



APRIL, 1988

# MONTHLY MEANDERS



## April Meeting

Wednesday, April 6 - 7:30 p.m.

Wheeling High School  
Elmhurst Rd. (Rt.83) and Hintz  
Enter west side; up stairs on  
left to room 239-241.

PROGRAM: JOHN TOROSIAN

PROGRAM: JOHN TOROSIAN, PRESIDENT  
LEAGUE OF AMERICAN WHEELMEN

Come to hear the latest developments of the League - plans for future - and, if we are lucky, we'll get him to tell of his experiences in riding the Paris-Brest-Paris ride!

## Pat Murphy Carries Olympic Torch



## THE PREZ SEZ

During the first weekend of March, my wife and I finished up our cross-country skiing for the year in Eagle River, Wisconsin. Although the weather turned warm, we still enjoyed the beautiful trails at Eagle River Nordic Ski Center.

Even while skiing through the Nicolet National Forest, thoughts of cycling came up frequently. The area was beautiful. A variety of towering pines, glistening white birch, and rolling terrain enlightened my journeys while on the skinny skis. Yes, I thought, wouldn't this be a heavenly place to bicycle!

Would you believe that *two* Illinois bicycle club presidents would travel 6 hours and 300 miles to X-C ski in the same place, and on the same weekend, without telling each other? Well, of course you believe it! Especially when it happened.

We met Virgil and Louise Costelli of Stillman Valley, Illinois (near Rockford). Virgil is president of the Blackhawk Bicycle Club of Rockford. We enjoyed our skiing and shared many bicycling experiences over dinner on Sunday night.

Virgil and Louise told us of a fantastic trip through Europe that gives you the opportunity to see the area as a native might view it. We shared our Canadian Rockies, Glacier, and Yellowstone trips, as well. All-in-all, we had a very enjoyable time

In 1956, Pat Murphy of Schaumburg represented Canada in the 1956 summer Olympics in Melbourne, Australia. This year he returned to Canada to participate in the Olympic torch relay, covering the route from Elgin into St. Thomas.

Pat is a member of the Wheeling Wheelmen and spoke at our meeting last year of his cycling career. He was a world-class racer and the holder of numerous Canadian records. In 1952 he won the Canadian Track Championship. In 1955 he won the Tour of Somerville in New Jersey. He came in first in the Quebec-Montreal road race. After the Olympics he was on the Canadian team in the Commonwealth games in 1958 in Cardiff, Wales.

Currently Pat is executive director of Chicago Area Bicycle Dealers, rides the Harmon Hundred every year and enjoyed our St. Patrick's Day ride this year.

discussing cycling events and activities.

Virgil and I both agree that offering rides for all types of riders is desirable, but not always easy to do. However, we still need to work toward this idea in order for our bicycle clubs to be successful. Both of us are looking forward to a banner year in participation on club rides this season.

As I write this, our St. Pat's Ride is only a few days away. Hopefully, we'll have a good turnout and decent weather. Andy Dany has things well in hand so I'm sure we'll have a successful ride.

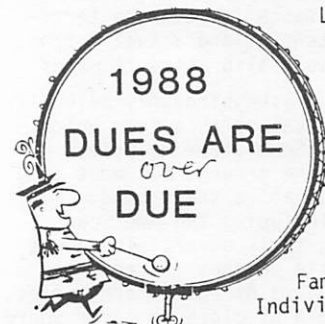
I would like to thank George and Marilyn Mathison for a job well done in their coast-to-coast cycling presentation at our March meeting. It's always a thrill to have our own Wheeling Wheelmen entertain us with exciting trips and vacations by bicycle!

We have some excellent programs coming up for you at our general meetings. John Torosian, L.A.W. President, will speak to us in April. Steven Gay, 1986 RAAM finisher (6th) will speak to us in May. His program gives great insight into the mental picture of ultra-marathon athletes. There will be more surprises and interesting info coming forth, so plan attending our general meetings.

Well, enough for now. Get those bicycles out, 'cause the time has come to kick off our greatest year ever! Let's enjoy every moment.

Al Petty, President

Last call for dues!



Family \$8.  
Individual \$10.

1988 Membership list goes out with the May Newsletter!

President:	Al Petty	948-7288
Vice-Pres:	Aaron Tanzer	338-5374
Treasurer:	Betty Vargas	259-3210
Membership:	Geri McPheron	824-5091
Safety:	Woyteck Morojko	392-0530
Editor:	Phyllis Harmon	537-1268
For check out:		
Bike Books:	Pat Marshall	564-0346
Bike Tools:	Chet Tobolski	945-5686

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





## Songbirds

by  
Jenny Grant

Spring is the time for migration of the songbirds back to their breeding grounds in the temperate zone. As bicyclists, we are more apt to hear a bird than see one. Some birds are so elusive that even the experienced birdwatchers rarely catch a glimpse of them. With patience, one can learn to associate bird songs with a species, therefore identifying a bird hidden from view.

