



MONTHLY MEANDERS

PREZ SEZ

You would think that with gas prices near \$4 per gallon there would be a little more focus on alternative modes of transportation. If there is it's a well kept secret. Our state legislature is a disaster. Unable to come up with any remedy for the sad state of public transportation. As development pushed further out, roads that used to be relatively traffic free are now clogged with cars and trucks containing angry and frustrated drivers.

Local townships are considering charging fees for passing through their districts. This is aimed at invitational rides but could affect our club rides as well. Can you imagine having to pay a \$50 fee to each township we pass through on all our rides? I know it sounds far fetched but the reality is motorists do not want bicycles on the roads, and there are a lot more of them than us.

Here's an article from a motorists perspective and a cyclists response.

CARS AND BICYCLES

Published May 30, 2007
by the OC Register

By Gordon Dillow

I was driving along an open stretch of Pacific Coast Highway the other day, at or just under the posted speed limit of 50 mph, and every hundred yards or so I was passing groups of two or three or a dozen bicyclists pedaling along in the bike lane. And that's when it occurred to me:

I don't want to share the road. More specifically, I don't want to share a high-speed road with bicycle riders – not because it's that big of a problem for me, but because it's too dangerous for them.

As you may know, "Share the Road" is the slogan for the campaign to make car drivers cooperate with bike riders. The idea is to encourage motorists to be more aware of bicyclists and treat them safely and courteously.

That's certainly a laudable goal. And perhaps cars and bikes can safely share the roads in residential or other areas where the speed limits are 30 or 35 mph.

But on roads like sections

of Pacific Coast Highway, where speed limits range up to 55 mph, it seems like utter madness to have 3,000- or 4,000-pound cars going 55 mph hurtle past 25-pound bikes going 15 mph – with nothing more substantial between them than a thin white stripe delineating the shoulder or the "bike lane." It's like allowing baby strollers on the freeway.

Yes, I know we've spent millions of dollars creating bike lanes – as opposed to separate, no-cars-allowed bike "paths" and "trails" – along our streets and highways. I also realize that in this day and age there are few things more politically incorrect than to suggest that cars be given preference over bicycles. After all, in the popular view, motor vehicles are pollution-spewing, gas-guzzling (and gasoline tax-paying) monsters, while bikes are benign, environmentally friendly little munchkins.

But the problem is that when monsters mix with munchkins, the munchkins are inevitably going to get

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July, 2007

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Welcome New Members

Chuck Shultz, Lake in the Hills

Harry Spila, Palatine

Jay Silber, Hawthorn Woods

Club Officials

Elected Officers

President	
<i>Rich Drapeau</i>	(847)808-1476
V.P./Ride Chair	
<i>Brian Blome</i>	(847)358-4807
<i>& Pat Calabrese</i>	
Treasurer	
<i>Johannes Smits</i>	(630)893-2835
Secretary	
<i>Kevin Moore</i>	(847)577-8490
Membership	
<i>Betsy Burtelow & Jim Boyer</i>	(847)541-1325
Publicity Chair	
<i>Sheri Rosenbaum</i>	(847)368-1762
<i>luv2bike80@hotmail.com</i>	
<u>Appointed Officers</u>	
Harmon	
<i>Mary Kay Drapeau</i>	(847)808-1476
Newsletter	
<i>Ella Shields</i>	(773)594-1755
St. Pat's Ride	
<i>Tom & Deb Wilson</i>	(847)632-1412
Chairmen	
Banquet	
<i>Kris Woodcock</i>	(847)520-6932
Harmon Data Base	
<i>Jennie Pfeifer</i>	(847)342-8823
Mileage Statistician	
<i>Joe Irons</i>	(847)359-0551
Newsletter Mailing	
<i>Jennie Pfeifer</i>	(847)342-8823
Picnic	
<i>Al & Cindy Schneider</i>	(847)696-2356
Refreshments	
<i>Frank & Pat Illy</i>	(847)923-5910
Ride Line	
<i>Dan Wiessner</i>	(847)540-9118
Web Page	
<i>Jim Boyer</i>	(847)541-1325

Newsletter Policy

We can always use information for the newsletter. I'd love to hear from you. Send or e-mail your ride notes, stories or articles for the newsletter to me by the 10th of the preceding month

Ella Shields
7516 W. Devon Ave.
Chicago, IL. 60631
eshieldsbike@yahoo.com

(Please include your name and phone number in case I have any questions)



Don't miss an issue of Monthly Meanders!! Call Betsy or Jim with all name, address and phone number changes at (847)541-1325.

