

MONTHLY MEANDERS



New Location !!

July Meeting

Note Date

Wednesday, July 11 - 8 p.m.
HERITAGE PARK
222 S. Wolf Rd., Wheeling

PROGRAM

Keith Kingbay, nationally known cyclist, will tell us some of his experiences in exotic places like the headwaters of the Amazon, cannibal village, India, etc.

The Prez Sez

If you have been enjoying our many excellent rides, it's a good time for a reminder that while a few were new this year or last, most have been used for many years. All our routes were devised by past or present members who did this on their own initiative.

Some of our rides feature great scenery en route, while others have that plus an additional attraction. In the latter category, two recent rides come to mind: the Lockport destination where we saw parts of an historic canal, current canal locks and a small museum, and the Silver Lake ride where we watched novice parachutists landing several hundred feet away.

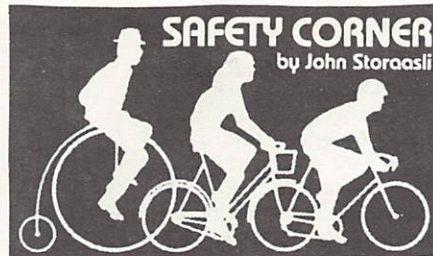
Do you have an idea for a new ride that can be included in next year's schedule or added to this year's? It's much easier to plan it now, rather than next January when the new schedule is created - give it some thought.

Howard Paul

New Members

Jamie and Marj Godshalk, Evanston
Phillip Hursthouse, Matthew, Wheeling
Andrew Kmetko, Wheeling
Matt Ostrem, Long Grove
Wayne Platek, Long Grove
Jack Pohlenz, Arlington Heights
Richard and Jean Schaller, Deerfield
Bill Smith, Schaumburg
Howard and Kathleen Spry, Arl.Hs.
Dick Wendt, Wheeling
William Wilson, Jr., Barrington
Annette Zuehlke, Wheeling.

WELCOME!



ON-ROAD COMMUNICATION

...Using Our Ears

As we ride, whether on noisy traffic or in the relative quiet of a pastoral countryside, our ears become very important tools...regarding not only the operation of our bicycles, but also to the environment around us. This is a very important skill upon which we depend greatly. It is also a skill which can be further developed and expanded through conscious and continued awareness.

A barking dog, the soft swish of car tires, voices in the distance, etc. etc. These all serve as auditory stimuli to the possible need for defense action in the near future.

In many cases, however, the ears, by themselves, are not totally adequate. We must also...

...Use Our Eyes!

Debris on the roadway is silent-- some dogs don't bark - another bike is virtually silent - a swerving car (or bike) makes little sound.

We need to use all of our senses and our concentration while we're riding, but even then we may be caught unawares. Riding with a group (2 or more riders) can offer some very significant advantages.

The lead rider can warn of dangers ahead..."Glass!", "Pothole!", "Intersection's Clear!" Such warnings can be of great value to the rider(s) behind.

The rearward rider can warn of dangers, both behind and within the

preceding group..."Car Coming!", "Stopping!", "Your tire's getting flat!" are of great value to the other riders.

If you're riding in the middle of the pack, it's your job to relay these messages forward or back. One of the worst things you can do is to hear such a message and fail to pass it on. Such failure goes beyond the bounds of laziness or discourtesy and can very quickly evolve into a safety hazard! If the next rider (either in front of or behind you) is unaware of what's happening, both of you could very easily become involved in a serious problem.

I'm not being facetious as I further suggest that such audible signals (especially at the end of a long ride?) can serve the very valuable function of keeping each other awake and aware of conditions.

MORAL?

Use all the God-given senses, both for one's self and for other riders (and drivers) around us, and we'll all be a lot further ahead, and a lot safer!

HAVE A GOOD JULY!!



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
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Program:	Phil Kahn	520-3114
Editor:	Phyllis Harmon	537-1268

Imagine pedalling on a forested road where you have developed a sense of well being from the reassuring presence of the surrounding trees. The towering forest vegetation protects you from the elements of wind, sun, and rain. Now imagine the feeling of suddenly emerging from the depths of forest primeval and confronting a vast scenery of open sky and rolling, waving grassland. The eyes can roam to a horizon at a distance too great to immediately measure. Now you are fully exposed to blazing light and weather conditions of all types, including strong winds, violent rainstorms, blistering heat, and even fires. You have entered the world of the tallgrass prairie. Some people are born plainsmen and relish the openness and adventure which exposure presents, while other people tend to draw back into the trees, preferring the security of enclosure. Perhaps as a bicyclist you have discovered your preference if you have had the opportunity to cycle on a variety of terrains.