Each songbird of the order Passeriformes, which comprises 60% of all known bird species, sings a song characteristic of its species. Passerines have feet adapted to perching on stems or twigs. The extraordinary variety of songs are the best developed of North American birds.

Bird vocalizations are of two kinds. Calls are brief sounds concerned with coordinating the behavior of other members of the species, such as flocking, feeding and migration. Songs are often a complex series of notes uttered in succession and so related as to form a recognizable pattern in time. Both calls and songs seem to be given instinctively and understood instinctively.

The primary song is what we commonly hear in the restricted period of spring and summer. Singing increases rapidly from early spring to mid-summer and is at its height during courting and nesting seasons. Singing virtually ends after nesting season, except for some variations of the primary song in late summer. Only the male usually sings, advertising his presence in a chosen territory to potential and actual intruders. The song also attracts mates.

Species of songbirds may have different habitual perches from which they sing. Some utter melodious songs from the ground, but most sing from a perch above the ground. Thrushes, including the American Robin, sing their advertising songs from favorite perches in trees in different parts of their territories, either within or close to cover where they are reasonably protected from attacks by predators. Many birds that nest in open fields even sing while in flight.

Songbirds do sing much in early morning, with singing usually diminishing by midday, but increasing in late afternoon. Midday slackening of song is often correlated with high heat, humidity and wind. Thrushes are known for singing songs at dusk. Most bicyclists tend to fol-

low a similar pattern, giving us an excellent opportunity to learn bird song.

Many of us are familiar with the American Robin song. Males arrive here in March and begin singing in April upon the arrival of the females. The familiar caroling, "cheer-up, cheer-up, cheer, cheer, cheer-up" lightens the spirit of any heart. Most of us have experienced the relentless territorial pursuit of the Red-winged Blackbird. One of the earliest spring migrants, flocks of males arrive in February and March, also ahead of the females. Their song is a liquid, gurgling "konk-la-reeee" or "o-ka-lee."

The song of the Bobolink is unforgettable. The songbird migrates 5000 miles from Argentina in the longest migration of any Passeriformes species, males first, of course. They sing bubbling, tinkling, joyous notes in a hovering flight and quivering descent above a field territory. In the ensuing months, you might hear the "Bob-o'link, bob-o'link, spink, spank, spink" drawing your attention to the Bobolink fluttering above a field. The experience is worth the effort of any bike ride.

## The Rites Of Spring

by Dick Sorenson

March is very fickle. During March you'll have a few warm days, and on those days you'll grab your bike - after bundling up with so many layers you feel like you're in a cocoon - and venture outdoors. It's usually not all that warm, usually quite windy and quite changeable. I've cycled many days in March starting out in warm sunshine and returning a few hours later in a cold rain or sleety snow with slightly frozen toes or fingers. But March is March. You expect more cold days than warm and the really warm weekend days are a pure bonus.

But April is the cruelest month. You feel the new warmth of Springtime. The pure freshness of the air overwhelms you. The sky is blue. The birds are singing. You begin thinking of outdoor barbecues, Ravinia picnics and trips to Door County. Winter is over! The bike comes out of mothballs, is dusted off, freshly lubed and ready to go. You hop on and pedal away. About midway on the ride comes the disillusionment: your legs ache, your lungs burn, and your bottom hurts. It rapidly becomes apparent that your body needs a spring tune-up as badly as your bike.

Those who've awakened from Winter's hibernation and have trained properly, may be ready to spend a full day in the saddle. I say "may be ready" because training on rollers on the wind trainer is definitely good for your

legs, bottom and cardiovascular system, but doesn't simulate the actual road conditions and wind resistance you'll encounter outdoors.

So most of us will have to start out slowly and ease our way to the longer rides, progressing over the months to ride centuries (100 miles) and metric centuries (64 miles).

You'll notice, on those early Spring days, that practically everyone in the world who owns a bicycle is out there pedaling. So many riders get excited and are really enthused at the beginning of the season, but by mid-season they exhaust both their energy and enthusiasm. To steadily improve throughout this year and avoid a burnout, you must set specific goals. You must develop the ability to move in the direction of those goals and be prepared to carry through in the face of any discouragement or setbacks.

Probably, by this time, you're ready for some advice. So here it is:

1. Avoid trying to do too much too soon. Take it easy. Acclimate your body (now one year older) to the new riding season. Take time to warm up, and, after the ride, to cool down. Take care not to push yourself to the threshold of pain.
2. Set a definite cycling goal to achieve this year. Your first century, your "personal best" century, or the challenge of an extended tour of an interesting region.
3. Establish a sensible path of progressive goals leading up to the big one. Set plateaus for yourself. So many miles a week or a month. Extend your ride distance capabilities over the year. But be reasonable to yourself. If you set near-impossible goals, you'll probably end up frustrated and discouraged and eventually quit. On the other hand, don't set goals that are too easy, you'll just get bored. Challenge yourself. So be realistic in your goal setting.
4. Keep a positive outlook. Instead of saying "I have to do this!" replace it with "I want to do this!"
5. Discipline yourself to do it! Establish a cycling regime and stick to it. Get out there and cycle either mornings or evenings or weekdays and choose WW club weekend rides or invitationals that fit in with your program to steadily improve.

