



MONTHLY MEANDERS



June Meeting

Wednesday, June 6 - 8 p.m.
Chamber Park, 131 N. Wolf Road
Wheeling, Illinois

PROGRAM

CHICAGO TO NEW YORK AND BACK

BY DON WALKWITZ



Come to see the exciting slides of the Don Walkwitz family's bicycle tour from Chicago to New York and back.

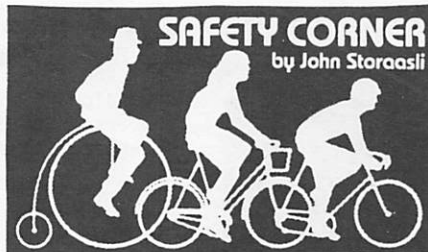
THE PREZ SEZ

In last month's topic about group riding, I urged our stronger riders to stay with the group, but left unsaid any expectations regarding newer cyclists. I think it's safe to say that most of our active members now find that a satisfying pace is faster than when they were beginners. It's a natural progression and our new cyclists should recognize that they, too, will feel this way when they participate in enough rides to improve their skills.

If you are new to cycling, we may, as a group, get temporarily out of sight during a ride, but we won't desert you. One or more sweep riders will stay with you. However, it is obviously to your advantage to work at increasing your cycling capacity. Our routes are longer distances than you may have ridden as individuals and require an adequate pace to complete in a time satisfactory to the group. Just stick with it and it won't be long before the problem will disappear.

Howard Paul

MEMBERSHIP SUPPLEMENT: Enclosed is a page of members that have joined just one month since the 1984 membership list was mailed to you!



O'migosh . . . it's gone!

I was a b-a-a-d boy! And I'm appropriately apologetic over the fact that I missed writing my article for last month's newsletter.

My lapse can be explained, in part, by the fact that I was the victim of a theft—the theft of my bike—and the resultant disappointment, depression and/or disgust. Of course, I'm mad at the individual(s) who took the bike out of my garage . . . but even more to the point, I'm mad at myself for allowing it to happen in the first place . . . I hadn't locked the garage nor the bike. It's rather depressing when one has to admit to one's own foolishness, you see.

Since my experience, I've become, understandably, more sensitive and aware of the opportunities that we, as bikers, provide for bicycle thieves. When talking with the police officer who wrote the theft report, I was astonished to learn of the extent of bicycle thefts (their garage is already full to overflowing). Thefts are perpetrated, basically, by two types of person—the "joyrider" (not-for-profit) who grabs a bike and rides it for a while, and then stashes it in some out-of-the-way place before going on home again, and the semi-professional (definitely for-profit) who steals bikes as a partial way of earning a living. Apparently, if you know where to go, there's an active market for stolen bikes.

A second amazing fact emerged as I was preparing the insurance claim report—the accessories, tools, etc. added up to quite a substantial amount of money (over and above the basic price of the bike, itself). The insurance companies, quite understandably, are very concerned that you be able to prove the value of the entire loss, substantiating as much as possible with receipts, cancelled checks, etc. (*How many of you could list and substantiate the value of your bike and accessories?*) I would suggest that if you don't really know the replacement value of your

bike, you immediately put together a list and verify the values at today's prices. (You'll truly be amazed at how much your bike is *really* worth!)

In addition, it is a very good idea to take photographs in detail, showing as many brand names, model numbers, etc. as possible. Even without receipts, photographs can prove ownership. The insurance companies and police don't doubt you or your honesty, but the more proof the better they like it.

Parenthetically, you might be interested to note that the theft of most of the bikes of the quality that we ride will probably be listed as a felony rather than a misdemeanor, due to the dollar value of the loss. Not a small matter to the courts and it shouldn't be a small matter to you, either.