The first real grassland seen by travelers from the East was the tallgrass prairie, the region found and named by the French, with giant grasses up to twelve feet tall. The great La Salle never wavered in his admiration of the land that he and his countrymen called "prairies" from the first. Tallgrass prairie covered northwestern Indiana, the northern two-thirds of Illinois, almost all of Iowa, reaching up into southern and western Minnesota and parts of Canada with extensions into other states. Illinois is known as the Prairie State yet a majority of Illinois residents have never seen the landscape which gave the state its distinction. In 200 years, Illinois has been transferred from a wilderness of vast prairies and forested river valleys into a highly developed state. Just seven hundredths



by Jenny Bruns

of one percent of the environment that existed in presettlement time remains as it was in 1800.

Within the prairie there were many different landscapes as a result of recent geological forces. There was tallgrass country "as flat as a pancake" - land that had been planed and gouged by the last glacial advances, creating a wilderness of potholes, marshes and open lakes. But much of the prairie was older and had been shaped into a rolling, breaking landscape. There were a multitude of different worlds within the world of grass.

The northern grasslands came into existence as a result of several additional factors. The most important was climate. When the young Rocky Mountains emerged 25 million years ago, the North American grasslands began to flourish in the rain shadow of the new mountains. The decreased amount of annual rainfall permitted the growth of vegetation with less need for moisture, giving such vegetation an advantage over plants requiring readily available water. Wind was a component of the climate, sweeping almost unchecked across great distances, again affecting the type of vegetation able to survive the continual onslaught. The linear, erect leaves of prairie grasses offered far less resistance to wind than the broad leaves of trees. Fire was a major part of the tallgrass prairie - both lightning fires and Indian-produced fires. Fire was easily endured by the native prairie because the root systems of grasses

and prairie forbs are highly fire tolerant.

Therefore, the deep soils of the prairie supported a hardy vegetation capable of surviving the harsh environment. In tallgrass prairie, each cubic inch of soil surface is a mass of rootlets. Prairie plants often use all of the available water in the top six inches of soil. Trees didn't have much of a chance to survive because of the tough dense prairie sod and their different root structure. The prairie vegetation was incredibly varied and blossomed through all the green months into autumn.

The sodbuster killed most of the prairie directly. Also, the suppression of fire encouraged the growth of trees. The landscape which exists today bears little resemblance to the original prairie which one can visit. The Illinois Nature Preserves System, as well as other organizations, protects representative samples of natural community types. Some of these areas contain threatened and endangered plant species and are extremely fragile areas. Scientists are also making efforts at prairie restoration by planting seeds from prairie plants in designated areas and artificially encouraging their growth. As usual, we have realized our heedless destruction of the environment at the edge of total obliteration. But the prairie ecosystem is hardy and with the help of knowledgeable, concerned citizens we have a fighting chance to preserve the heritage of Illinois. The next time you cycle through the open countryside of soybeans and corn, try to visualize the tallgrass prairie which covered the Illinois landscape only 200 years ago.

If you are interested in learning more about the tallgrass prairie, the book Where the Sky Began, Land of the Tallgrass Prairie by John Madson is a good introduction.

At our June meeting we had two visitors, two Chinese Northwestern University students, Tu Zhuguo and Shen Yuanrue. I asked Tu if he would write about bicycles in China and he kindly obliged. He enjoys the opportunity to learn a lot about America and wrote, "I am sure every thing we do will promote mutual understanding and friendship between the peoples of China and United States."

THE BICYCLE IN CHINA by Tu Zhuguo

Just as the car in the United States, the bicycle is very important in China. Maybe it is very difficult for an American to imagine how many bicycles are in China - how many bicycles run on the street day

and night - and how important the bicycle is in the daily life of the Chinese? Now, as a Chinese, let me try my best to answer these questions.