Keep your eye on the big goal for this year. Make 1988 the first year for you to accomplish your very own "Personal Best".



# Schedule

## Apr. 2 AUNT MARY'S RIDE, Elk Grove

Sat. 8 a.m. 41 miles from Disney Park, Biesterfield Road and Wellington Ave., 1 block west of Arlington Hts. Rd. This breakfast ride is the former Milk Pail Ride. Hans Predel - 255-4029.

## Apr. 5 TUES. NIGHT RIDE Hawthorne Wds.

Tues. 5:30 p.m. SHARP. Apr. 5 to Aug. 30. 20-45 miles depending upon length of daylight. If you break down, stay where you are. You will be picked up at the end of the ride. No cue sheets. Kurt Schoenhoff - 540-0861

## Apr. 9 COVERED BRIDGE RIDE, Long Grove

Sat. 9 a.m. 35 miles from Kildeer School, Old McHenry Rd. Eileen Murphy - 266-7865.

## Apr. 10 SHOE FACTORY EXPRESS, Palatine

Sun. 11 a.m. 35 miles from Harper College, parking lot on Euclid east of Roselle Rd. Rich Wemstrom - 634-1168

## Apr. 16 LAKE ZURICH RIDE, Wheeling

10:30 a.m. 28 miles from Hoomes Jr. L. H.S., 221 S. Wolf Rd. (1-1/2 blocks south of Dundee) Buy or bring lunch. Al and Lynn Petty-948-7288.

## Apr. 17 SKOKIE VALLEY RIDE, Morton Gr.

Sun. 9 a.m. 35 miles from Wayside L Woods, parking lot on Lehigh 1 block north of Dempster. Al Dargiel - 685-7708.

## Apr. 23 AUDUBON RIDE, Hoffman Estates

Sat. 9:30 a.m. 46 miles from Eisenhower Jr. H.S., Jones and Hassel George and Marilyn Mathison - 825-5470.

## Apr. 24 WESTWARD HO, Elgin

Sun. 25 and 65 miles 9 a.m. - T 40 miles 11:15 a.m. From Wing Park, 1/2 mile west of State 31 Joint ride with McHenry Bike Club. Bring or buy lunch. Jerry Goldman - 695-7964.

## Apr. 30 WOODSTOCK RIDE, Long Grove

Sat. 8 a.m. 75 miles from Kildeer T School. Lunch in Woodstock Woyteck Morajko - 392-0530.

## May 1 COLLEGE CAMPUS CRUISE Wheeling

Sun. 10 a.m. 35 miles from Chamber Park, Wolf Rd. north of Dundee Rd. 3 colleges - lunch at Lake Forest College - \$3. Don Derebey - 255-3422.

### WEDNESDAY NIGHT RIDES

6:30 P.M. SHARP TO TWILIGHT, 10 TO 20 MILES DEPENDING ON LENGTH OF DAYLIGHT, Touring pace.

Apr. 13 From Wheeling High School Bob Illy - 459-4129

Apr. 20 From 615-A Waverly Drive, Elgin, Jim Grant 742-0814.

Apr. 27 From Caldwell Woods, Devon-Milwaukee parking lot, Chicago. Aaron Tanzer 392-0530

## Beginners' Touring Series

The Beginners' Touring Series (BTS) has been designed to teach the fundamentals of touring cycling to new cyclists. The series will last five weeks and will be comprised of three rides and two class sessions. The sessions are scheduled to run from May 6 to June 5.

Week 1 will be a classroom session on the fundamentals of equipment. It will cover how best to prepare for your ride, and what types of equipment will make touring enjoyable. Week 2 will feature a 10-mile evening cycle on a bike path to practice technique and go over the equipment each new rider has. On Week 3 we will be riding a 25-mile ride in light suburban and country traffic. Week 4 features a maintenance clinic geared toward the starting rider. Finally, on Week 5 there will be a 35-mile ride through varied traffic conditions.

The program is designed so that cyclists don't have to attend every session to get into touring, though attending all of them would give the maximum benefit. The actual dates, times and places for BTS will be given in the May newsletter. Call Carol Passowic or Woyteck Morajko - 392-0530 or Aaron Tanzer - 338-5374, for details. They are also looking for volunteers to help with each session

### BIKE RIDE CLASSIFICATIONS FOR 1988

L - LEISURE RIDE: Slow pace, 8-12 mph with no wind on flat land. The entire group stays together during the ride. There are regrouping points for all riders. Cue sheets and/or maps are usually provided. The leader will be specified in the ride schedule or the Monthly Meanders. Sweeps are provided. These rides are usually shorter distances. New riders are welcome.

