

MONTHLY MEANDERS



July Meeting

Wednesday, **July 9** - 7:30 p.m.
 WHEELING HIGH SCHOOL
 Elmhurst Rd. and Hintz
 Room 217 2nd Floor - North side

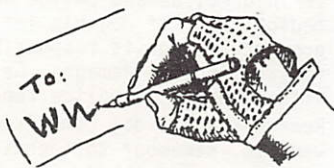
PROGRAM

New Zealand

BY: GEORGE AMMERMAN
 of the Evanston Bicycle Club

George and a friend bicycled two weeks on New Zealand's north island and three weeks on the south island. Enjoy his beautiful slides of Auckland, Taupo, the ferry at Wellington to exquisitely beautiful Picton, the ride along the shore of the Tasman Sea, Haast Pass, Milford Sound, Queenstown, Dunedin..and so much more!

Then, plan to ride there with us next January and February!



I began at Miami on Feb. 8 and bicycled around the Gulf of Mexico through New Orleans and Galveston to Corpus Christi. Then west to Laredo and northwest through Pecos, Santa Fe (not Albuquerque), southwestern Colorado, Salt Lake City, Pocatello and finally Missoula. Here I await the June 9 departure of the BIKECENTENNIAL NORTH STAR TRIP to Alaska, scheduled to arrive in Anchorage on August 15. 4500 miles so far with 3300 left. Have lost 40 lbs! Best wishes to all club members for a great summer of biking.

Dick Marr
 Missoula, Montana

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

An  Affiliate



by AL PETTY

Drafting

Experienced cyclists enjoy riding close on the wheel of a bicycle in front because of the greatly decreased wind resistance experienced by the following cyclist. "Drafting", as it is called, is very effective, but requires the ultimate in predictability since even minor unannounced variations in the forward bicyclist's motion, such as swerving, shifting gears, or rising out of the saddle, can cause the rear rider to crash. The rider in front is usually unaffected, but the rider behind, whose front wheel has bumped the bike in front, takes a hard spill. If you wish to practice drafting, pick a steady rider to follow!

Cyclists who wish to ride close on the wheel of another cyclist should say "on your wheel" (or some other form of notification) to let the forward rider know someone is close behind. Sometimes the cyclist in front is unwilling to take on the responsibility of having someone on their tail. If so, it is perfectly acceptable to say "not now" or something equivalent, to wave the rear cyclist off.

Some days we are tired or fatigued before the end of a ride. This can be dangerous to ourselves and other riders. Drafting is an excellent way to conserve energy, even when tired, because of the wind drag reduction. You must concentrate more but you can also draft at a further distance than usual and still receive the benefits while preserving an adequate safety margin.

Here is another "episode" in the never ending saga of bicycle vs automobile. Dan Tewe was cruising in a residential area of Roselle on a leisurely Saturday afternoon ride. Suddenly, a car backed out of a driveway and hit the cyclist, knocking him over onto the street. The

car stopped upon impact. The driver came to the aid of the fallen rider who was scraped up in several places but, fortunately, was not injured seriously. Afterwards, Don admitted that he was not alert to the possibility of a car backing-out of a driveway. He was lucky. Perhaps we all should be aware of this situation in residential areas.

NOTE: Have you ever been involved in group riding while going up hills?

On hills we encounter great variations of speed and skill in climbing. Occasionally, the road will be crowded with gasping riders standing beside their bicycles. Leave more space between bicycles and use your voice signals more frequently. Above all, be aware of swerving or stopping riders.

Have a good summer of cycling!

Where Are They?

- Five or six 5-gallon coolers belonging to the Wheeling Wheelmen. We need them for the Harmon Hundred! Please contact Jerry Goldman - 695-7964 - if you have any information.
- Five bright orange safety vests, value \$12.00 each, donated to the club by Phyllis Harmon to be used by ride leaders and/or sweeps for identification, visibility and safety. Haven't seen any of them since late 1983 or early 1984 cycling season! Apparently ride leaders used them and took them home after their ride and they are stored somewhere on a shelf or closet. Please call Phyllis Harmon - 537-1268 - if you have any information.



