



WHEELING WHEELMEN
P.O. BOX 581-D
WHEELING, ILLINOIS 60090

MONTHLY MEANDERS

OCTOBER, 1988



OCTOBER MEETING

Wednesday, October 5
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: KIM STANLEY

Kim pedaled 3,425 miles with over 300 bicyclists from Seattle to Atlantic City - June 6 to July 22 to raise over \$2 million for American Lung Assoc.

Come to hear Kim tell his story!

ANNUAL BANQUET

Enclosed with this newsletter is the reservation form for our annual Banquet. This year it will be held at The Cotillion Banquets, 360 Creekside Drive in Palatine. That is on Northwest Highway just west of Rt. 53.

Social hour is 6:30, Dinner is at 7:30. There is a cash bar. There is a 7-course dinner and you have a choice between pork tenderloin and orange ruffly. Cost: \$14.00.

Come prepared for a great evening: a mystery program, skit, fashion show, awards and introduction of new officers. Music.....!

Send reservations by November 4 to Lilian Russell, 707 Bayside Ct., Wheeling, IL 60090

ELECTION

The bottom of the Banquet form has our Ballot for 1989 officers. Send to Wheeling Wheelmen, P.O. Box 581-D, Wheeling IL 60090

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	362-7794

THE PREZ SEZ

Our 1988 Harmon Hundred was a huge success! We owe it all to the hard work of our members, especially the chairmen of the various jobs.

Hats off to Hans Predel, our general chairman, who spearheaded the entire operation and did a superb job! His leadership throughout the year was very significant in bringing all segments together to make this Harmon Hundred the best ever!

Phyllis Harmon and the 33-member registration crew were fabulous, making everything run smoothly at registration. All the hours that went in to preparing for our 1411 turnout were worth it. Nice job!

Thank you, Dick Ryan, for your work on the four different routes that were enjoyed by all.

Debbie Dick did a great job filling in all the missing rider numbers and adding to them so there were enough for all riders.

The food set-up was super, too. We can thank Sue McPheron for her time and energy in making it all happen. Thanks, Sue.

Our publicity and advertising work was done by Andy Dane. Not only did he help with PR work and registration, he helped mark roads during the wee hours before the ride. Thanks, again, Andy.

Woyteck Morajko spearheaded our sag wagon service which was badly needed as the warm day wore on. Thanks, Woyteck, for your coordination and help.

Of course, our sag wagon drivers deserve a pat on the back, too. They spent many hours behind the wheel, moving riders between sag stops and the high school.

Our parking marshals, Elliott Kanner and Mike Sackheim, deserve special applause for parking over 1,000 cars by themselves! Good job!

For those of you who gave the Harmon Hundred the "Home" touch with baked cookies---we thank you!

All the various sag stop chairmen deserve applause for a job well done, too. They were busy helping our guests enjoy themselves. Thanks to Lynn Petty, Pat Marshall, Keith Kingbay, Bob Browning, Kurt Schoenhoff, Ron McPheron, Lilian and Jack Russell, and Lois and Howard Paul.

To all of you that helped clean up, we appreciate your dedication.

You're the greatest!

Our road marking crews deserve a big pat on the back. Thanks to Jim Grant, Bob Illy, Jerry Rice, Hans, Diane and Lisa Predel, and Andy Dane. The road markings this year were probably the best ever.

Thanks to Dick Marr, who guarded the R.R. tracks in Crystal Lake, and Bob Flanagan, who guided our cyclists onto the bike path at the 5-mile mark. Lisa Gerhold, bless her heart, made special signs and guided into the first turn at Hintz and Longtree, the "gravel pit" area. Thanks a lot. Jerry Goldman also helped a lot at the "gravel pit" intersection.

I'm sure I missed someone, but please forgive me: You all did super! Give yourself a pat on the back! To each and every member that helped on the 1988 Harmon Hundred---a super thank you!

Our local bicycle shops were on hand to assist our guests in a variety of ways. Thanks again to Jim Andresen of ABC Cyclery in Arlington Heights; Dave Schindler of C C Cycle in Buffalo Grove, and Dick and M-E Spirek of Bikes Plus in Arlington Heights. We appreciate you! We also received assistance in the Woodstock area from Tony Peterson of Tony's Schwinn of Woodstock.

Bill Daletski and his staff at Wheeling High School deserve a thank you for helping us in setting up the facilities at Wheeling High School.

The Wheeling Police Department gave us traffic control in the vital morning hours. We appreciate their help, too.

Of course, CABDA (Chicagoland Area Bicycle Dealers Association) gets a pat on the back because they supplied us with our registration forms and route sheets. Thanks, again, for your support.

I'm sure others deserve a handshake for a job well done. Consider it---done! Thanks.

Yes, it was a successful Harmon Hundred. In my final year as President I can say I am very happy that we were able to pull off a "great" one!

Now, we can concentrate on the rest of our ride schedule and the end of the year banquet. It's been a great year so far.

Al Petty, President



Autumn

by Dick Sorenson

As a cyclist, for me Fall is the most exhilarating season. Warm days, cool nights, crisp, breathable air, pungent odors of leaves, puffy Georgia O'Keefe clouds, and glorious colors. The fall coloration is the most dramatic as it changes the surroundings from green to drab in a bright transitional flash that lasts a few short weeks. It is a mix of sights, smells, sounds and feelings that can best be enjoyed by pedaling in the countryside, getting into the thick of it.