Every morning, when you look at the Chang-Ain street through the window of the Beijing Hotel, you will find a lot of people riding on bicycles to go to work, to school, to shopping, on a trip, or to go anywhere they want. In only one minute you can see more than thousands of bicycles go through the street. I can tell you there are more than 3 million bicycles in Beijing and over 4 million bicycles in Shanghai. Almost every family has one or two bicycles because the bicycle is their main means of communication and transportation. When I worked in Beijing, I rode to work

every day--31 miles.

In China there are special bicycle lanes on both sides of the street. Everyone can ride on a bicycle safely. If your bicycle breaks down, don't worry, you have only to walk less than a hundred meters to find a bicycle repair shop to help you. There are numerous bicycle repair shops in China. They will help you overcome any problem you may have.

By the way, I am glad to tell you, to satisfy the needs of the people there are more than 100 bicycle factories in China; they produce over five million bicycles per year.

Again, I'd like to emphasize: The bicycle is very important in China just as the car is in the United States.

Schedule

July 5 - RACES AT NORTHBROOK TRACK

Thursday - 7:30 p.m. Northbrook
The 4th of July falls on our regular meeting night...so instead we're going to the races on Thursday and having our meeting the following week on the 11th (new location)
Races are at Meadowhill School Waukegan Road south of Shermer Road.

July 8 LAMB'S FARM RIDE, Wheeling

Sun. 1 p.m. - 25 miles - From the Potawatomie Woods, Dundee Road just east of Milwaukee Ave. Short and flat - great family ride! Bob Meute 823-2592

July 15 - HUFF AND PUFF - Long Grove or Algonquin

Sun. 7:30 a.m. 75 mi. from Kildeer school or 9:30 a.m. 48 miles from stop light in Algonquin. Bring or buy lunch. Al Dargiel 685-7708

July 21 ICE CREAM SOCIAL, Long Grove

Sat. 10 a.m. - 47 miles from Kildeer School. Sack lunch then dessert at ice cream parlor. Jim Baum 540-0369.

July 22 BREAKFAST RIDE, Wheeling

Sun. 7:30 a.m. - 20 miles from Carl Sandburg School, Schoenbeck Rd. Elliott Kanner 541-9176 or days 459-1300.

July 28 - AROUND LAKE GENEVA, Wisc.

Sat. 9 a.m. - 40 miles from Big Foot H.A., Walworth, Wisc. On Devil's Lane, 2 blks east of Hwy. 14. A scenic 2-lake loop. Good up and down hills but "We'll rest a lot!" Bring or buy lunch. Dick Ryan - 381-1775.

July 29 - BREAKFAST RIDE, Wheeling

Sun. 7:30 a.m. - 20 miles from Chamber Park, Wolf Rd. north of Dundee Rd. Elliott Kanner 541-9176

Aug. 5 - KETTLE MORAINE RIDE, Wisc.

Sun. 9 a.m. 50-65 miles from Eagle, Wisconsin. Details in August. Joe Tobias 835-2547.



JULY WEDNESDAY NIGHT RIDES

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

- 11 From Heritage Park, Wheeling, Wolf Rd. south of Dundee Rd. Back in time for July meeting. Phyllis Harmon - 537-1268
- 18 From Kildeer School, Long Grove Dick Ryan - 381-1775
- 25 From Bob and Marie Morrell's home, 60 N. Warrington, Des Pl. 1/2 block north of Golf Road, 1 block east of Mt. Prospect Rd. Bob and Marie - 297-6326.

Moonlite Bike Ride Hemophilia Foundation of Illinois Saturday, July 28, 1984

Beautiful bicycling along the Chicago Lake Front Bike Path. \$10.00 tax deductible registration fee with name and address to: MOONLITE BIKE RIDE, 410 S. Michigan Ave. Room 208, Chicago, IL 60605 or phone 427-1495 and charge the \$10 to your Visa or Mastercard. (\$12 on day of ride.)

Meet at Shedd Aquarium at 6:30 pm Patches, drawings for prizes awarded by WGN Radio's Bob Collins, refreshments and..surprises.

Ride starts at 8 p.m. heading north to Foster Avenue and back under a full moon!

**PROGRESSIVE
DINNER**
 SATURDAY AUGUST 11
 Want to host a course?
 Call Phyllis - 537-1268



We had so much fun on last year's progressive dinner that, before we reached the dessert course, we enthusiastically decided to repeat it! Naturally, the route will depend on where the hosts live. We need volunteers for salad, main course and dessert. Additional courses can be added. So call Phyllis Harmon at 537-1268....