Board Meeting

The next board meeting is Wednesday, July 25, 7:00 p.m. at the home of Jim Boyer & Betsy Burtelow.

All Board members are requested to attend.

TOP 20 MILES

Reported through June 7
89 rides by 105 members totaling 52170 miles
2535 maximum miles possible per rider

Women:

1	Reinhilde Geis	1108
2	Cindy Schneider	1093
3	Betsy Burtelow	792
4	Sheri Rosenbaum	790
5	Mary Kay Drapeau	767
6	Debbie Wilson	655
7	Pam Burke	627
8	Pat Illy	618
9	Ella Shields	605
10	Barbara Barr	548
11	Donna Ponte	535
12	Virginia Savio	523
13	Mary Myslis	481
14	Pat Calabrese	474
15	Kris Woodcock	466
16	Chris Wager	465
17	Cindy Trent	447
18	Meg Ewen	430
19	Marianne Kron	332
20	Lynn Rivier	224

Men:

1	Kilian Emanuel	2213
2	Paul LeFevre	1816
3	Dennis Creaney	1510
4	Joe Irons	1378
5	Kevin A. Moore	1266
6	Len Fiocca	1138
7	John F. Korb	1136
8	Al Schneider	1133
9	Richard Drapeau	1104
10	Leonard Geis	1038
11	Alex Halamaj	1021
12	Daniel Wiessner	1014
13	Jim Boyer	963
14	David Naigles	962
15	Peter Guzik	949
16	Frank Bing	939
17	C. Brian Hale	920
18	Brian Blome	879
19	Frank Illy	869
20	Bob Dominski	856

WHERE DID THAT RIDE GET IT'S NAME?

Ever wonder where a Wheelmen ride got its name? This month we uncover the truth about a ride called Triple L. This one took some digging as we knew it goes through three towns whose names start with "L", but couldn't get a consensus as to which towns. But final word is that the ride starts and ends in Lyons (first L). Then it goes through La-Grange (second L) and then finally through Lake Delavan (third L). Personally, I like a totally different version which has something to do with Lunch, Liquor, and Lube.

BIKE TIP

Pump Right and Save the Valve

Presta valves are relatively delicate and they can break right off if you're not careful when pumping up a tire with a frame-mount pump. To prevent this, reinforce the valve while pumping by holding the end of the pump with part of your hand and at the same time wrapping a finger around a spoke and resting your thumb on top of the tire. (If your hands are small, you may have to do one or the other.) Just do your best to support the valve so that when you're inflating the tire, the valve is not taking the brunt of your pumping force.

From www.jimlangley.net

ILLINOIS BICYCLE LAWS

{bracketed numbers are Vehicle code 625ILCS}

Bicyclists Status—traffic laws apply to persons riding bicycles. Bicyclists riding on a highway are granted all of the rights and are subject to all of the duties applicable to the driver of a vehicle, with certain exceptions. {5/11-1502}