We are so lucky! The fall color of north central and eastern North America is known to be among the most impressive in all the world. The high percentage of deciduous; or hardwood trees (that's trees with leaves on them) makes for a brilliant show.

So why do leaves change color? How do they know it's time? Certainly Nature inspires us to blurt out such dumb questions, but fortunately, we don't need to know all the answers to enjoy the spectacle.

It seems that the colors were already there; they were just being

covered up by the green chlorophyll. Carotene and Xanthophyll are the pigments that account for the yellow colors. The reds come from anthocyanins produced from sugars in sap that is trapped in the leaves. Cool temperatures and lessened sunlight prompt the formation of a layer of cells at the base of the leaf stem, which choke off the flow of sap. This abscission layer, as it is called, is weak and the leaves always break off at that point. The exceptions are oak leaves, which do not form such a layer of cells and often cling on well into the winter before being blown off by the wind.

When and where to go to get the full effect of the color show is hard to predict. Local foresters believe that the drought will cause fall colors to arrive a week or two earlier than usual--possibly by the time you're reading this article. Fall foliage in the immediate Chicagoland area is not always brilliant. Our fertile alkaline soil and groves of oak trees don't provide the explosive color we associate with Autumn. We often have to seek out pockets of foliage. Fall color is where you find it. You may already know where to look; or it may surprise you along some new path. Good riding areas to observe the spectacle are as close as the Barrington vicinity, particularly through Bar-

rington Hills and North Barrington. Another beautiful pocket area is along the Kankakee River, especially parts of the Kankakee River State Park near Bourbonnais.

A strong personal favorite is, Southern Indiana, principally Parke County, which is even further enhanced by the quaintness of the covered bridges in and around the Rockville area; another, of course, is Brown County, in and around Nashville, the area of the famous Hilly Hundred ride.

The Kettle Moraine State Forest is southeastern Wisconsin's fall color gift. Two of the most attractive roads are named Kettle Moraine Drive in both the northern and southern forest units. In the north, try it south of Greenbush in Sheboygan County. The Wisconsin River Valley near Spring Green can be the most vivid as the steep valley sides become murals of Nature's handiwork. Try Coon Rock Road and County Highway T south of Spring Green.

The primary reason most of us choose to live in the Great Lakes area is because of the glorious change of seasons. Most believe that Autumn offers the best cycling experiences--so get out and enjoy the benefits, because before you know it, you'll be waking up to the shock of an early winter blizzard.

Harmon Happenings

Hans Predel

This year's Harmon Hundred was another success! We had a sunny, warm day (the next day it poured!) which encouraged more than 1400 riders to attend our invitational! We received many compliments on route markings, sag stops and sag wagon support. T-shirt sales were brisk with close to 650 shirts sold this year.

I, personally, want to thank everybody from the club who donated their time and *much* day long effort to work the day of the ride. Special thanks go to my wife, Diane, and daughter, Lisa, who answered numerous phone calls from June through the day of the ride. They also worked all day at Registration. The hard work, friendly attitude and dedication to the ride by you was certainly noticed by the riders. Many of them promised to come back next year. The fact that our rider attendance is the largest in Chicagoland and almost double the size of the next largest invitational in the area says a lot about the results of your support.

Planning is already under way for next year's HARMON HUNDRED, scheduled for Sunday, September 10, 1989.

Thanks again!

Top Mileage

Members with top mileage on Wheeling Wheelmen scheduled rides..up to but not including Members' Harmon Hundred rides.

MEN	MILES
Woyteck Morajko	2,156
Jack Van Es	2,097
Kurt Schoenhoff	1,518
Joe Tobias	1,413
Dick Ryan	1,291
Roy Erikson	1,270
Bill Lorenzen	1,240
Jim Grant	1,206
Andy Dane	1,072
Mike Skalka	1,064
Hans Predel	987
Ron McPheron	969

WOMEN	MILES
Jane Newell	1,419
Catherine Zoch	1,362
Geri McPheron	1,329
Debbie Dick	1,134
Gee Cunningham	994
Carol Passowic	986
Phyllis Harmon	940
Cindy Cochrane	901
Fran Green-Kelner	619
Lois Paul	598
Kaete Schoenhoff	537
Lilian Russell	518

1989 KENTUCKY TOUR?

With the success of this year's week-long bicycle tour in Michigan, Kurt Schoenhoff has been in contact with the L.A.W. Touring Chairman in Kentucky in regard to a 1989 tour in the Blue Grass Country of Kentucky, probably sometime in mid-September, after the Harmon Hundred.

Kurt would like to hear from you members - do you like that idea, do you like the area, is the month OK? Write him at 16 James Ct., Hawthorne Woods, IL 60047 or phone him at 540-0861.

FOR SALE

FOR SALE: SHIMANO DURA-ACE LOCK-STYLE CLIPLESS PEDALS. Model PD7401 \$70.00. Call Bill: 397-4836

New WW Member Arriving in February

Jim and Jenny Grant are busily converting their den to a nursery for a new member of their family with a February anticipated arrival.



Schedule

Oct. 1 HUFF-N-PUFF, Long Grove

Sat. 7 a.m. - 80 miles from Kildeer
T School. Dick Sorenson 593-7945.

Oct. 2 WHEELING BIKE-A-THON

Sun. Anytime between 7 a.m. and 5 p.m. This is our community project for the year. You can both ride and/or work and do one 10-mile lap or as many as you want for mileage. Here is your opportunity to complete or add to your L.A.W. Sanctioned patches. The proceeds of the 6th Wheeling Bike-A-Thon are for the Pavilion, Wheeling Senior Center, to provide supplies. Starting point this year has been moved to Wheeling High School. There are many door prizes, a patch and the first 100 riders get a T-shirt with the Bike-A-Thon logo on the front and our logo and the Wheeling logo on the back..red and white.