T - TOURING RIDE: Moderate pace, 11-18 mph with no wind on flat land. The entire group stays together during the ride. There are regrouping points for all riders. Cue sheets and/or maps are usually provided. The leader will be specified in the ride schedule or Monthly Meanders. Sweeps are provided. This class covers all distances. New riders are welcome.

E - EXPRESS RIDE: Fast pace, 15 mph and over with no wind on flat land. Riders will move at their own pace. Short breaks. Cue sheets and/or maps provided. If the ride is not a scheduled Express ride, those wishing to ride this pace may leave before the scheduled paced ride. A leader and sweeps may be appointed at the ride start by those wishing to ride in this class. All distances are covered. All riders who can ride this pace are welcome.

## Wednesday Leaders Needed

Wednesday night rides will at 6:30 p.m. sharp from April until Labor Day except for holidays and the first Wednesday of each month - our monthly meeting night. Leaders are urgently needed! To volunteer to lead these 6:30 to twilight rides, call Aaron Tanzer - 338-5374.

## Michigan Tour Update

Note the new dates: August 6-13 starting from Traverse City, Mich. Stops along the way will include Mackinac City, Rogers City, Gaylord, Grayling and Cadillac. Sag will carry luggage. Top rated motels. Flat to rolling terrain.

Want a pleasant way to quickly accumulate club miles? The distance for this tour will count in the 1988 mileage totals. To reserve send a \$50 deposit (immediately!) to Lilian Russell, 023 Wayne Ave., Deerfield, IL 60015. For more information, call Lilian at 940-0633.

If you feel you just can't go on living unless you can attend both this year's Progressive Dinner and the Michigan Trip, relax. The date of the Progressive Dinner has been changed to August 27 to avoid this conflict.

## All Aboard the Bike Train!

The L.A.W. National Rally will be in Flagstaff, Arizona, June 29-July 3. How to get there? Take AMTRAK's famous Southwest Chief which serves Flagstaff directly, and bicycles qualify as carry-on luggage!

Southwest Chief services Los Angeles to Chicago and points in between, including direct service to Flagstaff. Travelers can connect to the Chief from points East and North via AMTRAK.

Round trip coach fare from Chicago is \$239. Sleeping berth fares include ALL meals (2 dinners, breakfast and lunch). Econo-Bed Room (sleeps 2) is \$408. Deluxe Rooms (sleeps 2 with shower) is \$888 and Family Rooms (sleeps 4) is \$624.

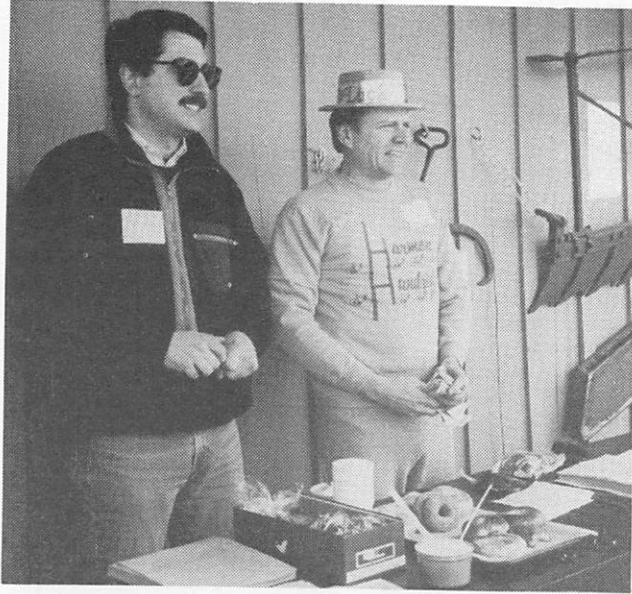
Travel time from Chicago is 30 hours - overnight from 5 p.m. to 8:45 p.m. the next day. Group discounts for bicycle clubs available.

Pre- or post-rally? You can book your train travel to fit your own schedule.

For Bike Train reservations and info, call Bob Harris 800-345-3389 Through New Mexico a Navajo Indian tells passengers of Indian lore and history as the train travels between Gallup and Albuquerque.

## St. Patrick's Day Invitational

Photos by Phyllis W. Harmon



Right: Wauconda Apple Orchards was an excellent starting point--there was plenty of parking, sheltered registration which could have been indoors if necessary, and yummy food to eat after the ride or delicious apples to buy. There also were a number of tempting items to buy.

224 bicyclists turned out for the Wheeling Wheelmen's annual first ride of the season - our invitational. Also a good number of members were on hand to direct parking, drive sag, handle registration, etc. Andy Dane and Hans Predel made up a great working combination efficiently handling registration.

It was a surprisingly large number of riders heading out on the road. Judging from the Weatherman's forecast the night before the weather was to be horrible! Instead it was cold, bright and sunny.



Starting from Wauconda Orchards made possible the selection of an excellent route over mostly rural roads - and gave the photographic bugs excellent opportunities for scenic backgrounds.

Riders were well bundled up in the 25° weather (16° wind-chill) but it warmed up considerably in the sunshine - making it a beautiful first day of Spring!