Date	Time	Ride Name	Starting Location	Directions	Miles	Ride Host
July Ride Schedule	All Riders Should:	*wear a helmet *bring water *bring a pump	*have a bike in good condition *bring a spare tube and patch kit *arrive early...15-30 minutes	*bring an ID card *carry a cell phone * bring \$ for rest stops		
Sun. 7-1	9:00	EFHOB	Rose School	I-90 to RT. 59 North, turn right on Penny Road to the school just past Bartlett Rd.	44	Meg Ewen (630)540-1704
Sun. 7-2	9:00	Wall to Wall	Fellows Park, Genoa City, WI	Rt. 12 N to County H, follow County H east (veer Left) into Genoa City, left on Fellows Rd and to the park.	68/104	Al & Cindy Schneider (847)696-2356
Wed. 7-4	9:00	Rock Cut State Park	Evergreen School; Union IL	I-90 West to US 20 to Coral. Turn right to Northrop. Turn left to Washington. Turn right to school	58 / 90	Al & Cindy Schneider (847)696-2356
		Tuesday Bakery Ride	Willow Stream Park, Buffalo Grove	First light north of Lake/Cook Rd. & Buffalo Grove Rd. turn left (Checker Rd.) for ½ mile	40	Brian Hale (847)804-1561
Sat. 7-7	9:00	Another Day/ Another Way	Evergreen School; Union	I-90 West to US 20 to Coral. Turn right to Northrop. Turn left to Washington. Turn right to school.	70/110	Dave Waycie (847)577-6307
Sun. 7-8	10:00	Club Picnic Rides	Old School FP Libertyville	I-94 N, Exit IL 60 W to St. Mary's road, turn right to forest preserve. See newsletter for more details	33 Road 25 Trail	Louis Greene (847)925-0629 Brian Blome (847)358-4807
Sat. 7-14	9:00	Bastille Day	Paris School, WI	I-94 W, exit WI 142 W to County D, turn left to school	59/74/ 95	Al & Cindy Schneider (847)696-2356
Sun. 7-15	9:00	PITA Ride	Cuba Marsh	Turn left from US 12 onto Cuba Rd; parking on the left just past Ela Rd.	39/61	Ellen Heineman (630)830-0931
Sat. 7-21	9:00	Wauconda/Twin Lakes	Lakewood FP Wauconda	West on IL 176 to Fairfield, left on Ivanhoe, turn right to parking	61/78	Len & Reinhilde Geis (847)679-0279
Sun. 7-22	9:00	Covered Bridges	Kildeer School	Old McHenry Road, just north of Long Grove Shopping District	43	Tom Mulick (847)364-1929
Sat. 7-28	9:00	Geneva Century/ Lite	Kildeer School	Old McHenry Road, just north of Long Grove Shopping District	100/50	Tom & Deb Wilson (847)632-1412
Sun. 7-29	9:00	Thursday Bakery Ride	Willow Stream Park, Buffalo Grove	First light north of Lake/Cook Rd. & Buffalo Grove Rd. turn left (Checker Rd.) for ½ mile	40	Johannes Smits (630)893-2835

ALWAYS CALL THE RIDE LINE FOR LAST MINUTE CHANGES 847/520-5010

WEEKLY ROAD RIDES

Day	Time	Ride	Miles	Start/Directions	Ride Host
Saturday	8:00 am	Honey Do Ride	30-58	Grassy Meadow Forest Preserve The F.P. is on Central Rd. 1½ mi. west of Roselle Rd, just north of I-90	Frank Illy 847/923-5910 Brian Hale 847/804-1561
Tuesday & Thursday	9:00 am	Deerfield Bakery Ride	25-45	Willow Stream Park - The park is on Old Checker Rd. a few tenths of a mile west of the bakery. Turn west on old Checker Rd. to parking on the right	Art Cunningham 847/ 963-8746 Earle Horwitz 847/374-1129
Tuesday	6:00 pm	Working Stiff's Ride	18-27	Shamrock Cyclery 344 Old McHenry Road in Long Grove. Park behind shop in Stemple Municipal Lot. Meet in front of shop.	Rich Drapeau 847/808-1476 Jim Boyer 847/541-1325
Wednesday	5:30 pm	Hill and Dale Ride	25-35	Grassy Meadow Forest Preserve See above	Frank & Pat Illy 847/923-5910 Brian Hale 847/804-1561
Wednesday	5:30 pm	Elgin Twilight Rides <i>Flashing taillights</i>	20-40	Target Store On Randall Road just south of US 20. Park in SE corner of lot.	Al & Cindy Schneider 847/696-2356
Thursday	6:00 pm	Thursday Night Ride	30 <i>with alter- nates as day- light permits</i>	Kildeer School Old McHenry Road, just north of Long Grove Shopping District	Brian Blome 847/358-4807

RIDES OF A DIFFERENT FLAVOR
July Wednesday Chicago Area Bike Path/Trail Rides

Date	Time	Miles	Path/Trail	Start	Directions	Comments
7/4	9:00	57	Great Western Ride to Sycamore	South Elgin trail access	South on Rte 31 to W State St., turn left. (east) then rt. just before the bridge to parking.	Paved, packed crushed stone ***
7/11	9:00	42	Tinley Creek F. P. District Paths	Lake Katherine Park., Palos Hts.	So. I-294, to 95 th , go east to Harlem, go right at College (IL 83) to 75 th , go right to Katherine Dr. and park near	Paved path and con- necting roads
7/18	9:00	55	Ride to Illinois Beach	Lakewood Forest Preserve Millennium Trail access	East of Fairfield Rd. opposite Ivanhoe Rd. just south of IL 176	Packed stone and paved
7/25	9:00	55 loop	Medley of Trails – Poplar Creek to Ned Brown	Ned Brown F. P., Golf Road Parking Lot	South of Golf Rd. just East of I-290	Paved with connect- ing roads