Finally, after all is said and done, and you are placed in the position of having to replace your bike, check with your local police department. They have garages overflowing with stolen, recovered and unclaimed bikes. The foolish owners have failed to register their bike with the local constabulary and therefore, there's no way to trace the bike, even when it is recovered. (*Get the hint?*) Rather than trash the bikes (and other property) they hold periodic auctions and, if you know quality (and get there ahead of everyone else), you might be able to obtain a good replacement bike for a very nominal price. Of course, if there's another quality-conscious buyer in the crowd, remember that it's an auction and then bid only up to your limit. I've heard of a Schwinn Paramount in perfect condition going for as little \$100!

Remember, when you want to go riding, you want to have *your* bike, adjusted to *your* geometry, ready to go when *you're* ready. Lock it up, record its details, register it with the local constabulary, and enjoy the summer.

For Sale

For Sale: SCHWINN ROOF CARRIER.
Holds two bikes, good condition.
\$25.00. Dick Hunt - 825-3727.

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

An  Affiliate

President:	Howard Paul	824-2941
Vice-Pres:	Elliott Kanner	459-1300
Treasurer:	Dick Ryan	381-1775
Safety:	John Storaasli	934-0039
Membership:	Pat Marshall	564-0346
Rec. Secy:	Marilyn Mathison	825-5470
Pool Rides:	Marilyn Mathison	825-5470
Program:	Phil Kahn	520-3114
Editor:	Phyllis Harmon	537-1268



THEY'RE LEAVING!

MIKE AND LAURA
ENWRIGHT

HAVE SOLD THEIR
HOME AND ARE MOVING
TO CALIFORNIA!

The Pizza Ride on
June 30 will be
their farewell ride.



Photo by Pat Marshall

We all are going to miss this quiet, friendly couple. The only person who will be glad that Mike and Laura Enwright are moving to California is Laura's brother, Alan Zoller, who moved there last year!

WE'RE MOVING TO HERITAGE PARK

Our June meeting will be held at Chamber Park as usual. Then starting with July we will move our meetings to the Board Room at Heritage Park, 222 S. Wolf Road, south of Dundee Road.

Because the first Wednesday is also the Fourth of July, Phil Kahn has scheduled July 5 for a night at the Northbrook track to enjoy the bicycle races--7:30.

Then, our July meeting will be held on Wednesday, July 11, at our new meeting room at Heritage Park. From then on, our meetings will be as usual, the first Wednesday of the month at Heritage Park.

ADJUSTMENT TO YEAR SCHEDULE

Our *Cycling For Seniors* Bike-A-Thon in which we raise funds for the Wheeling Senior Center has been changed from October 7 to October 14. Besides the Hilly Hundred scheduled for Oct. 6-7, we discovered that Oct. 8, this year, is Columbus Day making Oct. 6-8 another of those crazy 3-day weekends.

Also add to the end of your ride schedule November 4 for Bike-A-Thon Awards.

THE ADAPTABLE OPOSSUM - by Jenny Bruns

As bicyclists, we cannot help but notice the unfortunate animals which have been killed when crossing the path of a speeding vehicle. A rather morbid subject, especially at the thought of our vulnerability to the same tragedy, but road kills do give a good indication of trends in animal populations. For example, the well-known opossum is commonly seen dead along highways and in increased numbers in recent years due to the expanding range of the species.

In human terms, the opossum is not a creature of beauty or intelligence. But it is one of the most primitive of living mammals, having been around for a hundred million years, during which time hundreds of other species have vanished. It is North America's only native marsupial, the order of mammals in which young are born premature and complete their development in a fur-lined pouch on the belly of the female. The opossum is one of the most successful animals anywhere.

It has never specialized in a biological sense making it extremely adaptable and able to survive disasters or changes in the environment. The opossum can eat anything and live anywhere. It has moved readily from its preferred habitat of farming areas and woodlands into our ex-

panding cities, where its nondiscriminatory eating habits have been an asset. The species eats fruits, vegetables, nuts, meat, eggs, insects, and is notorious for inspecting the contents of carbage cans.