President:	Bob Meute	823-2592
Vice-Pres:	Jim Grant	506-1269
Treasurer:	Dick Sorenson	593-7945
Membership:	Pat Marshall	564-0346
Safety:	Al Petty	948-7288
Secretary:	Phyllis Harmon	537-1268
Editor:	Phyllis Harmon	537-1268
Program:	Keith Kingbay	459-8242
Rec. Secy:	Marilyn Mathison	825-5470
For Check Out:		
Bike Tools:	Bill Butcher	541-7411
Library:	Dick Ryan	381-1775

Bernard's in Tibet

Letter from Bernard Magnouloux from milestone 43,510 of his round-the-world-bicycle voyage, Hotel Banak Shöl, Lhasa, Tibet.

May 30, 1986

One and a half months in China was largely enough - To hide from the police I had to wait for the dark to pitch my tent: one night in a dry paddy which the nocturnal rain filled. At daybreak I had the strange feeling to be on a cold waterbed...

Because of the ceaseless drizzle, I was covered with mud and my patience was worn out by the incredible curiosity of the crowds. Each of my meals had at least 30 spectators; a puncture in open farmland attracted 75 of them. If I was opening a book, everybody tried to read over my shoulders and because in China toilets are communal, you guessed right even there. I was the most popular show!

My only compensation was the food. In China you eat extremely well for amazingly cheap. I had a preference for the TOFU, this soya cheese I had discovered in California and I was suspicious about meat since that day when, sitting at my restaurant table, I had seen the butcher arrive. He was on his bike and had the animal on his back rack. Skinned and disembowled, fat and clean, but what troubled a bit my digestion was that it was a DOG, similar to a German sheppard.

So it's with a kind of relief that, after Chengdu, capital town of Sichuan, I biked into the semi-desert of Tibet. With the first pass I left wet and green China for a kind of tropical one, smelling of thyme and dry dung. With the second pass over 13,000 feet I got to the Kangba plateau where the Chinese are foreigners. The natives are the Qiangs, a Tibetan tribe. They wear their braided hair around their heads, heavy earrings and turquoise necklaces, even the men, and bright colored clothes, far away from the army green and layman blue of the Chinese. They are as tall as me, even the women, and when they gathered close around me, I wasn't at ease. The men are carrying big swords and I never trusted armed folks.

This brought me closest to the Chinese - Chinese colonization. Every 10 km of the dirt road I followed, takes the form of a big house for road maintenance workers. And after 3 freezing nights under my tent, that's where I began to ask for a shelter. The Chinese workers could read my story in the article of the Guilin Daily and I was their entertainment for the evening, in exchange for a warm bed and a Tibetan meal:

the "tsampa". It's mainly barley flour mixed by hand with Tibetan tea, made out of salted Chinese tea and yak butter.

The most incredible of this Tibetan trip is that it was illegal and that the police didn't care at all - I should have had a special permit but the only things policemen ever asked me for were - autographs!

So I began to use the "Truck stops" where a bed costs between 50 cents and \$1.50. I was tired of being the clown of the road workers and--to have my hair plucked out. Indeed, the Chinese and Tibetans don't have any hair on their legs and arms and to discover some on me delighted them, while they pulled on them to see if they were true. Because of these hairs, the Chinese think that the White Man is more related to the apes, so less evolved than the Yellow Man!

After 33 days of barley flour and yak butter, 1510 miles of dust, 18 passes over 13,000 feet, handicapped by the loss of my rear derailleur and weakened by several days of dysentery, I arrived in sight of the Potala, the enormous white and red fortress of the Dalai Lamas. At last Lhasa! It's a comeback to civilization (I can even buy instant coffee!) My bike and I are going to fully enjoy it before proceeding to Katmandu, 600 miles and 5 passes over 16,500 ft. further....

Bernard

Bernard expects to be at the French Embassy in New Delhi, India, about July 15.

Dana's in St. Louis

Have you missed Dana Elsesser on our 1986 rides? Pat Marshall shares a letter from Dana-

Hi Pat!