*** approved for narrow tires ** wide tires recommended * wide tires required.
Bring snacks and plenty of water to drink. Check with Art Cunningham – 847/963-8746 for details



**JOIN US FOR THE
ANNUAL
WHEELING WHEELMEN
PICNIC
SUNDAY, JULY 8**

Rides will start @ 10 am
33 mile road ride
25 mile trail ride

Lunch will be served afterward,
about noon

**OLD SCHOOL FOREST PRESERVE,
SHELTER D**

**I-94N, exit IL 60W to St. Mary's Road,
turn right to the forest preserve**

**Please RSVP to Al & Cindy Schneider
@ 847/696-2356**

DOOR COUNTY EXCURSION

The Door County Excursion is a new outing this year scheduled for Sept. 15 and 16.

This should provide an excellent opportunity to ride the rural roads of Door County after the summer rush. The routes will mirror many of the roads used on the Door county Century. Rides both days will leave from Sevastopol school just north of Sturgeon Bay. Routes offered will be 50, 75, and 100 on Saturday and shorter route options for Sunday.

A block of rooms are being held at the Sturgeon Bay Super 8 Motel (920-743-9211). Rooms must be reserved by August 1, 2007. If you have questions, please ask Tom or Deb Wilson, (847)632-1412. If fewer than six people register, the excursion will be canceled.



Sunday, Sept. 9

STOP "HOT FOOT" BEFORE IT STARTS

Hot foot can happen at any time in any temperature but it's most common on long summer rides. You may have experienced it -- a burning sensation in the balls of your feet that can become so painful normal pedaling is impossible. It can have you looking for a nearby stream or backyard kiddie pool in which to douse your sizzling dogs.

Your feet aren't actually hotter, they just feel that way. The problem occurs when feet swell (a normal occurrence on long rides) and make shoes tighter. The pressure pinches nerves and restricts blood flow, causing tingling, numbness and the sensation of heat.

Here are four tips to stop it from stopping you.

---Be sure your shoes fit. If they're snug and made of unstretchable synthetic materials, there's no room for feet to swell. When buying a new pair, do it late in the day when feet are naturally fatter. Wear your regular cycling socks. Particularly if you like long rides, err on buying shoes a tad too large rather than too small. You can always add insoles or wear thicker socks to take up extra space.

---Fine-tune the straps. At the first sign of foot discomfort, loosen the shoe straps (or the toe-clip straps if you're still not using clip less pedals). Even better, start rides with straps adjusted so they prevent the buildup of excessive pressure. If your shoes have three hook-and-loop straps as most do, lay down the first one (nearest toes) without pulling it. Make the middle one slightly snug, then tighten the top strap as firmly as you like. It does the most to make feet feel secure, but because it's up by your ankle it doesn't impact fore-foot comfort.

---Pull up on the pedals. If you sense your feet are beginning to smolder, concentrate on the upstroke for a few revolutions. This will lighten your soles on the shoes to restore circulation and depressurize nerves. Or coast for a few seconds and scrunch your toes several times.

---Take a hike. Hot foot cools quickly when you hop off for a short walk, like when visiting the bushes or a convenience store. If you have a couple of minutes, remove your shoes, massage your feet, and strap up again. A slight change in pressure can be all it takes to make the rest of the ride no problem for your pups.

(Edited article from RoadBikeRider.com)

(Continued from page 1)

stepped on — too often with tragic results.

Consider the numbers. According to the National Highway Traffic Safety Administration, in 2005 there were 115 “pedalcyclists” — that’s the NHTSA’s word — killed in traffic crashes in California, nine of them in Orange County. True, bicycle fatalities were only about 3 percent of the total 4,300 traffic-related fatalities in the state, but if you factor in such things as “fatalities per miles traveled,” it’s pretty clear that statistically it’s more dangerous to ride a bike on the roads than to drive a car.

And whose fault is that?