Oct. 8 LAKE COUNTY COLLEGE CLASSIC

Sat. 10 a.m. - 41 miles from Kildeer
T School, Long Grove. Don Derebey 255-3422.

Oct. 9 DEKALB CENTURY - The Sequel

Sun. 6:30 a.m. - 100 miles from 615-E-T A Waverly Drive, Elgin. Express Leader Jim Grant - 742-0814. Touring Leader Woyteck Morajko 392-0530. Jim has offered sleeping bag space at his home Sat. night.

Oct. 9 KETTLE MORAIN RIDE, Wisconsin

Sun. 9 a.m. - 54 miles from Railway depot on U.S. 12 north of Wisconsin Rt. 67 in Eagle, Wisconsin. Bring a sack lunch. Joe Tobias - 835-2547.

Oct.15 ARGONNE-LOCKPORT RIDE, Batavia

Sat. 9 a.m. - 50 miles from Visitor Center, Argonne Labs. (take Tri-State or Rt. 83 to I-55 to next exit west, Cass Ave. Then one mile south to visitor center, low building on east side. Beautiful ride through historic area of Illinois-Michigan Canal. Rich Wemstrom - 634-1168.

Oct.16 - BREAKFAST RIDE, Wheeling

Sun. 8 a.m. - 20 miles from Horizon Day Care Center, Schoenbeck south of Dundee Road. Phyllis Harmon - 537-1268.

Oct.23 CHICAGO LAKEFRONT RIDE, Chicago

Sun. 10 a.m. - 35 miles from Foster Ave. Beach, 5200 North and Lake Michigan. Beautiful ride to Hyde Park and South Side points of interest. Bob and Betty Vargas 259-3210.

Oct.29 HALLOWEEN RIDE, Long Grove

Sat. 10 a.m. - 35 miles from Kildeer
T School. Ride goes through Barrington Hills. No lunch stop on this ride. Al Berman - 541-9248

Oct.30 LIBERTYVILLE RIDE, Wheeling

Sun. 10 a.m. - 32 miles from Chamber Park, Wolf Road north of Dundee Road. Lunch in Libertyville. Elliott Kanner - 541-9176



Ride Classifications

FOR 1988

- L - LEISURE RIDE. Slow pace. 8-12 mph pace. 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, 11-15 mph pace. 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. This class covers all distances. New riders are welcome.
- E - EXPRESS RIDE. Fast pace, 15 mph and over. 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 start by those wishing to ride this class. All distances are covered. All riders who can ride this pace are welcome.

Wheeling Bike-A-Thon

October 2 - Wheeling High School

This is our 6th Wheeling Bike-A-Thon for the benefit of PAVILION - Wheeling's Senior Center. The first year it was just plans on paper; the second year it was a hole in the ground; the third year it had just opened and last year and this year is has evolved into a very busy and helpful center for seniors over 55 years of age. We help to provide programs, material and supplies for an ever growing number of people.

To be a success we need workers: at 3 check points, registration, at Schoenbeck, Buffalo Grove and Arlington Heights crossings, check in riders, etc. Hours 3-hr. shifts 7 a.m. to 5 p.m. Call Phyllis Harmon - 537-1268.



by Woyteck Morajko

This month's column will make a few minor comments and one major one.

Most people manage to show up on time for the start of our rides, but there are still a few "better late than never" characters. If you are one of these people, here's a helpful hint. Pump up your tires the night before. That way you don't have to flail away madly in a last ditch attempt to be ready on time. Trust me, your tires will not go flat overnight! Also, when signing up, try to remember to print your name. I mean, really! Some of you give new meaning to the term "chicken scratch", and poor Aaron spends sleepless nights trying to decipher your scribbles.

My major point of business came about as a result of reading comments in last month's letter. I have given this a lot of thought, and have several comments and suggestions. Several comments were made about our rides: too many long rides, too fast, stops are too short, there's not enough socializing, not enough shorter rides. Also, express rider bashing is popular, express riders are even being blamed for riders getting lost, discouraged, demoralized, etc.!

I took the ride schedule and counted all of the rides. Not including rides during the week, there are 65+ rides in total, of which only 9 or 10 are express. I don't feel that's too many. Express riders are always asked to start before the rest of the group and are on their own, so how can they be blamed for causing problems?

The people who come up with express rides of 100 miles or more might want to consider coming up with shorter versions of the ride and have their wife/husband, friend, etc. lead it. Also, stop and consider your abilities. I know that I couldn't ride a double century (200 miles) in one day, so if you're unsure of completing an express ride of 100 miles, offer to lead a shorter ride on the same day.

It is not too early to start thinking about next year's schedule. I recommend that early next year (January/February) we hold a ride leader meeting at one of the monthly club meetings. We can then discuss

Continued on Page 4

Social Bicycle Riding

by Jenny Grant

After the long work week, I look forward to a challenging bicycle ride. Sitting at my desk day after day leads to an energy accumulation screaming for release. My main purpose on any bicycle ride is to push myself to the point of maximum cardiovascular benefit. Of secondary importance is enjoying the outdoors. Socializing is incidental to these two factors.