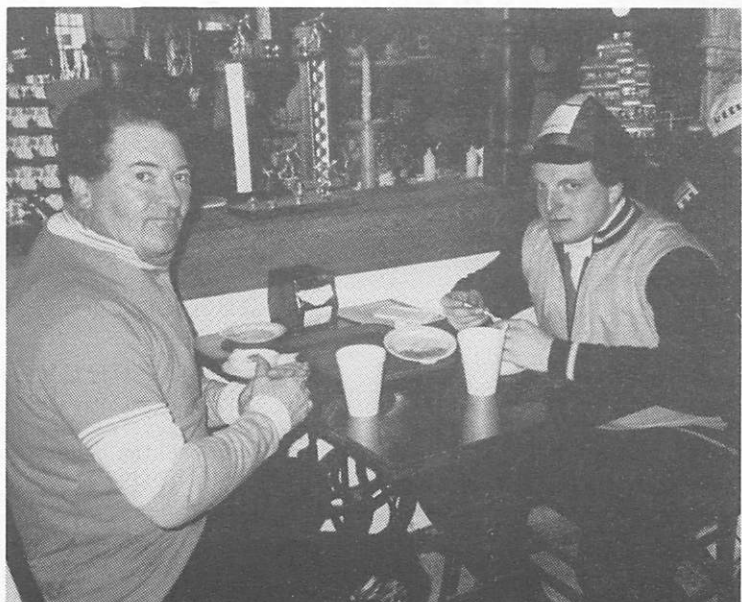
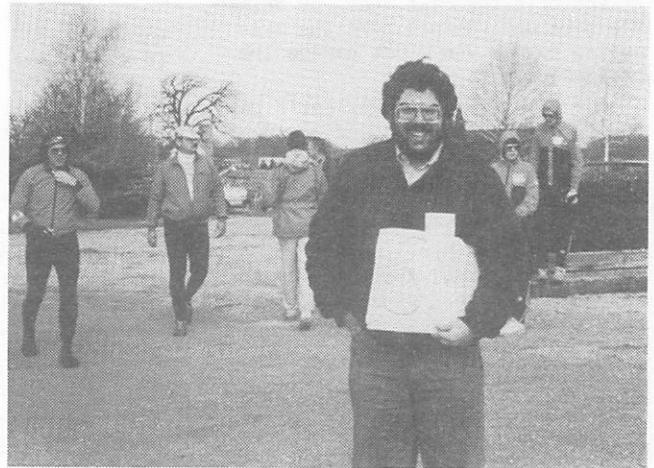
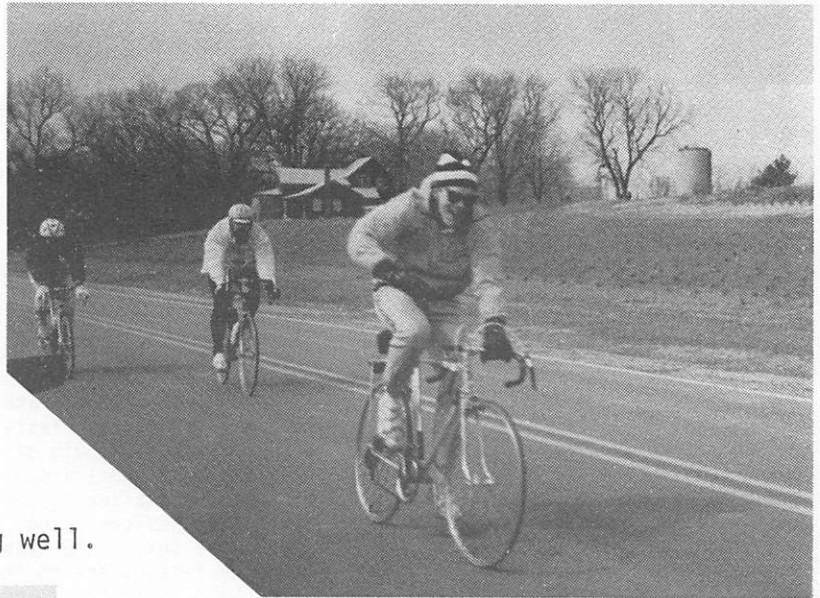
April, 1988

St. Patrick's Day continued

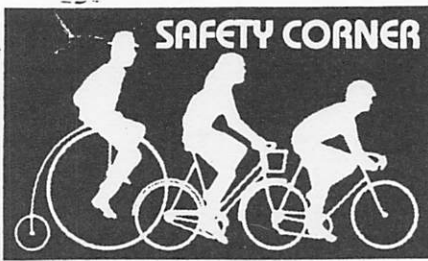
Right: Riders enjoyed riding past farms, silos, and trees and shrubs just waiting to burst forth with spring buds.

Below: Furrows, fields and edges of the road still displayed snow to add contrast to the scenery.

Right: Ride Chairman Aaron Tanzer with his SAG cards to take out to his check point on River Road in McHenry. It was great seeing riders all riding well.



