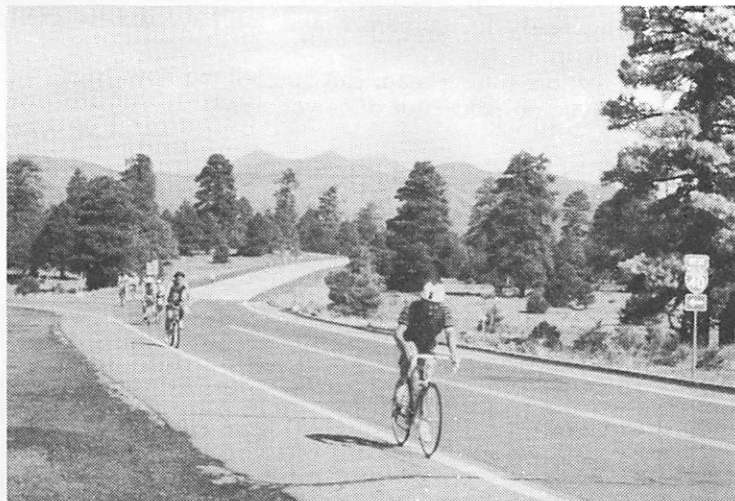
For years the Wheeling Wheelmen have been stressing our responsibility to stop at all red traffic signals. I think the effort has been successful and the rule is seldom broken by club members. I believe a similar situation should be emphasized until we observe it without hesitation:

On almost every ride we ignore 4-way stops when cross auto traffic is present. A dozen cyclists will ride right in front of cars waiting to proceed. We are not only breaking the law, but creating a bad image of adult bicyclists and endangering our lives. We pay for it in hostile attitudes and in restrictive legislation.

I believe we should always stop at 4-way stops when cross traffic is present and proceed through the intersection in small groups of 3 or 4 at the most. This tactic obviously will slow the group as a whole and the ride leader should lead at a temporarily slower pace to allow the riders to catch up. If the riders know the leader will do this, they will have no fear of being left behind and will stop as appropriate. I urge that this be emphasized as much as the red light responsibility and we will become a better, more mature club.

AT L.A.W. NATIONAL RALLY, FLAGSTAFF

It was great to see WW members Mike and Laura Enwright in from San Diego and former WW members Jim and Myra Baum came from Scottsdale, AZ. Also Al and Lynn Petty, Roger Thauland, Keith Kingbay and Phyllis Harmon.



Great bicycling at the League of American Wheelmen's National Rally in Flagstaff: Mountains, desert, volcanos, meteor crater, Indian prehistoric settlements, Grand Canyon, Petrified forest and camaraderie best known by bicyclists from 23 different states! Next year Salisbury, Maryland...!

Beautiful bicycling is picturesque Lancaster County, Pennsylvania, during the League of American Wheelmen's GEAR (Great Eastern Rally) Four covered bridges on this ride alone! Next year enjoy the rugged beauty of Saratoga Falls, New York...!



L.A.W. NEWS

LEAGUE OF AMERICAN WHEELMEN

The Dues and Don'ts of Bicycling

by James Brooks

We have just reorganized our local bicycle club for the fifth time in the past five years (dues run for a year). As I have been the only holdover from the previous four clubs, I am looked upon by the newcomers as something of an old-timer and consequently as a sage of bicycling lore. They naturally, being less experienced, turn to me for advice. Each new wave seems to be ravenously hungry for advice.

"What should I do?" they ask.

"Run for treasurer," I tell them. "That's the most important thing. Forget about being president or touring road captain. Be the treasurer. Presidents come and go, but treasurers go on forever."

"No, no, that's not what I mean," they say. "I mean, what should I know about *bicycling*?"

It took a while for me to understand what they wanted from me, for being treasurer is really where it's at. But it finally soaked in that what they *really* wanted was the formula, the list, the basics, the keys to bicycling success, the five or so do's and don'ts that every sport absolutely *must* have to make it a legitimate and worthwhile attraction. Nothing less than true mastery of the immediate pursuit was going to satisfy them.

At first, after I finally realized what my responsibilities and obligations to the newcomers were, I was still at a loss as to what I should tell them, because I was not at all sure that bicycling really has any basics, other than being treasurer of the local club. I'll admit that I became so desperate that I actually resorted to reading some bicycling magazines and books (please don't tell my friends about this) for something to tell these people, while they were still with us.

This made my task a lot easier, for I found that every bicycling publication claimed to be absolutely chock full of essential and indispensable information, and to my surprise, the admonishments seemed to be about the same,

whether emanating from California or Chicago, Miami or Missoula. In virtually no time I became a kind of local repository of bicycling knowledge, much to the satisfaction of our newcomers. No longer did I respond to their questions with obscenities and crude gestures. In a positive, animated fashion, I articulated my new refinement.

"Say," said one newcomer, "I keep falling over at stop signs. Is there anything I can do about it? I sure would welcome your help."

"Righto, Rollo, you're in luck. This is pretty complicated so give me your full attention and I'll go over the procedure slowly. As you come to a stop, why don't you try removing one of your feet from the pedal, placing it on the pavement, and supporting yourself and the bike until you want to proceed. Then you place said foot back on the same pedal from which it was removed, and commence pedaling. Got it? Let's try it at the next stop, just to make sure." This seemed to work every time.

"Wow, man, it really works. Thanks a lot!"

Day by day and ride by ride we progressed, I dispensing bicycling basics like the plague.

"Say, old timing man, what is spinning?"

"That's 100 r.p.m. faster than what you're doing now."

"Hey, I'd always wondered what that was. Thanks a lot!"

"Hey, old timing man, what's the most important thing about touring on the interstates?"

"Don't lie down in the fast lane."

"Hey, wow! I'll remember that. Thanks a lot!"

There was so much to learn and so little time. "Don't ride on flat tires." "Don't spit into the wind." "Don't ride the Colorado passes in February." But finally, they had it. I mean they had mastered it all. Then, as usually happens when a subject is mastered, boredom sets in. Of course, it wasn't long until they became restless and moved on to skateboarding.

Me? Well, I'm still treasurer of the local club. We're getting ready to reorganize and we have a new group coming in.

"Hey, old timing man, can you tell me how . . .?"

"Have you paid your dues yet, son?"

—L.A.W. News

Bicycle Purchase Loan Program

Bicycling in Colorado Springs, Colo., is being promoted thanks to the generosity of an anonymous donor who gave \$500 to the Strada Bicycling Club. The donation was made to provide loans to persons who are financially unable to purchase an adequate bicycle.

Loan applicants must be adults who will use the bicycle as an alternative to an automobile for some regular transportation purpose. They are expected to pay back the no-interest loans, amounting to no more than \$250, within six years. Applicants will be reviewed and recipients selected by the Strada Bicycling Club, an organization dedicated to promoting recreational bicycling in the Pikes Peak area.

—L.A.W. News



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