Club Jerseys

Some of the members are now wearing the new club jerseys. They are yellow with a wide green diagonal slash across both front and back. A small logo like the one at the top of our newsletter is on the front and a large logo such as we have on our jackets is on the back.

If you need an order/price form, contact Marilyn Mathison, 825-5470.

KINGBAY'S BICYCLE TOURS

Here is an opportunity for our club to earn some extra money and to help members take an unforgettable bicycle bicycle tour. \$25.00 for each member enrolled in one of the tours, and, if you enroll 20 members, the club will receive one completely paid free tour!

Keith Kingbay personally will lead two tours later this summer..one through the storied places of Ireland (\$1299) and the other to highlights of Holland and Belgium (\$1399). Both tours will be 15 days, limited to 20 riders each. Overnights are primarily in small towns and villages so this is about the capacity of the accommodations. A non rider may accompany the tour since a private bus will serve as sag wagon.

Prices include airfare, hotels, breakfast and dinner daily, airport taxes, bus and leader. Hotels will be super tourist class or the best in the area with private bath.

For further information, call Keith Kingbay at 312/334-6769 or call Value Holidays at 1-800-558-6850.

Name Badges



We'll be placing another order for the Wheeling Wheelmen membership badges soon. If you want one, they are \$4.00 and can be ordered through Phyllis Harmon - 537-1268.

The badges are green in the shape of Illinois. At the

top is *Wheeling Wheelmen*, the center has your name in large letters and the L.A.W. logo is at the bottom. The badges are easily read and are convenient because they can quickly be changed from T-shirt to jersey to jacket.

TOP MILEAGE COUNT FOR CLUB MEMBERS AS OF JUNE 20

	MEN		WOMEN	
Ride Chairman Elliott Kanner is busily keeping track of your mileage accumulated on Wheeling Wheelmen rides.	Elliott Kanner	676	Dana Elsesser	400
Here are the ten top mileage riders for both men and women.	Mike Enwright	544	Lois Paul	397
This is mileage on club events only.	Dick Ryan	528	Pat Marshall	337
	Howard Paul	511	Laura Enwright	283
	Brian Reilly	344	Phyllis Harmon	272
	Paul Matz	326	Jenny Bruns	210
	Joe Tobias	310	Ruth Ryan	195
	Alan Rubel	255	Judy Doi	173
	Charles Brenmark	215	Sherry Uhlemann	168
	Terry Schwerin	202	Myra Baum	166

GEAR

Phyllis W. Harmon

GEAR originally meant Great Eastern Rally but now means a League Rally - south, east - we even had a GEAR West in Seattle last year.

GEAR is a delightful experience. We take over a college campus for 3-1/2 days filled with biking, work shops, meals, entertainment, exhibits - all for about \$90.00!

GEAR Charlotte

Charlotte, N.C., June 8-11, 1984

Based at the University of North Carolina and hosted by the Tarheel Cyclists there were 18 excellent bicycle routes from 2 to 101 miles-- including to the Reed Gold Mine and a wide range of workshops, square dance, ice cream social, Mark Twain program and Broadway musical revue!

GEAR UP 1984

Towson, Maryland, June 15-18, 1984

It took a whole 3-ring notebook for the GEAR UP schedule: 23 excellent rides from 4 to 115 miles around Towson State University, on the edge of Baltimore. numerous workshops, ice cream social, wine and cheese party, antique bike race, dinner theatre, many exhibitors and so much more!

Pre-GEAR Up Tour of Eastern Shore

Pre- and Post-tours at all GEARS. I chose the Eastern Shore of Chesapeake Bay. Seventy five of us stayed in a 220 year old home and pedaled scenic back roads. I even enjoyed a day in old Williamsburg, Virginia!

WANTED

24" WHEEL 10-SPEED MOTOBECAN
My grandson's 20-inch wheel Motobecan 5-speed is too small. I'm looking for a 24-inch wheel 10-speed of comparable quality.