Above: Enjoying snacks after the ride in Wauconda Orchards are Steve Brosnan and Jim Bove.  
Left: Marilyn Wilkerson found the food line too long so chose two bags of delicious apples.



by Woyteck A. Morajko

OK! Let's pretend you've followed my outstanding advice in previous articles and purchased that excellent new bike, with all of those beautiful accessories. Now let's discuss the most important item on your bike: using the Derailleur Gearing!

Derailleur Gearing gives you more gears and is more efficient, but it takes more skill to use well. A 10, 12, or 18-speed bicycle will have both front and rear Derailleurs. The easiest way to see how they operate is to lift the rear wheel (have a friend hold the rear wheel up or hang the bike up. Do not turn the bike upside down - you might damage the brake cables.)

For simplicity's sake, let's call the front gears cranks and the rear ones sprockets. Now turn the cranks forward with one hand while operating the right shift lever with the other. Watch how the chain hops from one sprocket to another. Unless you have indexing shifting, the shift lever has no click stops at each gear. You have to shift by feel and by sound. Start on a middle sprocket, then pull the lever back a little. The chain will start to make a clanking noise as it tries to climb up onto the next larger sprocket. Once you've shifted,

adjust the lever for the quietest sound. When the chain is quiet, the derailleur pulleys are directly below the sprocket, everything is lined up ready to go. Moving the lever forward will result in the chain moving to the next smaller sprocket. The front derailleur works in a similar way.

The reason for trying this procedure while off the bike, is to make it easier for you to practice changing gears while riding.

Now, let's talk about which sprockets give you high and low gears. Attached to the crank are 2 or 3 different size chainwheels. The larger chainwheel will pull the chain faster with each turn of the crank, giving you a higher gear for faster riding, because the same length of chain turns the rear wheel around more times on the smaller sprocket. If all this sounds confusing, then try to remember this: the higher gears, for going faster, are to the outside of the bike (both front and rear).

The next step is to try all this while actually riding the bike. Start in a low gear - small crank, large sprocket. As you ride along try shifting gears. See which one you find most suitable for level ground riding, which ones are better for hills or head-winds. With a little practice, you'll be shifting with the best of us! Also, get into the habit of shifting into a lower gear *before* coming to a stop, or starting up a hill. It will make it easier to resume your pedaling!

As for different gear sizes, I'll try to make this as simple as possible. All gears are measured by how many teeth they have. A typical 10-

speed will have cranks in the 40-52 range, and sprockets in 13-26 range. Wheel diameter is usually 27 inches (700 size wheels are actually a little larger, but let's keep it simple.) Now, to figure out a particular gear size, take the crank size, divide by sprocket and multiply by 27. Example: 42 crank  $\div$  21 sprocket = 2 times 27 = 54 gear. Obviously, for some gears a calculator will be handy.

Why bother making up a gear chart? Well, I'll tell ya! This way you will know where the next higher or next lower gear is. You'll also know the range of your gearing. For touring in our flat to rolling terrain, I recommend a range of 30 to 100. For hills, a touring bike with three cranks and a low gear in the 20s would be nice. On the other end, if you can push a 100 plus gear at 90 revolutions per minute, you belong in the Olympics.

When I purchased my Schwinn Tempo 3 years ago, it came with a 42-52 crank set and a 13-26 sprocket. This gave me a low gear of (42 $\div$ .26x27). This was not low enough for some of our hillier rides - my knees were hurting by the end of the year! So this year I had the crankset replaced with a 39-50, and sprockets with 13-28. This gives me a low gear of around 38 (39 $\div$ .28x27). Hopefully, this will be low enough!

So, make sure your gearing is low enough. If you're buying a new bike, I recommend a touring bike with 3 cranks, 18 gears and a range from mid 20s to 100. Your present bike can also be upgraded. Struggling up each hill in too high of a gear is no fun, and your knees will let you know about it!

## Recipe Of The Month For Sale - Wanted

### MARBLE BROWNIES

Sent in by Marilyn Mathison

- 1-1/4 cup butter or margarine
- 3/4 cup cocoa
- 2-1/2 cups sugar - divided
- 4 eggs - divided
- 1-1/2 cups flour
- 1/2 tsp. salt
- 1 tsp baking powder
- 2 tsp vanilla - divided
- 8 oz. softened cream cheese
- 3 tblsp. flour
- 1 cup chopped nuts

In 3-quart sauce pan melt butter. Add cocoa and 2 cups sugar. Cool. Add 3 eggs. Stir in flour mixture. Add vanilla and nuts. Spread in a greased and floured 9x12 pan. Beat cream cheese with 1/2 cup sugar, 1 egg, 1 tsp. vanilla and 3 tblsp. flour for 2 minutes. Drop in dollops on top of chocolate mixture and marbleize with a knife cutting through batter. Bake 30 minutes in preheated oven at 350° or until done. Cool and cut into bars.