Bicycle clubs have been a part of my life for many years, providing tremendous support and encouragement. But before I joined any club, I rode by myself enough to develop the skills and endurance to complete my first club rides. Riding by myself throughout the years left me with the realization that, just as in life itself, we are ultimately on our own. I know how to pace myself, eat right, change a flat, read a map, carry the right clothing and food, and overall handle most situations. I alone have the responsibility for my arriving at a destination or goal, as I have also discovered in several sports: rock climbing and backpacking.

Bicycling offers the solitude that I crave. Leaving behind the chatter of the everyday world, my only thoughts are of the constant pedaling motion, shifting gears and refueling at food stops. Bicycling is *the task* at hand. I have found the solitude on solo rides and also in group rides where my co-riders have the same purpose. Riding in a group with a common goal is a wonderful experience. One rides with his or her own thoughts, but at the same time feels the support and common purpose of the co-riders.

Socializing extensively during a ride, especially at long rest stops, detracts from the main purpose of the outing. It drains away my energy and drive at a frightening speed,

leaving me distracted and somewhat disoriented. I need just enough time to perform the usual rest stop routine, take a few minutes to survey my surroundings, and then I hit the road before my body stiffens in protest.

Many other people view bicycle club rides as primarily a social event - a chance to meet people, compare their bicycles and latest equipment and bounce ideas back and forth about anything and everything. Others enjoy long, leisurely stops, with the distance for the day cut to a minimum and the destination of primary importance. Still others like to ride the long distances, have long stops and ride at a leisurely pace. Everybody rides for different reasons, we all are individuals, and we should not be categorized.

We need to remember that the year is 1988, far removed from the 1940s and 1950s. Society is faster-paced today. Of course, some of us in our thirties and younger do not remember much of a slower-paced society, except for the eternity we feel in childhood. We all have longings to escape our hectic lives, but are swept along in the rushing stream of time. Time clicks away. We set aside time for exercise and then we move forward to an obligation here, a task there. I'm sure that a vast number of our club members have family obligations, household chores, and an overwhelming burden of mundane tasks facing them after a bicycle ride.

Therefore, I have always felt that extensive socializing is a past club ride event. Getting together after a bicycle ride is a time to celebrate our achievements and talk about the day's events. Maybe club members who have spare time should make more of an effort to arrange

get-togethers after the rides. Everybody, especially people riding for the first time with the club, would find fulfillment.

I am proud of the variety of rides our club offers. Unable to participate in the longer distance events this summer, I have done some of the shorter, slower-paced rides, happy that the bicycle club can accommodate me at any level. I even attended the most social ride on the schedule - the Progressive Dinner Ride.

My first observation was that extensive conversation while riding at a leisurely pace was downright dangerous. Finding myself caught up in friendly exchanges of conversation, I notice my lack of total concentration in watching the road. Group riding, especially when bunched together in numbers, requires great awareness and quick response to a number of constantly changing road conditions. I eventually tried to keep an extensive following distance from the wavering bicycles, only to have it cut in half time and time again by people concluding that I was slowing down.

Riding in a group was supportive for awhile and then I became restless for expansion. My favorite part of the ride was from Hawthorne Woods back to the Ryan's in Barrington. Losing the leader at a stoplight and being ahead of the main group, I rode by myself. Seeing the road stretch ahead of me, I found my bearings for the first time that day. Once again I realized my main purpose in bicycle riding as I paced myself at a level where I was benefitting from the physical effort.

For those of us who do not enjoy long periods of socializing during a bicycle ride, I hope we do not become excluded from the club. It would be a mutual loss.

SAFETY, Continued

how to lead rides. I know that people have been left behind and lost on some of our rides, which can be discouraging. Maybe we should have more than one leader on each ride to prevent people from becoming lost. If no one wants to sweep a ride, and we do have a hard time finding sweeps, then maybe instead of being a ride leader the person in charge should be a "ride sweeper"! I'm seriously considering having everybody ride in front of me on the rides that I lead next year.

Please feel free to make your recommendations. I'm sure that we (the club) can work out a plan to satisfy most people. But remember, if you want to see a different type of ride in the schedule, volunteer

to lead one of the many in our files or create a brand new one. There is no such thing as too many scheduled rides!

Two last points. There are a lot of invitational rides in our area and they conflict with our scheduled rides. Maybe for next year we can put some of those rides on our yearly schedule. Then have everyone show up at a set time and sign up just like on one of our club rides. We could then all ride together, proudly wearing our Wheeling Wheelmen T-shirts. Of course, we would have to find out the dates of the invitationals, and that can be difficult. That might have to be done on a month-to-month basis, and be announced in monthly letters instead of the yearly schedule. What do you think?

Lastly, there are some excellent bike routes around the Devil's Lake area which is located near Baraboo, Wisconsin, about 40 miles N/W of Madison, on Route 12. There are several state and private campgrounds (with showers) in the area, so that we could have a combination camping/riding weekend. Jim Grant and I will be checking out the routes this winter so let us know if you're interested. The area is quite hilly, so bring your granny gears!

Bright Sayings...

Alex, my 3-year-old grandson, watched four hula dancers swinging and swaying and then commented, "Just like the car wash."

Phyllis Harmon

Ride Notes

by Aaron Tanzer

The Interlaken Polar Weekend scheduled for November has been cancelled due to the unavailability of snow tires for bicycles. We do plan to do this weekend sometime next summer.

The DeKalb Century is one of the most beautiful century rides that no one came to. Jim and Woyteck are going to lead this ride again this month and this time the fall colors will be ablaze. Touring and Express sections of this ride will be lead.