Other characteristics contribute to the species adaptability. An opossum is not limited in range by needing a territory. It wanders freely through the night, stopping at dawn wherever the night's journey has led. The opossum has a tendency to passive resistance. If threatened enough by a predator, it will simply give up and pass into a state of stupor, confusing its attackers by seeming to be dead - hence the expression "playing possum." To offset the high number of opossums which do not live a long life, the species enters breeding age at a young age and has up to 14 young per litter.

In relatively recent years for the opossum, technological advances such as speeding cars have become new threats to the species survival. But the opossum is doing well at adapting to the ever-increasing pressure of the human population on the environment, just as it has adapted to other environmental changes in the past hundred million years.

WHAT IS THE HARMON HUNDRED?

There are so many new members in the Wheeling Wheelmen this year, perhaps an explanation of our big invitational would be in order.

The League of American Wheelmen, now using BICYCLE USA as a trade name, was organized in 1880. Before long, as riders became more skilled on the high wheeled bicycle, they rode centuries - 100-mile rides with a 12-hour maximum in time. Originally these were ridden on dirt roads pitted with wagon wheels and horse hoof marks. As the League fought for good roads--and this battle drew members from city folks, farmers needing roads to get crops to market, students to get to school, mailmen trying to deliver mail--cyclists were able to ride these longer distances.

A National Century Day was established in the month of September and clubs all over the country scheduled centuries at that time.

In more recent times, as L.A.W. clubs developed in all 50 states, it was not practical have National Century day on one day. Early in September found Alaska had good riding weather whereas Florida and other southern states suffered with excessive heat. If the date was set later in September, it was acceptable to

the south but Alaska had snow storms! So, the whole month of September was made National Century Month and L.A.W. clubs could schedule their invitational centuries any time that month.

With the excellent roads we have today, more and more cyclists--adult and children--are able to ride the centuries. Also, each year there are more and more new riders who look upon a century as an impossible dream!

So, until these people discover that "You, too, can ride a century" clubs included a Half Century. When that also became popular, some clubs added Quarter Centuries and Metric Centuries (62 miles).

Wheeling Wheelmen currently has the 100, 50 and 25-miles. Participants receive a patch for their particular mileage. Also available at \$1.50 is the L.A.W. patch.

Because this is an invitational that draws many riders to Wheeling each year the Sunday after Labor Day, --765 participants last year!--club members do not ride on that day. Instead we serve in various capacities as hosts.

The club members ride the century or half century together. This year it will be September 16, a week after our invitational..so mark your calendars accordingly!

Schedule

June 2 - BREAKFAST RIDE, Elk Grove

Saturday - 7:30 a.m. - 20 miles
From first parking lot south of Higgins on Arlington Heights Road (W. side) - Busse Woods Forest Preserve. George Mathison -825-5470.

June 3 -ARGONNE-LOCKPORT

Sunday - 9 a.m. - 50 miles
From Visitor Center, Argonne Labs. (Take the Tri-State or Rte. 83 to I-55 and then west to next exit - Cass Ave. - One mile south to Visitor Center, a low one story building on east side. Joe Tobias has arranged a 4 Star event! Combined Wheeling Wheelmen/Argonne Bike Club event. through the Illinois-Michigan Canal National Heritage Corridor. Along the way we'll pass through Lockport, lunch at McDonalds, tour the Canal museum and historic sites. Joe Tobias - 835-2547 and/or Marilyn Mathison 825-5470 for possible ride/share. Estimate 1 hour driving time to Argonne.

June 10 - CHOP SUEY RIDE, Arl.Hts.

Sunday - 9 a.m. - 40 miles
From Arlington Hts. H.S. 502 W. Euclid. Delicious lunch. Bring chop sticks, if adept. Terry Schwerin - 894-1325

June 16 - SILVER LAKE RIDE, Wisc.