**FOR SALE:** GRUMMAN CANOE with paddles and 3 life vests. \$350.00  
Hans Predel - 255-4029

**WANTED:** TWO TOURING COMPANIONS for 2 or 3-month tour Michigan, Ontario, Maine and East Coast. Approx. 3000 miles. Departure approx. late May through Wugust. 3-man tent for sleeping. Pick-up truck will sag and carry luggage. Ted Mann, 20 years old, 621 Gaslight Drive, Algonquin, IL 60102. 312/658-5890.

### WW's Janesville Ride

Last call for the May 7-8 weekend ride to Janesville, Wisconsin, leaving from Wheeling High School at 6 a.m. - 100 miles each day. Overnight at Super 8 Motel in Janesville. Reservations by April 15. \$25 single or \$35 double. Send to Jim Grant, 615-A Waverly Dr., Elgin, IL 60120. Phone 742-0814. Express ride led by Jim Grant; Touring ride led by Woyteck Morajko.



### GEAR Up '88

LANCASTER COUNTY, PENNSYLVANIA  
Fri. June 3 - Mon. June 6  
Headquarters  
Millersburg State University

Beautiful bicycling in Pennsylvania Dutch area. Registration fee \$50. (\$67 non-members). Room and Board 3 nights, 8 meals \$65. GEAR UP '88, 4960 S. Raintree Ct. Wilmington DE 19808

### Rally '88 in Arizona



Wed. June 29 through  
Sun. July 3, 1988  
Headquarters  
Northern Arizona Univ.  
Flagstaff, Arizona

Registraropm fee \$42 (non-members \$62.50) Room and Board 4 nights, 11 meals \$150.00. L.A.W. Rally '88, P.O. Box 2657, Scottsdale, AZ 85252.

# BICYCLE USA News

THE LEAGUE OF AMERICAN WHEELMEN

WINTER 1988

## National Bike Month '88

This May is the 32nd annual National Bike Month, and L.A.W. clubs will be sponsoring a number of activities. The always popular Bike to Work Day will be a major event this year. "Bicycling is normally an invisible activity," says Wisconsin bicycling leader Bill Hauda. "The general public doesn't realize the extent that the bike is used for commuting and basic transport. The Madison Bike to Work event, along with others across the country, helps bring public attention to bicycling and has a way of dramatizing the bicycle's popularity and potential."

On May 18, during the U.S. Department of Transportation's "Transportation Week," clubs across the country will participate in the Streets Are For Everyone (SAFE) Challenge. To show government officials the importance of accommodating bicyclists and pedestrians, clubs will encourage them to ride their bicycle to work. Camille Mittelholz, working on behalf of bicyclists and pedestrians at the U.S. Department of Transportation, has called the challenge "a good approach to get people to start thinking about alternatives to the car."

Clubs will also participate in Bicycling For Bicyclists, a fundraiser for local clubs' programs, L.A.W.'s Effective Cycling program, motorist awareness campaigns, legal resource support, and other national efforts to protect and advance cyclists' rights. According to life member Paul Epton, "Raising money gives bicyclists the opportunity to fund specific proposals and to fund broader efforts to educate and inform the public so that bicyclists can become fully accommodated in our society."

The fourth national event will be a youth day, when clubs invite local scout troops and other youth groups to join them on a ride, helping the young cyclists learn traffic skills. Baltimore Bicycling Club ex-president Bob Bennett backs the project, saying, "The BBC has always worked with cycling families, but this program encourages us to reach children who haven't had a good role model to learn from."

Steve Clark, a consultant to the league, is organizing the Bike Month '88 activities. For further information contact him at Box 99, Cushing, WI 54006, (715) 648-5519, or write the L.A.W. office in Baltimore.

—BICYCLE USA News

## BICYCLE USA News

The League of American Wheelmen  
Suite 209, 6707 Whitestone Road  
Baltimore, MD 21207

Dale Adams, *Editor*  
David Borucki, *Art Director*

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## L.A.W. Seeks Patch Designers

The 1989 L.A.W. patch design contest is underway. Any member of an L.A.W.-affiliated club may enter. All submissions must be received before May 31, 1988. This year's winners will receive one of five prizes provided by Cannondale.

### Patch Design Categories:

Sanctioned Century Series (4) (century, half, quarter, and metric)	Bike Month
National Century Series (4) (century, half, quarter, and metric)	Memorial Day
New Year's Day	July Fourth
Valentine's Day	Halloween
St. Patrick's Day	Thanksgiving
Easter	Christmas
Ride Leader	Sag Wagon
	Ice Cream Ride

For a copy of the contest rules please write Patch Design Rules, L.A.W., Suite 209, 6707 Whitestone Rd., Baltimore MD 21207.

## Hard To Believe

The *El Paso Times* reported in its October 7, 1987, issue that a private detective in Johnson City, Tenn., had been found guilty of spitting on a bicyclist. The judge offered to waive the \$100 fine if the detective would replace a "kill bikers" bumper sticker on his pickup with "a more positive message."