Well, I made it to St. Louis, finally. I am enjoying my family, my job and bicycling, of course. The terrain is quite hilly here so I've become a stronger rider. The scenery is great, too! Because of my move I had to take time out to get settled! Since then (about a month now) I have ridden on several rides in and outside of St. Louis. Sometimes I feel as though I'm on a pair of downhill skis while I'm racing down the hills on my bicycle. I love it!

Hopefully I'll see some of the Wheeling people at the National Rally. Will you be there? I hope that I can join in on a ride but my new job may not allow me to do so.

Please say hello to everyone, especially to Judy Doi. I miss racquetball a lot.

Dana L. Elsesser
6625 Clayton Ave., Apt. 325
St. Louis, MO 63139

H - 314-781-8945 W - 314-569-5207

Dog Attack!

Dick Sorenson sent in an interesting article from *Wisconsin Silent Sport* titled "Dog Attack! What to Do if it Happens to You." I'm looking into what are pertinent laws in our state....

Richard MacWilliams was bicycling at 26 mph in Wisconsin when a dog's teeth fastened onto his heel and in seconds biker and bike became bloody wreckage! The battle with the dog, resulting ambulance and hospital bills totaling over \$2000. resulted in his article on self-protection, rights, obligations and responsibilities of dog owners....

Self-Protection:

1. Point at dog and yell "STAY"
2. Stop bike, position it between you and dog. Yell STAY again. Use water bottle or HALT.
3. Walk away slowly--but don't turn your back to the dog.
4. Do *not* attempt to outpedal a dog if it's close. If he catches you the crash could be fatal.
5. It is difficult to spray the dog's face while riding..stop and dismount for best chance.
6. If attack cannot be stopped, lie face down with hands cupped over back of your neck. You'll be bitten but not fatally. Yell for help.

Rights and Obligations

1. If injured, demand police and medical aid. If dog has left its property, owner is responsible for any and all damages. Get any witness names on police report.
2. Remember where dog came from and went to. Remember to identify.
3. Officer must check for current rabies tag.
4. If not injured, you still have obligation to other bikes. Call police; file complaint; give time, date, location and description. Enough fines will make any owner tie up a chaser.

Owner Responsibilities

1. Dog cannot leave property unless under control.
2. Responsible for any and all damages to people or livestock while dog running loose. Open to civil suit over and above monetary damage.
3. If dog is second offender, court can order dog destroyed, fine owner and (in Wis.) owner pays double damages to injured party who can also file civil suit.

TRAINING FOR HARMON HUNDRED

Dick Sorenson sent good article on training for a century...can't find it! Hope to locate it or a duplicate for next issue...meanwhile ride--ride and ride to accumulate mileage. Three or more times a week is great and you'll enjoy your century more!



Race Across AMerica

Bicyclists across the USA will be able to follow the 1986 Race Across AMerica with the aid of an official program that will be published by *BICYCLE USA* magazine. To be available in mid-June, the RAAM program will include riders' biographies, race route map, history of the event, and a compilation of endurance cycling records.

Members of BICYCLE USA will receive the official program for RAAM '86 free as a member benefit. Others may obtain a copy by sending \$2.50 (includes postage and handling) to RAAM Program, 4790 Irvine Blvd., #105, Irvine, Calif. 92720.



PALM Challenge successfully met

More than \$10,000 has been raised through donations from affiliated bicycle clubs and individuals in response to the PALM Challenge, which encouraged financial support of the Legislative and Government Relations Program of BICYCLE USA, the League of American Wheelmen.

Started with a \$1,000 donation by the Pedal Across Lower Michigan (PALM) event, clubs were challenged to donate toward the \$10,000 goal. All monies received go to advance the work of the BICYCLE USA Government Relations Program to protect the rights and advance the interests of bicyclists.

"We're delighted that so many clubs and individuals have sent in their contributions so far" said Peggy Skonecki, Coordinator of Government Relations for BICYCLE USA, "and confident that those who want to participate will still make their donation even though we've passed the goal."

Michael Gessel is the volunteer currently chairing the Legislative and Government Relations Committee which is made up of members from around the USA. He noted, "it is really heartwarming to know that there are so many clubs and members out there who care enough about this program—and who recognize its importance to them as bicyclists—to take an active part in building up the funds we need to support our professional staff and network of volunteers."