Stats on that are hard to come by. But I asked two veteran Orange County traffic cops that question, and both agreed that, based on their experiences, half or more of car vs. bike collisions are caused by the bicyclists. They veer into traffic lanes, they travel the wrong way on streets, they blow through stoplights — in short, they don’t safely share the road.

Obviously, a lot of motorists do boneheaded things, too. They veer into bike lanes, cut across them into parking lots, don’t keep their eyes open for bicyclists and so on.

But the point is that regardless of who is at fault in a car vs. bike collision, it’s the bicyclist who’s going to suffer, physically at least. Once again, no 25-pound bike is ever going to “win” in a collision with a 4,000-pound car — and yet we persist in trying to mix heavy, high-speed motor vehicles with light, low-speed bikes on high-volume, relatively high-speed roads.

Well, some people would argue that we’d actually be better off if we all slowed down to a bicyclist’s pace of 15 mph or so — and who knows, maybe they’re right. But in the real world, fast-moving cars and slow-moving bikes simply don’t mix. Under those conditions, the only real solution is to physically separate them as much as possible with barriers or dedicated bike paths.

Now, I’m sure I’ll be hearing from bicyclists who will explain to me — in a civil manner, I hope — just how wrong I am on this one. If so, I’ll try to fairly present their point of view in a future column.

In the meantime, I’ll continue to try to safely “share the road” with bicyclists, and I would encourage other motorists to do the same.

But I still can’t figure out why any bicyclist would be crazy enough to want to share the road with us.

CONTACT THE WRITER: 714-796-7953 or
GLDillow@aol.com

I commute and do as much of the traveling that I can on a bicycle. I’ve ridden a decent amount on PCH and I’ve ridden the entirety of the orange line bike path here in the valley and the beach bike path from Malibu to Redondo.

I really like the safety and relaxed ride of being on the bike path and I know how dangerous it can be to ride on the street.

That said, there’s no comparing the closed off bike path to the street. The street is far faster and far better paved than any bike lane I’ve ever ridden. There’s also the fact that I push myself way harder when I’m on the street and I have cars rushing by at 50 miles an hour than when I’m alone on the bike path.

I do think the vulnerability of the bicyclist is a problem, but I don’t think the solution is to segregate bicycles from cars. I think that this idea will marginalize bicycles even more rather than bring them into the mainstream as a possibility for the average person to view as a valid form of transportation.

I think the separate bike lane thing is great to get people comfortable on bikes and to show them how it is possible to go distances on a bike, but the only way to really get people into bikes and take them seriously is to put bikes right there for everyone to deal with.

Hopefully some day enough people will be commuting that drivers in LA will be more accustomed to seeing bikes and will watch out for them more.

Every day on my walk to the office from the train station I pass gentleman selling Streetwise. This is a newspaper that is sold by the homeless to make a few bucks and support whatever the most pressing need is at the time. More than likely a drug fix of some type to make it through the day. At any rate this particular gentleman always has a big smile on his face and greets the passing crowd with a robust “good morning, happy Monday”. The greeting changes to the appropriate day of the week and the volume of his greeting is usually based on his level of his buzz. I’ve heard him from as far away as 3 blocks, his voice echoing off the buildings like a gun shot in a canyon. In the nearly two years that I’ve passed by him he has never got the day of the week wrong. So on behalf of my homeless friend I wish you “HAPPY JULY”

Adios for now,

Rich Drapeau

MAY 16 BOARD MEETING MINUTES

General:

A thank you card was received from Eleanor and Art Cunningham on behalf of the \$100 that was donated to the Heart Association on behalf of their daughter Cathy.

Frank and Pat Illy will host the Holiday party in December.

We will renew the storage facility for another year.

The jersey order was placed. The twenty-five article limit was reached. The club did not order extra jerseys.

Publicity

About 100 kids attended the Bike Rodeo in conjunction with the Buffalo Grove Police. The BG Police Captain was looking for additional ways to partner.

A decision was made to advertise the Harmon at the Pleasant Prairie Triathlon by inserting the flyer in the goodie bag.

Membership:

Membership stands at 280.

Advocacy Issues:

Please call your representatives to encourage passage of the following bills:

Senate Bill 314: This is known as the Com-

plete Streets bill. It states that cities must give consideration to pedestrians and bicyclists at they do city planning. Still in the Senate.

House Bill 80: Motorists must give 3 feet when passing cyclists. Passed Senate now in the House.