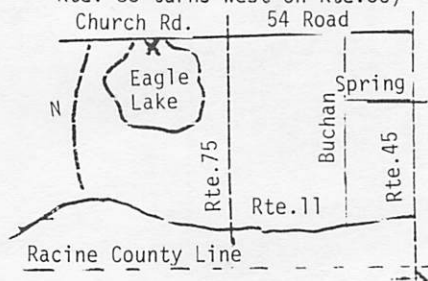
Saturday - 10 a.m. 45 miles
From wayside parking on Rte.45 and Winfield Roads. Watch parachutists! Lunch atop hill at Silver Lake park. Bring lunch or buy makings in town. Ted Uhlemann - 790-1325

June 16-17 LE TOUR, Barrington

Sat-Sun. - 6 a.m. - 124 miles
From Jewel Park, 511 Lake Zurich Rd. Third Wheeling Wheelmen/Multiple Schlerosis weekend ride to Wagon Wheel Resort in Rockton and return. \$200 in pledges or company team sponsorships. All expenses, room and meals. Beautiful biking! Great fun! Awards. L.A.W. Metric Century patch. MS Soc. 922-8000

June 23 RACINE COUNTY RIDE, Wisc.

Saturday - 9 a.m. - 50 miles
From Eagle Lake Park on Church Road just west of Rte.75 (which is continuation of road when Rte. 83 turns west on Rte.50)



WORKERS FOR HARMON HUNDRED/50/25

Although September and our big annual invitational, the Harmon Hundred, may seem a long way off, they really are not. It is not too early to ask for volunteers to sign up for the various committees and duties:

- | | |
|--------------|----------------|
| Registration | Food Committee |
| Sag stops | Bake cookies |
| Sweep riders | Arrows on road |

and other functions necessary for this popular event. I can promise that you'll have a good time seeing and meeting lots of people from all over the country!

There will be a sign up sheet at the June, July and August meeting or, if you are unable to be there, phone Bob Klein at 299-2888 mornings, Elliott Kanner days at 459-1300 or Jenny Bruns evenings at 439-5345.

According to Wheeling Wheelmen tradition, applications for the Harmon Hundred will be sent out at our August 2 meeting--at our new meeting place: Heritage Park Board Room, 222 South Wolf Road, Wheeling.

INVITATIONALS

June 3 Aurora Bicycle Club Tandem Tour Silver Springs to Starved Rock State Parks and back. 8 a.m. Dan Winslow - 466-4245

June 3 Mt. Prospect Bike Club Liberty Metric, 62 or 38 miles. Dan Wright Jr. H.S., Riverwoods Rd. \$5.Regis. 6:30-9 a.m. Park Dist. 255-5380.

SCHEDULE CONTINUED

June 30 - PIZZA RIDE, Buffalo Grove

Saturday - 9 a.m. - 41 miles
From Buffalo Grove High School, Dundee/Arl.Hts.Rds. Barrington area, pizza lunch. Farewell ride with Mike and Laura Enwright. Dick Ryan - 381-1775.

July 5 - RACES AT NORTHBROOK TRACK

Thursday - 7:30 p.m. Meadowhill track, Waukegan Road south of Shermer Rd. Enjoy watching the races.



JUNE WEDNESDAY NIGHT RIDES

Rides start at 6:30 p.m. sharp and end at twilight. Leisurely riding.

- 6 From Chamber Park. Return in time for June meeting. Leader: Elliott Kanner - 541-9176.
- 13 From Carl Sandburg School.Schoenbeck Rd. So.of Anthony, Wheeling Mike Enwright - 537-80]2
- 20 From Wood Oaks School, 1/4 mile So. of Dundee Rd. on Sanders Rd. Northbrook. Pat Marshall 564-0346
- 27 From Harper College parking lot on Euclid east of Roselle Rd. Ruth Gaines -541-8064.