Phyllis Harmon - 537-1268

Heart Rate Target Ranges by Age		
Age	Your Maximum Heart Rate (beats per minute)	Your Target Heart Rate Range (beats per minute)
20	200	140 to 170
25	195	137 to 166
30	190	133 to 162
35	185	130 to 157
40	180	126 to 153
45	175	123 to 149
50	170	119 to 145
55	165	116 to 140
60	160	112 to 136
65	155	109 to 132
70	150	105 to 128

Rides Reridden



EAST LOOP - What a delightful day Mike Enwright drew for his East Loop ride! Elida Rech rode the tandem with him. This was the first time the leader and sweep wore the bright orange safety vests Phyllis Harmon brought back from Pro Bike in Colorado. It was great to know who was leading and where the end of the group was! Several late riders caught up with the group in the Botanical Gardens. Jerry Cantor did not see a road barricade in time and broke his collarbone!

BREAKFAST RIDE George, Marilyn and Muffin Mathison led this beautiful ride through Busse Woods on the Ned Browne Bike Trail and Terry and Lana Schwerin rode sweep on their tandem! About 30 riders turned out and we enjoyed breakfast at the Seven Stars on Higgins Road.

ARGONNE-LOCKPORT - A beautiful day, the temperature in the high 7-'s, a modicum of west wind, and *new territory* through a section of the Illinois-Michigan Canal National Heritage Corridor. How could we miss!

Twelve from the Argonne Bicycle Club, led by Dave Reilly, joined 22 of us at Argonne National Laboratory. From the Little Red School House, our first stop, we browsed through the wildlife exhibits and viewed a sparkling lake. At Lockport, Joe Tobias, our leader, played a specially taped commentary by Gerald Adelman, the Corridor's executive director, on a 150 year old canal lock, a lock of the Sanitary District Canal and other historic structures in Lockport. After a stop in a museum featuring living conditions in an earlier time, we streamed up and over the long concrete and steel arc spanning the entire Des Plaines River Valley. Peter Gianakakis commented here was all the charm and interest of a Galena, Illinois, just an hour away from most of us!

Joe Tobias

CHOP SUEY RIDE - As is typical of a number of rides this year, it was overcast and threatened to rain just long enough to convince some riders to stay home - and then the sun came out! Eighteen riders enjoyed this 40-mile ride and chop suey in Barrington. Judy Doi had never ridden 40 miles before but she did it! Thank you, Terry Schwerin, leader.

SILVER LAKE RIDE - This was the beautiful ride Ted and Sherry Uhlemann planned last year. Threatening weather in the morning must have influ-

enced many to miss this outstanding ride, but 16 enjoyed an almost perfect day! We lunched in a county park near Silver Lake and then returned to our airport starting point where we watched descending parachutists who had trained earlier that day for the big event. Route maps were provided in two colors: Pink for women and blue for men!

Howard Paul

LE TOUR - Multiple Sclerosis Ride, co-sponsored by the Wheeling Wheelmen for the third year, drew 300 riders and it looks like \$45,000 to \$50,000 will come in! Dick Ryan worked out a 62-mile route from Barrington to the Wagon Wheel Resort in Rockton and back the next day. Elliott Kanner contributed another traditional role: he rode sweep each day. Part of the route duplicated part of the Harmon Hundred route.

RACINE COUNTY RIDE - Sixteen riders who apparently pay no attention to the Weatherman showed up at Eagle Lake Park in Wisconsin. Gray and overcast, with a few drizzles, we started out on my favorite area of Wisconsin - where I rode on my first long distance ride back in 1932! It wasn't long before the sun came out and we enjoyed an outstandingly beautiful day for bicycling. We pedaled around Wind Lake, lunched at Val-Win Drive In at Tichigan Corners, followed the Racine County Bikeway signs into Waterford, Rochester and Burlington where we enjoyed delicious custard and then back to Eagle Lake. Several of us stopped at a nearby asparagus farm to buy excellent all-green asparagus...mmmm.

Phyllis Harmon

WEDNESDAY NIGHT RIDES

Attendance is good on these early evening rides, although the June 6 one was rained out. Pat Marshall had more twists and turns in and around Northbrook - no traffic, scenic and a number of roads we didn't know existed! 19 miles..thank you, Pat.

JUNE MEETING - Don Walkwitz is getting mighty professional in his presentations! He entertained us with his tales and slides of his family's bicycle tour from Chicago to New York and back - excellent pictures!

Dates for
1985
GEAR South:

Lexington, Kentucky - May 24-27

GEAR UP

Princeton, New Jersey

BICYCLE USA
NATIONAL RALLY
MADISON · JULY 3-6, 1985