House Bill 1382: Negligent vehicular homicide. Passed the House, now in the Senate.

House Bill 508: Protects crosswalk guards. Still in the House.

Picnic

In an ongoing effort to control costs, the budget for the picnic has been set at \$300. People will be asked to bring salads or desserts. All other fixings will be supplied.

Ride Line:

We are maintaining one ride line, which is managed by Dan Weissner.

Ride Chair:

In consideration of scheduled rides, their respective ride hosts, and the ride chair the decision to add an additional ride must be brought to the attention of the ride chair at least two weeks in advance. The ride chair reserves the right to decline the extra ride. Anyone suggesting an additional ride must have the ride host secured in advance. Please remember that due to road construction on Cuba and the Gilmer/Fairfield exchange

many of our routes have to be rerouted. As you can imagine, this is a time consuming process. Thank you Brian and Pat for all your hard work in this difficult year.

Harmon

A discussion was held on reducing the number of rest stops on the Harmon and trying to use Lyons, Wilmot and possibly Basset as the only stops. After the meeting it was learned that several of our roads would be closed this summer. There will be more on this discussion at the June meeting.

In terms of food, we will no longer have sushi at the stops. Other food options will be discussed at the June meeting.

We are also working to develop job descriptions for the various positions. If you currently chair a rest stop or another position for the Harmon, please type up the description in a word document and email the job description to Mary Kay by May 1. We will continue our discussion at the June 13th meeting.

Next Board Meeting

June 13th at Sheri's house.

Next Club Meeting

The August meeting will feature Meg Ewen and Ella Shields presenting slides from their trip to the Czech Republic.

Submitted by Deb Wilson

MORNING RIDE

I haven't been able to do many club rides this year, due to classes, work and other commitments. However, I try to get out and ride when I can. Fortunately, I live close to Busse Woods in Elk Grove and try to get out for a ride (weather permitting) most mornings at five AM. Although, I've biked Busse for many years I never tire of it beauty. There isn't a better way to see a beautiful place but by bike. The following are my thoughts on a recent morning ride.

It's this kind of morning that one really appreciates life, at least I do. It was a warm night. In the low 60's. I got up at four as usual and got ready for my ride.

I'm still riding alone since my friend Pat isn't back from his month long vacation.

It was light enough that I didn't have to use

any lights on the bike or my helmet to find my way. I have to "thank God" for mornings like this. It was clear and warm with little wind and the fragrances of spring still linger in the air. Deer, rabbits, raccoons, geese, ducks, coyote, squirrels and elk all add to the aspects of the new day. Egrets wade in shallow water waiting for breakfast to swim by while geese sheppard their goslings for a morning swim. The sounds of many different birds create a song. Even the distant hum of traffic on an unseen highway adds to the scene. Subtle temperature changes make me aware of the unseen forces of nature at work. A few toads still croak their song in the ponds. As I weave my way through this preserve I'm aware of the many different landscapes there are here. Lakes, forests, swamps and prairies all blend to give the feeling of being somewhere away from home, perhaps on vacation in Wisconsin. Now I pass

through an area where the smell of wild onions reminds me of ancient times when native Indians named Chicago for the onions. Not many other people venture out this early but I do encounter an occasional biker or jogger. We exchange good mornings and continue on our little journeys.

It seems as though I am flying with little effort today as I'm one with the bike.

As the sun finally shows it's full circle and I thank God for another day I realize, I have it good.

Friends, family good health and things I like to do all add to the "good life".

It's a pleasure to share these thoughts with you.

Tom Mulick

TOUR DE FRANCE HISTORY 1903-1914: PIONEERS AND 'ASSASSINS'

The Tour de France started off as a crazy idea, and got steadily more outlandish during its first 12 years.

The 1903 event saw 60 riders traveling 2,500 kilometers during 19 days on the basic cycle machinery of the day.

There were only six stages and no convenient breaks for sleep. Competitors were expected to ride through the night.

The first winner was well-known French rider Maurice Garin, nicknamed the "Chimney Sweep".

The idea of the Tour was to sell copies of L'Auto newspaper, a publicity stunt that was such a success it destroyed the paper's rival Le Velo in the process.

Yet the 1904 Tour nearly put paid to the whole idea, such was the skulduggery, poor behavior and outright cheating that went on.