One club matched the full \$1,000 put up by PALM: the Miami Valley Regional Bicycle Council in Dayton, Ohio. Eight clubs contri-

BICYCLE USA takes positions

The BICYCLE USA Board of Directors adopted a number of position statements at the recent board meeting, including official positions on a range of matters important to bicyclists everywhere.

The Board reiterated the long-standing BICYCLE USA position encouraging bicyclists to wear hardshell helmets, and now urges the wearing of hardshell helmets that meet the standards developed by the Snell Memorial Foundation and/or the American National Standards Institute (ANSI Standard Z90.4).

BICYCLE USA also recommends that all affiliated bike clubs encourage their members and other bicyclists who participate in club rides to wear standard-meeting hardshell helmets.

Other positions were adopted on bicycle conspicuity and nighttime protective equipment, the use of bicycles for transportation, bicycle safety education, and bikeways.

For a free copy of any one of these position statements, send an SASE with 22¢ postage (or 39¢ postage if copies of all statements are requested) to BICYCLE USA Positions, Suite 209, 6707 Whitestone Rd., Baltimore, Md. 21207.



BICYCLE USA members pedal many miles

According to a survey of bicycle rally-goers, more than half the members of BICYCLE USA ride more than 200 miles a month, and 72 percent ride at least three times a week.

"More than a third of our members regularly log more than 300 bicycling miles a month," said Don J. Trantow, Executive Director of BICYCLE USA. "One-fourth of our rally attendees who participated in the survey tell us a typical ride for them is 40 to 60 miles. Another 63 percent usually ride distances ranging from 10 to 40 miles."

When invited to tell the purposes for which they ride, nine out of 10 surveyed members said "club riding and recreation," slightly more than seven out of 10 checked "fitness," and four out of 10 said they ride for "commuting and utility reasons."

Half the BICYCLE USA member households have four or more bikes, according to the survey, but members do not limit their traveling to two-wheelers. Two-thirds of the member households also have two or more motor vehicles, and someone in one-third of the member households flies three or more times a year on commercial airlines.

Sixty-four percent of the bicyclists who attend BICYCLE USA summer rallies say they've been bicycling enthusiastically for more than five years, while newer riders who've jumped into the sport within the past two years make up about 10 percent of the rally-goers.

New education publications available

BICYCLE USA members may obtain two new National Bicycle Education Consortium publications free of charge. The *Bicycle Education Directory* is a pamphlet that gives a brief description of a dozen organizations interested in bicycle education, their contact person, specific bicycle programs and national, regional, state and local access points.

The *Bibliography of Bicycle Education Materials* is a 15-page booklet that lists 39 bicycle education programs.

The National Bicycle Education Consortium was formed in 1982—BICYCLE USA participated in its formation—as a cooperative effort among national organizations to develop a comprehensive set of bicycle education programs. Consortium activities are currently supported by funds from the Southland Corporation (7-Eleven stores).

For a free copy of both the directory and bibliography, send a business-size self-addressed return envelope with 39¢ postage to BICYCLE USA, Suite 209, 6707 Whitestone Rd., Baltimore, Md. 21207.

Become a Life Member

The number of bicyclists who are Life Members of BICYCLE USA, the League of American Wheelmen, grew by 10 percent last year, to a new high of 794. Of that number, 695 are paid up Life Members and the rest have signed up to make installment payments toward their Life Membership.

Life Members include 684 individuals and 110 families. The cost of Life Membership is \$300 for an individual and \$450 for a family. Memberships can be paid in full or on the installment plan, through which quarterly payments of \$37.50 (individual) or \$56.25 (family) are spread over a two year period with no interest charge.

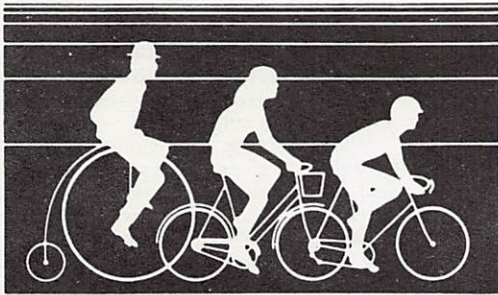
It's easy to figure out if becoming a Life Member makes sense from the standpoint of money-saving, compared to paying dues on an annual basis. Just divide your life expectancy (or your bicycling-interest life expectancy) into \$300 (individual) or \$450 (family). For example, if you're an individual who plans to ride a bike only 20 more years, buying a Life Membership works out to a cost of only \$15 a year.