For those who've asked, Al Berman says that Halloween costumes are acceptable attire for his upcoming

ride, but only if your helmet fits over the mask.

Recently I was riding on the Fox River Trail on a club ride talking to someone when a voice in front of me calmly said, "We're going to crash!" I looked up and saw myself going head-on towards another bike. I took the only action open to me and promptly fell over, avoiding hurting the other rider and his daughter who was riding in a child's seat.

Even when we know better, we sometimes forget how important it is to pay attention. This is particularly true on bike paths, which by virtue of their narrowness and rapid changes in pavement conditions require much more vigilance than highway riding. Because there are no cars present though, most of us tend to let our

guard down. Here are a couple of ideas to keep in mind on bike paths. Do not ride 2 abreast here. Unlike a highway, you have nowhere to go when an emergency hits. Also, leave lots more room between yourself and the next bike than you would on a highway. Sudden stops and slowdowns are commonplace because of driveways and roads crossing the path. Since there is not room to get around a cyclist suddenly stopping, you need the extra braking room. Do not ride a path at excessive speed. Reaction times are already shorter than they would be on a road. Higher speeds will reduce those times further. Finally, don't be shy about using your voice to warn other cyclists or pedestrians. The lack of lateral room makes this more critical on paths than it is on highways.

Statistics, Statistics, Statistics

by Aaron Tanzer

Now that the cycling season is almost over, it is worth looking at some of the statistics we have compiled for the year. I will let the facts speak for themselves and will comment on them in the next edition of Monthly Meanders.

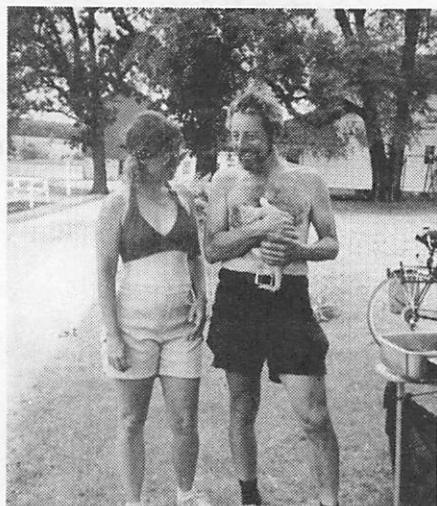
The table below breaks down the rides that I have received sign-up sheets for by each day of the week. Each day is further broken down by ride classification. The data for this table does not include our invitational rides.

The first chart is a bar chart which summarizes the average number of riders on each ride for each ride classification. The second chart is a pie chart showing the proportion of riders riding in each ride classification. The third chart shows the proportion of scheduled rides for

this year by each category. Unlike the other charts, this one does include invitationals. The proportions in this chart are based on rides which were actually run as well as all future scheduled rides for this year. This table does not include future Thursday morning rides because we do not know how late into the winter they will run.

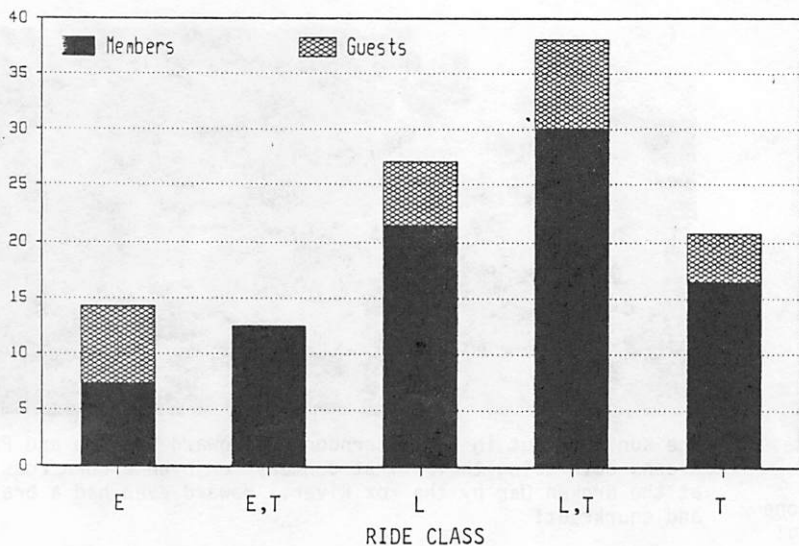
To date there are 111 rides that either were run or will be run. A total of over 70,000 miles have been ridden on Wheeling Wheelmen rides this year (not counting invitationals)

DAY	RIDE CLASS	AVERAGE # RIDERS	TOTAL # RIDES	AVERAGE DISTANCE
Fri.	L	11	1	10.0
Sat.	E	12	5	104.8
	L	28	7	29.6
	T	34	12	79.3
Sun.	E	25	2	80.0
	E,T	11	1	50.0
	L	25	8	29.1
	L,T	38	1	45.0
	T	41	12	55.5
Thur.	T	3	6	21.0
Tue.	E	5	15	34.3
Wed.	T	5	4	16.0