Fans left nails in the road in front of their favorites' rivals while competitors themselves riders took car trips and even train rides.

L'Auto proclaimed the death of its own idea, but then changed its mind and enforced stricter rules instead.

This early crisis, like others would be later, was overcome and in 1905 harsh mountain roads were added to the race.

The Ballon d'Alsace is not the worst obstacle these days but was the first big climb on any Tour.

René Pottier was the first rider to the top, yet appeared to gain no satisfaction from this or his 1906 Tour win.

He hanged himself from the hook used to store his bike before the 1907 race.

A failed romance was the official explanation but perhaps he did not relish the race's length.

This was now 4,500km and almost twice the first event, but average speeds continued to rise.

The first double-winner was Lucien Petit-Breton in 1907 and 1908.

And 1909 saw the first really awful weather, with snow in July on the higher ground.

But the Tour's next big change was in 1910, and the introduction of the real high mountains of the Pyrenees and then the Alps a year later.

The Tour's founder Henri Desgrange was a hard man, yet even he was skeptical when the idea of crossing these giant lumps of rock was suggested.

A colleague at L'Auto was sent to reconnaissance a typical Pyrenean climb.

Despite himself having to be rescued after foul weather descended, he reported back that it would be passable come the summer.

Many riders were not convinced and the first stage resulted in one accusing Desgrange of being an "assassin".

The race founder was unmoved, particularly when the complaining rider Octave Lapize, won the Tour itself.

The basic format of the race, including these giant mountains had been created and there were four more editions before World War I.

In 1911 they were allegations of rival teams poisoning riders, while in 1913 a famous incident highlighted the harsh rules.

Bike changes were not allowed, nor was outside assistance to fix the inevitable repairs and punctures on the poor roads.

When a rider, Eugene Christophe, broke his forks in the Pyrenees he stopped off at a forge, begged a length of metal and started to fix the bike himself.

A race official looked - the rider had to do all this work on his own or face penalties.

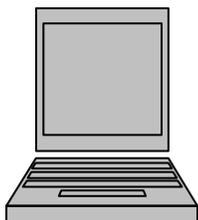
A small boy operating the bellows in the blacksmith's forge cost the rider an extra time delay in addition to the hours he had lost making the repair.

World War I's arrival stopped the Tour for four years, and two former winners, Lapize and Francois Faber, were among the young men of Europe to perish in this conflict.

Unlike these victims, the race would return after the conflict.

From: news.bbc.co.uk

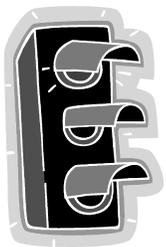
2007 Tour is July 7th to July 29th



We get Mail.....

Just wanted to say thank you for the great ride on Saturday (May 12). It was nice to ride in new areas with other riders and will definitely ride again whenever we come back to Chicago. I have already told some of our other riders who travel and sometimes go to Chicago about your ride. If you are ever in the Detroit area you are welcome to join our rides which are similar to yours. Our club site is <http://www.lmb.org/wsc/html/rides.html> Anyway, thanks once again for having us as guests on your Honey Do Ride.

Sincerely, Marc and Carol Posen



We are hearing about problems with cyclists not obeying traffic lights and stop signs in the Barrington area. **Please obey the law on all your rides.**

Traffic Lights

1. Obey, obey, obey
 - Cyclists, just like motorists, must obey all traffic control devices

- It takes longer to travel through an intersection on bike; plan to stop for yellow lights
- Avoid cars that run red lights by waiting for the signal to turn green and scan to make sure it's clear

2. Detection

- Bicycles must activate a vehicle detector just like a motor vehicle
- Detectors are embedded in the roadway; look for squares cut into the roadway
- Detectors use magnetic forces to pick up vehicles, not weight

3. Unresponsive signals

- In most states, after three minutes, you can treat a red light as a stop sign
- Pass through a red light only as a last resort
- Yield to other vehicles while crossing the roadway

From League of American bicyclists

INVITATIONALS

July 4, Fourth of July Metric Century, Plainfield HS, 30/45/62 miles, 773-779-3251 Dot @ bike67@juno.com Joanna @ jo5851@wowway.com www.jolietbicycleclub.org

July 7, Lake Country Classic, Oconomowoc, WI. 15/25/45/65/100 miles. \$20 by 6/16 \$25 after classic-info@bayviewbikeclub.org bayviewbikeclub.org/classic.htm