Life Members avoid the necessity of receiving annual membership renewal notices and writing checks once a year to renew. Perhaps more importantly, Life Membership is not only advantageous from a dollar and cents standpoint, but it also makes sense as a way of

showing solid and continuing support of your national association that provides services and programs, one of the most important of which is our ongoing lobbying to protect your rights and interests as a bicyclist.

Life Membership monies are placed in a Life Member Trust Fund and invested to earn interest. Trust Fund monies are conserved to continually build the value of the Trust. Interest earned from Trust Fund investments is used to supplement member dues revenue that pays for member services and programs.

BICYCLE USA members can convert their annual memberships to Life Memberships at any time. For further information, please write Life Memberships, BICYCLE USA, Suite 209, 6707 Whitestone Road, Baltimore, Md. 21207.



Join the
national
organization of
bicyclists

★★ BICYCLE USA ★★ LEAGUE OF AMERICAN WHEELMEN

BICYCLE USA operates the only national legislative program that defends your right to the road. The only nationwide courses in Effective Cycling training. The most complete network of Hospitality Homes for touring cyclists. The best bicycle rallies and GEARS. The biggest calendar of cycling events, the best feature articles, and the friendliest coverage, all in BICYCLE USA magazine.

Plus...the **only** bicyclist's Almanac—your guide to everything about bicycling. Clubs, rallies, books, magazines, organizations, events, plus many other sources of help and information. It's available only to BICYCLE USA members—bicyclists for better bicycling.

Sign me up! I want to join BICYCLE USA today!

Name(s) _____

Address _____

City _____ State _____ Zip _____

Telephone _____ / _____

- New Individual one-year membership: \$22
 New Family one-year membership: \$27
 Outside North America add \$5

Make check payable and mail to: **BICYCLE USA, Suite 209
6707 Whitestone RD., Baltimore, MD 21207**

(Allow 6-8 weeks for receipt of first magazine)

New BICYCLE USA TourFinder available

The 1986 *BICYCLE USA TourFinder*, listing 150 tour companies and organizations, is now available free from BICYCLE USA. Members received their copies along with the March/April issue of *BICYCLE USA* magazine.

BICYCLE USA has researched and compiled this information for the past six years as a service to members. The 1986 *TourFinder* provides the names and addresses of tour companies and gives a brief description of what each offers, including tour costs, length, daily bicycling miles, accommodations, selected scenic attractions, and special tour dates.

Non-members can obtain the free 1986 *TourFinder* by sending \$2 for postage and handling to BICYCLE USA, Suite 209, 6707 Whitestone Rd., Baltimore, Md. 21207.

Cycling Guide available

BICYCLE USA, the League of American Wheelmen, is featured in a special section of the new 1985-86 *Cycling Guide*, an international book published annually by The Tantivy Press Ltd., London.

Cycling Guide, a 264-page publication now available at bookstores in the USA, brings together a well-rounded overview of bicycling, including racing, touring, mountain biking, and bicycle technology. The book also presents a mass of statistics, for example, listing all gold medal winners from past world championships.

Adventure cycling is covered, too—from mountain biking on Mt. Kilimanjaro to commuting in downtown London in a human-powered vehicle.

Highlights of the special section, which was coordinated by Karen Missavage, Editor of BICYCLE USA, include Effective Cycling, affiliated clubs, National Century Month, the awards program, hospitality homes, touring information, rallies, patches, and the USA's only ongoing national lobbying program working on behalf of bicyclists.

You can get your copy of *Cycling Guide* for \$12.95 (\$10.95 for BICYCLE USA members) plus \$1.50 for shipping and handling, from BICYCLE USA, Suite 209, 6707 Whitestone Road, Baltimore, Md. 21207.