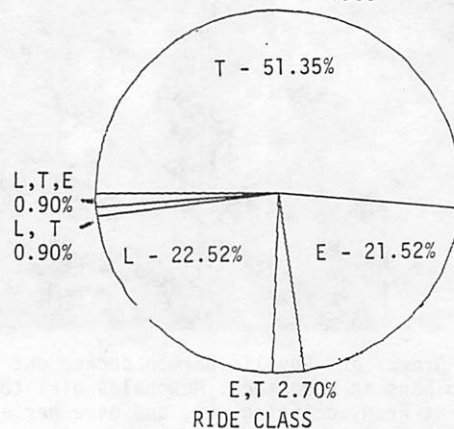


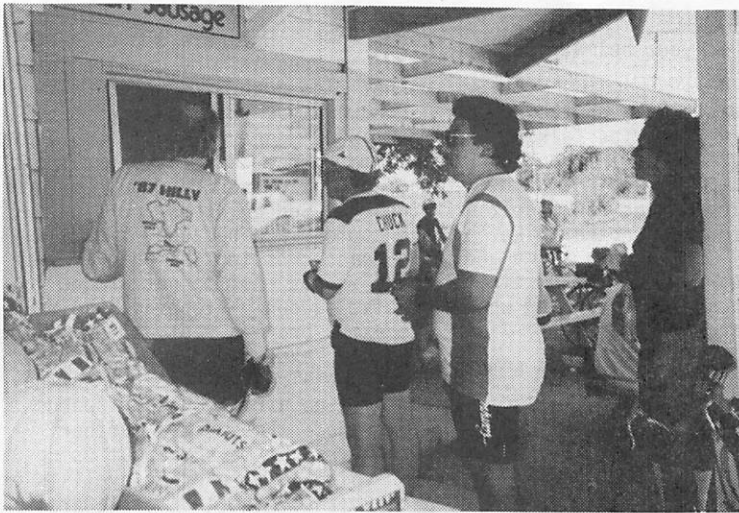
Elliott Kanner and Carolyn Wells on Jerry Goldman's Pedal Across Wisconsin ride in Pardeeville, Wis. which was beautiful bicycling in the Wisconsin Amish area.

Average Number of Riders per Ride: 1988

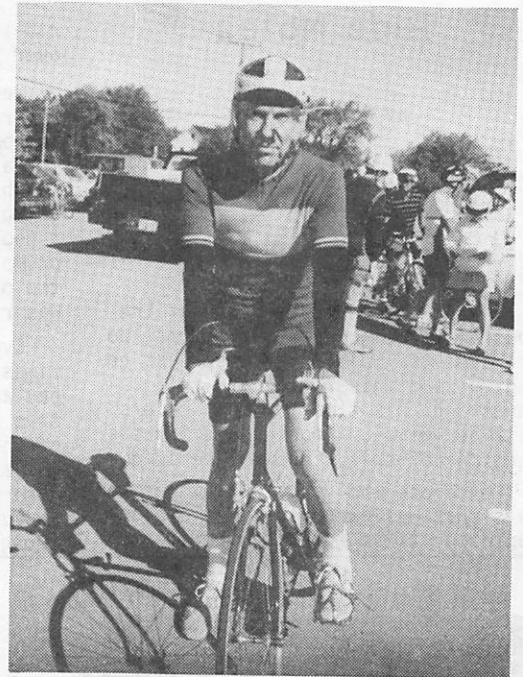


TOTAL SCHEDULED RIDES BY CATEGORY Year 1988

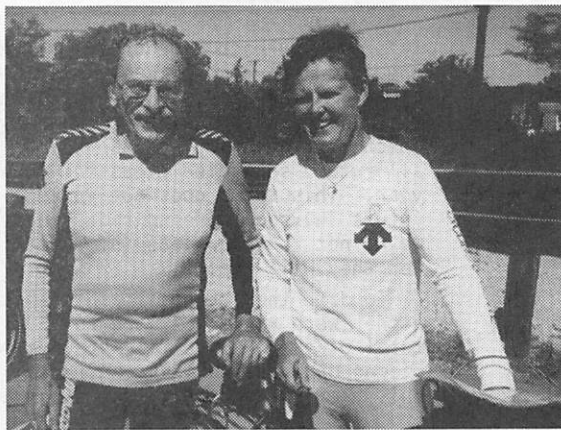




Members at Pat Marshall's Lindenhurst Spin ride - lunch time.



New member Jack Pohlenz came on Lindenhurst spin, came on Members' Century and worked most of the day at Harmon Hundred food table!



Pat Marshall does a great job scouting new routes on excellent roads. The Lindenhurst Spin is a route she scouted last year.

Photos by Phyllis Harmon

Jerry Cantor and Pat Marshall on Lindenhurst Ride. Jerry is riding with us again after having 4 heart bypasses! He worked at the Registration table on the Harmon Hundred, too.

The Members' Harmon Hundred started on a cool morning and it began to sprinkle along Barnard Mill Road and poured all the way to Woodstock and beyond. Members will attired in all sorts of rain gear. On Davis Road we passed a snapping turtle at least two feet long walking across the road! The road arrows fellows followed behind us checking arrows and places for improvement for the big event the next week.



Members' Harmon Hundred - first stop Wauconda Apple Orchard.



Fran Green and Phyllis Harmon decked out in trash bags in Woodstock. McDonalds girl took one look at Fran, dripping wet, and gave her a bag!