## Big Mac Arrest

According to the *Miami Herald*, Robert L. Fox rode his bike to a Fort Lauderdale McDonald's for a Big Mac and fries but got a jailhouse breakfast instead. Near midnight on January 13, Fox found the restaurant's doors closed, so he went to the still-open drive-up window. There, a restaurant employee told him that the window serves only motorists and that he had to leave.

"I felt they were discriminating against me as a bicyclist," said Fox. He persisted, cars began stacking up, and McDonald's management called the police and had him arrested for trespassing. After spending a night in the Broward County Jail, Fox was released when friends posted the \$25 bail.

Fox may have the last laugh. After the *Miami Herald* ran the story, it was picked up by the AP and UPI wire services, and CNN made frequent announcements on the issue through the weekend.



## Easter Hill Country Fundraising Challenge

The state of Texas has been mired in an economic depression since the oil patch went bust in 1984. But the state of Lone Star bicycling has never been better.

The Fort Worth, Houston, Lubbock, and San Antonio bicycle clubs founded the Easter Hill Country Tour 15 years ago. In 1987, over 1,300 cyclists participated in the tour through the Hill Country's famous haunting scrub lands.

Bruce Carter, chairman of the event, expressed caution about the future of the ride: "The ride committee felt that promoting future Easter Hill Country Tours would not be possible unless the League of American Wheelmen and its affiliated clubs continue to defend cyclists' rights to ride safely on the road."

To that end, the Hill Country Tour host clubs presented the league with a check for \$1,000 and issued a challenge to bicycle clubs across the country to match their donation to the L.A.W.

The Easter Hill Country Tour fund-raising challenge was formally accepted by L.A.W. directors at the league's winter board meeting. Since then a number of donations have been received, including a \$1,000 matching pledge from the Baltimore Bicycling Club.

League President John Torosian reports that at year's end a number of bicycle clubs in his New England region had expressed an interest in meeting the Easter Hill Country Tour Challenge. He continues, "I am confident that the Easter Hill Tour Challenge will far outstrip the 1985 Pedal Across Lower Michigan fund-raising challenge. In fact, I plan to ride in this year's Easter Hill Country Tour on April 1, and if our member clubs have not pledged at least \$5,000 of our \$25,000 goal by that time, I will ride the Hill Country Tour on a unicycle!"

Bicycle clubs interested in meeting the Easter Hill Country Challenge should contact their regional L.A.W. director.

## Gold Rush Presented to Smithsonian

Gold Rush, one of the fastest human-powered land vehicles, was presented to the Smithsonian Institution during a special ceremony on September 22, 1987, at the National Museum of American History. The aerodynamically designed bicycle was donated by the DuPont Company and will become part of a major exhibition, "A Material World," scheduled to open in the spring. Prior to the opening of that exhibition, Gold Rush will be on view in the museum's Hall of Road Transportation.

In making the announcement, Museum Director Roger Kennedy said, "The Gold Rush is an important acquisition not only because of the technological innovation that it represents, but also because it offers a striking example of the ways man has manipulated materials into artifacts for everyday use."

Conceived by California designer Gardner Martin, Gold Rush is composed of several lightweight, man-made materials, including aramid and spandex fibers and polyester film, as well as aluminum. The vehicle, which weighs 31 pounds, is a supine recumbent and is enclosed in a shell to reduce drag. In May 1986, Gold Rush, driven by professional cyclist Fred Markham, reached a record-setting speed of 65.48 mph on a paved highway in the Sierra Nevada Mountains.

## Cyclists on New Mexico Highways

"New Mexico is the only western state which prohibits bicycles from shoulders of rural interstates," says David Johnson, L.A.W. state legislative representative. Legislation encouraging the New Mexico Department of Transportation to allow bicycles on the shoulders of rural interstates has been introduced by state Senator James Martin and Representative Michael Olguin.

L.A.W. is aiding local efforts to pass the legislation by mailing information to the media and to over 2,000 cycling enthusiasts in New Mexico. The league worked with Johnson to organize a legislative plan and encourage grassroots participation. Johnson says: "If the DOT reviews all the available data, they will have no rational or logical choice but to allow bicycles on the shoulders of rural interstates."

## RAAM Needs Volunteer Observers

Volunteers are needed at all 81 official time stations along the San Francisco to Washington, D.C., RAAM route this year (June 19 thru July 2). Interested parties should contact: John Marino, 4790 Irvine Blvd., #105-111, Irvine, CA 92720, (714) 544-1701.

They call in rider times, keep track of race progress,

## MORE THAN A MAGAZINE

When you join the League of American Wheelmen you receive more than a bicycling magazine. As the national organization of bicyclists, we have the only national advocacy program defending your right to the road. And our members will teach you bicycle safety, help plan your next tour, put you up for the night, or invite you on a club ride. Join your fellow cyclists and get the most out of bicycling.



Yes, I want to receive these benefits, an L.A.W. patch and decals, plus the magazine for everyday cyclists, *BICYCLE USA*.

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**League of American Wheelmen**

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