Rides Reridden



AUDUBON RIDE - George, Marilyn and Muffin Mathison led this cool, mostly sunny but windy ride, swept by another tandem team, Terry and Lonna Schwerin. We bucked very strong head and cross winds. In Algonquin some picnicked in the school yard; others lunched in a restaurant, but because of unbelievably slow service, a situation was created where the leaders were behind the sweep for a good part of the return. The 24 riders were literally blown most of the way back from Elgin with very little pedaling. That beautiful glide back was worth every buff and puff of the rest of the ride!

Marilyn Mathison

CAMPUS CRUISE - Don Derebey had a beautiful, sunny day for his ride to three campuses: Barat College, lunch at Lake Forest College and Woodlands Academy. Over 30 riders enjoyed this excellent bicycling area.

MCHEMRY DAM RIDE - Twenty Wheelmen and four visitors enjoyed a perfect day of cycling and a scenic lunch break at McHenry Dam. It was a well matched group and the ride leader and sweep were always in sight of each other. The blue skies, moderate temperature and good companionship were an unbeatable combination.

Howard Paul

WESTWARD HO! - Fifteen members and four guests arrived at Wing Park in Elgin under ominous looking skies and wondering what that would mean for the next 65 miles but by departure time the weather seemed to clear. A heavy rain hit the group about halfway along, with some taking shelter under the entrance of a deserted general store near Plato Center and the rest braving it to the lunch spot in St. Charles which reunited the group for a pleasantly sprinkly return. Leader Jerry Goldman has valiantly fought rain for several years on this one, but promises sun in 1985!

Elliott Kanner

WEDNESDAY NIGHT RIDE/MAY MEETING -

Elliott Kanner led the year's first Wednesday night ride. They lucked out, not in the tropical setting of Pat Marshall's fascinating skuba slides, but with rain sprinkling only at the very end of a 13-mile route through the Riverwoods area. Pat drew a good audience of members, new members and visitors and Peter Gianakakis was a great assistant burdened piece-by-piece with skuba gear!

TOSRV ALTERNATIVE ROUTE

by Jenny Bruns

The second attempt at riding a TOSRV alternative route on May 12-13 was extremely successful. Unlike last year, the weather was ideal except for a headwind from the north on Saturday. But we had sunshine both days and our sunburns will serve as reminders of the beautiful weather. We mostly followed a predetermined route but did enjoy the chance to explore alternative roads as the result of a few wrong turns. Our good supply of county maps left little chance of our losing the way to Janesville, Wisconsin.

The ride began at Meadows Park in Mt. Prospect at 7:00 a.m. Mike Enwright, Jim Grant and I set off at a decent pace. As we rode through Algonquin heading west, the wind became a stronger factor in our progress. We stopped at Union to meet Roger Thauland and then ate lunch at a bar outside of Belvidere. Since the place was empty, the bartender had plenty of time to tell us about his fortune in becoming the manager. We were just happy to discover that as a manager he had the foresight to keep decent food in stock for lunch. Places for buying food were scarce past Union.

We turned north and headed for Wisconsin, bucking a strong wind and riding in rolling countryside with some challenging hills. Many farmers were plowing in their fields and most of them gave a friendly wave as we passed. The multitude of flowering dandelions dispersed among the newly green grass brightened the countryside--a good incentive for taking photographs.

Reaching the state line was a high point as the route became new territory for us. We zigzagged up to Janesville and then rode through town to find our motel at the north end, making our total distance slightly over 100 miles for the day. We met for dinner at the Country Kitchen next to the motel and appreciated the good food. The wind and

hills had taken a toll on us leaving our energy reserves severely depleted.

The sight of rain at 5:00 Sunday morning was not encouraging. But by the time we left at 6:30 the rain had almost stopped. Riding through the Wisconsin dairyland early in the morning with the roads to ourselves gave us a high feeling. We rode east toward Whitewater Lake, around the lake, and then turned SE toward Elkhorn, Lake Geneva and Genoa City. The tailwind made the return ride much less demanding than the day before and we made good time the entire day. Again we logged slightly over 100 miles back to Mt. Prospect.