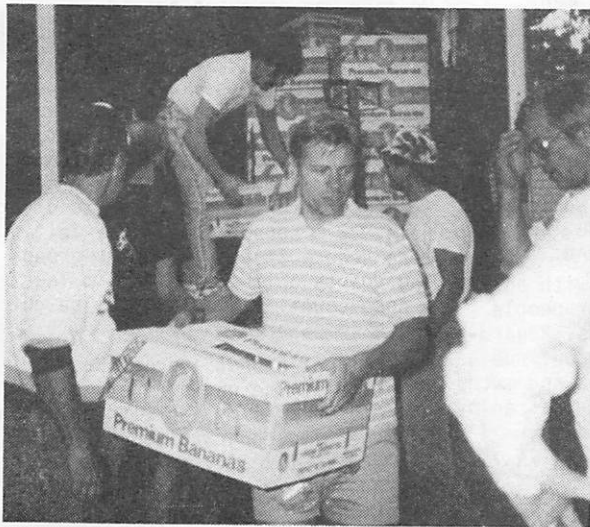
The sun came out in the afternoon and Howard Bronson and Fran Green, both doing their first century, enjoyed a corn roast at the Broken Oar by the Fox River. Howard even had a brat and saurkraut!



Riders on Members' Quarter Century



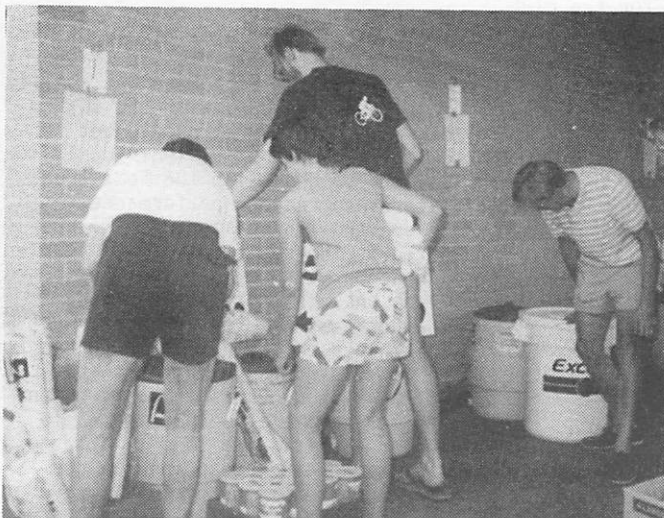
L. Stuart Gordon on Quarter Century.



Members on food committee unloading fruit, sorting for sag stops and, below right, waiting for produce truck.



Signs Lilian Russell made for Woodstock lunch stop-



COMMENTS CORNER

With regard to the debate over club rides, several thoughts come to mind. On a recent ride a member told me how he has been promoting club membership by telling people how we always have sweep riders and leave no one "in the dust". He's concerned about saying this anymore because it just isn't so. On another ride the leader was hesitant to wait for the sweep who had stopped a ways back to lend some assistance with a chain problem - despite the fact that we were entering a somewhat difficult to follow portion of the route. She was afraid everyone would ride off and leave her. We have faults with both ride leaders and riders.

I think that sending off the fast riders first on Touring and Leisure rides has benefitted all. For those that elect to stay with the designated ride, I would like the ride leaders to stick with the guidelines for speed and "catch-up" breaks, and to see that the riders respect the leader's pace and not destroy the "club spirit" of the ride by taking off indiscriminately.

Howard Paul, Past President

My first introduction to the Wheeling Wheelmen came several months ago on a warm, breezy day when I decided to go on a ride called the "Killer Hill 60 Miler" which I read about in the newspaper. My purpose for going on a long ride such as this was to build endurance for a couple of triathlons I was entered in. Not knowing much about the club, I arrived at the Kildeer School excited and a little nervous. After that ride I was hooked forever on biking and the Wheeling Wheelmen.

I rode most of the ride with a small "express" group near the front. When we would finish at a rest stop several other "touring" groups would just be getting there. We all visited, compared ride notes and then went on our way. I was exhausted (as I wanted to be!) by the end of the ride. For me, it was an intense workout. I went home and for over a week I kept telling my friends about this great bike club I was joining that caters to all different levels of riders and how everybody supports everybody. How fantastic that all riders could get what they wanted from the same ride! I've experienced basically the same feeling on the other rides I've been on, regardless of the newsletters ride/pace classification. I've made wonderful friends on each of these rides.

I was dismayed reading last month's "Comments Corner." Feeling

unwanted by my new club because I enjoy riding faster than a touring pace didn't seem right to me. Today there are many more recreational racers than ever before. To ignore or fight that will not help our club grow. The Wheelmen are a major force in the biking community and, while I agree it should be basically a touring club for the vast majority of riders, encouraging and helping to foster other interests in biking *should be* an enlightening experience for everyone. I enjoy hearing about club members' mega-mileage touring adventures and treks around the world on wheels as much as others want to hear about the criterium, time trial, or triathlon club, not "erode" it! We get better through change and progress. Like all living, vital things, if we're not growing then we're dying. Somebody at the September meeting said, "Our club can't be all things to all men." Why not try?

Ian Gerber

In response to your newsletter survey, I want to express my opinion in favor of leisure, touring and express rides. Ideally, it would be great if we could find ride leaders for all three, every weekend.

Everyone I have talked with agrees with me. It is natural for people to ride at their own speeds. Regardless of labels, they will continue to do so. It is convenient and much more fun to be with riders that enjoy riding about the same speed.

I enjoy the camaraderie in the Wheeling Wheelmen rides at the faster paces. The Tuesday night express rides have great camaraderie as do all the rides I have been on this year.

I do not like to see all the hard work and real progress of the past two years being undermined. It is divisive and unhealthy for the club.

Lynn Petty

As a registration volunteer at our recent Harmon Hundred I had the opportunity, throughout the day, to solicit comments from returning riders. Without exception, the feedback was positive. Riders spoke of the friendly sag workers, motivational sag drivers, and great road painters. Many of the riders thanked me, as a representative of the club, for providing them a safe and enjoyable experience. Several riders remarked as to the time and effort required to hold a successful ride - having worked on invitationals themselves.

