



MONTHLY MEANDERS

APRIL, 1980

President: Elliott Kanner, 541-9176
Vice Pres: Judy Stansfield, 885-4270
Treasurer: Carolyn Kropp, 685-4508

Safety: Howard Paul, 824-2941
Membership: Richard Figge, 446-2945
Program: Madeline Kanner, 541-9176



APRIL
MEETING

APRIL 2, 1980 - 8:00 P.M.
Wheeling Community Center

MEETING FEATURE: Recent bicycle safety films arranged for our viewing pleasure by Safety Chairman Howard Paul.

The Community Center is in an antique church set in a small park on the east side of Wolf Road a long block north of Dundee Road in Wheeling.



DUES DEADLINE!

THIS IS YOUR LAST NEWSLETTER
IF YOUR DUES AREN'T IN. DO IT NOW!
INDIVIDUAL \$5.00 - FAMILY \$7.00

WHEELING WHEELMEN APRIL SCHEDULE

April 5 - BIKE TRAIL RIDE



Saturday - 10:00 A.M.
Forest Preserve, Lake Avenue, Glenview

Very informal ride..ride as far as you wish. Forest Preserve parking lot is on Lake Avenue between Waukegan Road and Harms Road, just east of the new bicycle bridge over Lake Avenue.

April 20 - APPLE BLOSSOM RIDE 30 Km.



Sunday - 10:30 A.M. to 1:30 P.M.
From Kildeer School, Long Grove

Bring a sack lunch. Short ride. Kildeer School is on Old McHenry Road north of Long Grove Road.
Leaders: Stansfields - 885-4270

April 26 - AUDUBON RIDE 74 Km.



Saturday - 9:00 A.M. to 3:00 P.M.
From Eisenhower Jr. High School. Jones and Hassell Rds., Hoffman Estates

Bring sack lunch. This is a beautiful ride - especially in spring! To reach school go north from Higgins (IL72) one block west of its intersection with Golf Road (IL 58) and go north to the school at the end of the street. Happy birthday John.
Leader: John Stansfield - 885-4270



P. O. Box 581-D, Wheeling, Illinois 60090





MARCH MEETING REPORT

THE KMs ARE COMING!! THE KMs ARE COMING!! Kumulate Kilometers for prizes at the fall banquet. KMs collected on Klub rides and Klub meeting attendance. Prizes for season totals and Wednesday night ride participation. Come and ride and join the 1,000 KM Klub.

The March program of the Wheeling Wheelmen was a prelude of things to come for club members who dream of summer tours. Fr. George Lane had our rapt attention as, through his slides and his humorous narration, we participated in the adventures of a 2-week bicycle tour of eastern Ontario.

SAFETY OFFICER'S CORNER - Howard Paul

Do you apply your brakes while turning a corner? If you do and some sand or gravel is in your path, it could result in a nasty spill. Do your braking *before* starting the turn - and if you've been coming down a hill, brake with a series of moderate applications and releases. Too hard an application, especially on the front wheel, could throw you from the bike; too long an application can cause premature wear of the brake pads.

102 ON ST. PATRICK'S DAY RIDE



First ride of the season.

The weather man gave us a perfect spring day for our first 1980 invitational ride. All enjoyed the 25-mile tour through the gently rolling Barrington Hills area in the northwest suburbs. Most riders lunched at Kelsey's Roadhouse while a few ate bag lunches at Ela Road McDonald's. Blue skies, dry roads, and light headwinds were delightful reminders of the cycling season ahead and early spring migrating birds were everywhere: blackbirds, kildeer, robins, chickadees and cardinals. This was a happy kickoff for our 1980 cycling activities and it was great to ride and chat with club members absent during the winter months.

"AMMUNITION" FOR PARENTS, POLICE ETC. WHO TRY TO TELL YOU TO "RIDE ON THE LEFT".

Phyllis W. Harmon

REASONS FOR RIDING ON THE RIGHT SIDE OF THE ROAD

• If a motor vehicle is travelling north at 40 mph, and a bicyclist is pedaling at 15 mph in the same direction, the net approach speed is 40 minus 15 or 25 mph.

If the cyclist makes a movement toward the path of the vehicle when three car lengths in front of the vehicle, the driver has 1-2/3 seconds to recognize the danger and to apply his brakes and/or steer away from the rider.

In the unhappy event of a collision, the rider **could** be hit from the rear at 25 mph or lower, since brakes may have been applied. The blow would more likely be a glancing blow since the car, in most instances, would have started to swerve. Injury is probable, but the chances of survival exist.

• On the other hand, suppose the vehicle is moving at 40 mph and the bicycle is moving in the opposite direction at 15 mph. Then the approach speed would be 40 plus 15 or 55 mph.

If the cyclist makes a movement toward the path of the vehicle when three car lengths in front of the vehicle, the driver would have only 3/4 second to recognize the danger and to apply his brakes or steer away from the rider.

The rider opposing traffic will be hit face on, be more likely to be swept to the center of the vehicle instead of being pitched to the side, and the impact at 55 mph is almost five times as severe as at 25 mph and would result in almost certain death.

• A bicycle is a vehicle and must obey vehicular laws. That means riding on the right side of the road with traffic.

• Unlike a pedestrian a bicyclist cannot step off the road onto the shoulder or over a curb. Biking on the shoulder can be extremely hazardous because of glass, debris, potholes, gravel, etc.

• When an automobile makes a right turn, the driver only screens traffic from the left. He does not anticipate a bicyclist coming from the right.

• In all statistics, when "wrong way" and "right way"

bicyclists are compared, in every instance "wrong way" accidents are much higher.

• Biking toward oncoming traffic is extremely dangerous. When looking at an object, the tendency is to steer toward that object.

• On the left side of the road, all road signs are backwards.

• A biker pedaling up a hill on the left side of the road would find himself head-on with a car cresting the hill. The motorist would not be anticipating a "wrong way" cyclist.

• Riding on the left brings a bicyclist into the intersection at a position where neither motorists, pedestrians nor other cyclists expect to find him.

• A cyclist moving with the flow of traffic takes little space and is less likely to panic a driver than one coming straight towards the moving vehicle.

• At night it is hazardous riding into the glare of oncoming headlights.

• When a good driver comes up behind a bicyclist where passing him is unsafe or impossible, the automobile driver will slow down to the bicyclist's speed and pass when it is safe.

If the bicycle is on the left side of the road, the automobile driver cannot do this no matter how courteous he is. Both the bike and the car have to slam on the brakes and squeak to a stop or else crash head-on.

• Compare these two streets - which would you choose to ride on?

Street A	Street B
Cars approach at 15 mph.	Cars approach at 45 mph.
10 cars pass per minute.	30 cars pass per minute.
Cars cruise by.	Cars zoom-zoom by.

Both A and B are the same street. Street A is experienced by right side bikers and Street B is experienced by "wrong side" bikers.

WHY RIDE AGAINST TRAFFIC?

You can see a car just before it hits you.