As always, my best memories will be of the people we met, the scenic countryside and charming small towns. The concern of the people for the land and their homes seemed more apparent in areas removed from the big city. Mike and I rode past a huge bottle smashed on a country road. Within a minute we met a young boy diligently carrying a bright orange broom on his Sting Ray bicycle, obviously pedaling to the site of the broken glass to sweep it off the road. Later that day, we had to walk our bicycles across a section of road in Buffalo Grove where glass was literally covering the entire width of pavement for a few hundred feet. The knowledge that we had reentered the suburbs hit me with full force at the disheartening sight.

The Janesville area has good potential for bicycle riding and I am interested in exploring possibilities. One idea is to make an extended ride to Janesville, giving us a day or two for visiting parks in the city and county. The city has an excellent park system with much riverfront land and city bike trails. There also are many county parks located near Janesville.

Please contact me with any suggestions you may have about the TOSRV alternative route or an extended tour to the area.

SEVENTH IN LINE... HOW DO YOU LOSE THIRTY-FIVE RIDERS? Phyllis W. Harmon

That's easy. Did you read Howard Paul's paragraph 3 p. 1 The Prez Sez in May issue? The Campus Cruise regrouped at Lake-Cook and Wilmet Rds. We started out..I was in line behind Herb and Mary Jensen. Joe Tobias passed us to ride with 3 leaders up ahead. They were a block ahead..then the Jensens, then me half a block behind...3 riders a way behind me and rest out of sight around curve. Leaders did not regroup at Everett but swept across Waukegan Road and on east...I following trying to catch up. They turned north on Ridge...no sign of them. "That's NOT the way to lead a ride!" sez me..and decided to wait for the rest of the riders....no one came...maybe a flat tire...finally I pedaled back. No riders anywhere! I didn't have a map and disgustedly pedaled home!

Yep Don Derebey, leader, was not with the "leaders" who not only went ahead but did not follow the route!

HIGHLAND PARK BIKE-TO-TOWN DAY SATURDAY, JUNE 9

Fun, games, prizes and a sale. Special displays, free trail maps, maintenance checks, pulse rates after exercycle rides, buttons from pictures of you and your bike, antiques, McDonald's coupons free. 10 a.m.-1 pm
Cathy Winslow - 433-1124.

ORANGE VESTS FOR RIDE LEADERS

Following the example of several other clubs, we have obtained several highly visible orange vests for use by the ride leader and sweep rider. It will aid cyclists to recognize who the ride leader is throughout the ride and aid the ride leader to determine if the last person in sight is the sweep rider.

The use of the vests is not mandatory, but when they are available to you, we hope you will give them a try. When the ride is completed, please try to pass them along to someone who will be attending the next ride.

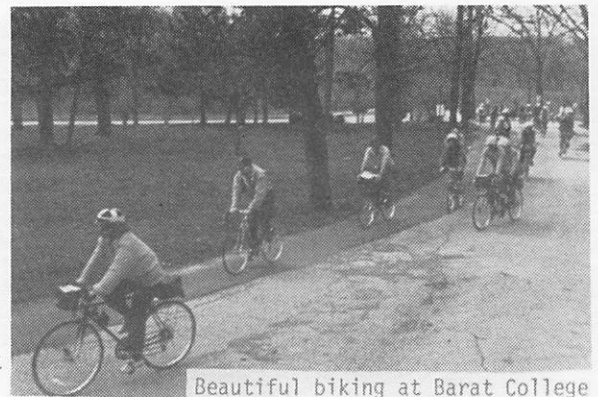
Howard Paul



Lunch at Lake Forest College

Perfect day
for our 35-mile
College Cruise

Photos by
Pat Marshall



Beautiful biking at Barat College