July 8, Heatstroke 100, Burlington WI, 18/43/74/100 miles, pre-reg \$23, \$25 after, 262/763-7794 www.communityed.basd.k12.wi.us/heatstroke100

July 15, L.A.T.E. Ride, Chicago, 25 miles, \$35-\$40, 773-918-RIDE lateride@hotmail.com www.lateride.org

July 15, Biking with Beanie, DeKalb, 23/46/64/100 miles, 815-758-7502 drduetz01@aol.com www.kish-kiwanis.com/beanie.htm

July 22, Melon Metric, Plano, 32/62/100 miles, \$18 by 7/12 \$20 after, 630-517-4942 merewayant@hotmail.com www.napervillebikeclub.com/melon.html

July 28, Chase the Moon Late Night Ride Aurora, 25 miles, \$35 by 7/1, \$40 after, www.chasethemoon.com chasethemoon@theconservationfoundation.org

July 29, Metro Metric XXVII, Hampshire, 30/50/65/100 miles, 630-415-2453, www.elmhurstbicycling.org

Wheeling Wheelmen Membership Application

Name: _____ Spouse's Name: _____
 Address: _____ Children's Names: _____ Age: _____
 City, State, Zip: _____ Age: _____
 Phone #: _____ E-mail: _____

New Member? _____ Renewal? _____ L.A.B. Member? _____ Family dues: \$25 Individual dues: \$20

Membership Pledge: I hereby agree to operate my bicycle in a manner that is safe to me and those around me, to observe all the rules of the road, and conduct myself in a manner that will be complimentary to the sport. I release and waive all claims for negligence against the WHEELING WHEELMEN, its officers and members for all damages incurred at or associated with any WHEELING WHEELMEN activity for myself, my heirs and executors.

 Applicant's Signature (parent's signature if a minor) Spouse's Signature

Mail this application with payment to Wheeling Wheelmen, P.O. Box 7304, Buffalo Grove, IL 60089-7304



P. O. Box 7304
Buffalo Grove, Il. 60089-7304

Phone: 847-520-5010
Email: wheeling@wheelmen.com

We are on the web
wheelmen.com

Next Club Meeting
August 2



CLUB DISCOUNTS

The following local shops offer a 10% discount on parts and accessories to all Wheeling Wheelmen with a valid membership card shown at time of purchase.

ALBERTO'S CYCLES
1770 First St. Highland Park
847/446-2042

AMLINGS CYCLE & FITNESS
8140 N Milwaukee Ave., Niles
847/692-4240

BICYCLE CONNECTION OF SCHAUMBURG 1226 N Roselle Rd. Schaumburg, 847/882-7728

GEORGE GARNER CYCLERY
111 Waukegan Rd., Northbrook
847/272-2100

LIBERTYVILLE CYCLERY
800 N. Milwaukee Ave, Libertyville
847/362-6030

MIKES BIKES
155 N Northwest Hwy, Palatine,
847/358-0948

RUNNER'S HIGH & TRI
121 W. Campbell , Arlington Hts.
847/670-9255

SHAMROCK CYCLERY
344 Old McHenry Rd, Long Grove
847/913-9767

SPOKES
223 Rice Square at Danada
Wheaton 630/690-2050
1807 S. Washington, Naperville
630/961-8222

THE CYCLERY
575 Ela Road, Lake Zurich,
847/438-9600

TURIN BICYCLE
1027 Davis Street, Evanston
847/864-7660

VILLAGE CYCLESPORT
63 Park & Shop, Elk Grove Village
847/439-3340
1313 N. Rand Rd, Arlington Hts.
847/398-1650

We support:

- *The League of American Bicyclists
- *The League of Illinois Bicyclists
- *The Chicagoland Bicycle Federation
- *Buffalo Grove Bike Rodeo
- *Bicycle Federation of Wisconsin
- * Adventure Cycling

JOIN THE LEAGUE!

The League of American Bicyclists promotes cycling through safety and represents us in the decision making process in Washington D.C. A yearly membership is \$30 for individuals, \$35 for families and should be sent to:

League of American Bicyclists,
1612 K Street, NW, Suite #401
Washington, DC 20006
Tel: (202)822-1333 Fax: (202)822-1334
E-mail: BikeLeague@aol.com
Web Site: www.bikeleague.org

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