Our volunteers are dedicated and hard-working leisure, touring and express riders. More importantly,

though, we are members of the Wheeling Wheelmen, joining forces to share our time and resources for something we believe in. Let's not alienate our members by placing a label on them because they sometimes choose to ride faster or longer distances. We should foster an individual's growth, not suppress it.

We'll pursue the same goal--to make bicycling a pleasurable and safe activity. There is no doubt in my mind that, if this issue of categorizing riders continues, the social and recreational bonds of the club will be lost. Now is the time to put this to rest. We have work to do. THE 1989 ST. PATRICK'S DAY RIDE AND HARMON HUNDRED ARE RAPIDLY APPROACHING!

Thanks, Hans, for a great HARMON HUNDRED!

Andy Dane

Sunday I rode my first Century. Weather was anything but ideal.

I rode the Member's Harmon Hundred mostly alone. I was not able to keep up with the leader on the way home. Thank God the route was clearly marked as the arrows got me back. When I had a problem with my chain, a man from another bike club is the only one who stopped to offer help. I'm sure I would have felt more secure if we had had re-grouping points on the ride for at least a nose-count. I could still be out there somewhere!

I didn't expect a brass band to greet me at the end of the ride, but to come back to my car with only two men there to congratulate me was a let down. I really don't know what I expected.

I learned to be independent on this ride. I guess camaraderie is for the Leisure riders.

Gee Cunningham

In my opinion, some of the problems we have experienced this year are the result of a multitude of factors. Certainly, the hot weather has had a major impact on our ability to ride as a group. With the 90+ degrees temperature, people get quickly strung out as individual ability to deal with the heat translates into reduced performance. People showing up at rides ill-prepared is another factor. Some people have come with no water bottles or 8 oz. ones that are inadequate whether temperatures are hot or not. In many cases, we have been unable to get riders to volunteer to be sweep. Nobody wants to do it. When you don't have a sweep, the people who are socializing tend to drop to the rear of the group and fall behind. Another major problem I have seen is riders who, in general, are

COMMENTS CORNER - CONTINUED

not acclimated to the touring pace offered. By mid-summer, most club members can maintain the pace listed, but new riders or ones who don't get enough mileage drag at the end of the group.

As a matter of fact, the inserts about group riding and ride leader duties contained in the last newsletter are proof that the issue lies with our not maintaining those rules on the touring rides versus the express riders somehow messing up the ride.

The Wheeling Wheelmen is a touring club, period! We all agree with that statement of club purpose. Anybody who wants to race can certainly find many USCF clubs in the area to accommodate them. However, our mission as a touring club doesn't dictate what pace everybody should ride. There are too many individual styles to do that. We have reached the best compromise by offering Leisure, Touring and Express rides which fit the pace of the majority of our riders. We offer interesting rides to unique places, are safety conscious and have a group of people who enjoy one another. We have accommodated the express riders who wish to ride at an express pace on touring rides and also by having specific rides for them on our schedule. The only real issue I see related to this group is that several Saturdays or Sundays had only express rides available. We should strive to offer touring rides each day with an express ride offered as an alternative, such as the week-end when the Lindenhurst Spin and Jim Grant's DeKalb Century were offered on the same day.

As a club, we should always be looking to bring in beginning riders and seek to help them join the mainstream group of riders. A big part of that is getting their pace up to the touring pace range. Over time, the same thing can happen to a touring rider who suddenly finds that he/she has drifted over into the express land.

My last comment is that many of the people I would consider express riders are the same ones who attend the monthly meetings, who volunteer readily and who contribute their thoughts for the betterment of the club. As long as they accept the fact that we are not a racing club, they have a place among our riders.

Hans Predel

Several years ago, I formed a computer club, a users group. It was at that time that personal computers were just catching on and good information about how to use them most effectively was difficult, if not impossible, to find. So we'd meet

and learn together, trading good and bad experiences about hardware and software, and commiserate with each other. It was a good experience. The group fell apart, years later, when the original group became experienced computer users and could no longer relate to those at the beginning or entry level. It became futile to produce seminars and programs that would interest both groups--attendance dropped off and the club recently disbanded.

That situation is quite analogous to the current problems of the Wheeling Wheelmen club. Here we have two distinct groups, the "express" cyclists and the "leisure" touring riders. Both share a camaraderie, the enthusiasm and enjoyment of bicycling, but differ on how they want to enjoy it, fast or slow. The fast riders prefer the speed and challenge of a fast-paced ride, and undoubtedly relish the benefits of exercise, healthy bodies, and competition. They see leisurely touring as "slow and boring". On the other hand, the leisurely touring group likes the solitude of slow-paced bicycle touring and the opportunities it provides to enjoy both the countryside and the camaraderie of the group. They are non-competitive and, while receiving the positive aspects of exercise, are certainly not obsessed or driven by those benefits. They tend to be more "laid back". "Cycling is a great way to spend the day with a few friends," one member told me, "It gives us all a chance to be outdoors and have a good time together." Yes, a wide gap certainly exists between the two types.

There is a feeling among cyclists which should bridge the gap between fast and slow riders--that is the very real feeling of "commonality". Old and young, males and females, students, teachers, lawyers, nurses, doctors, urbanologists, bankers, salespeople, moms, dads, grandparents, kids--they all smile when they are pedaling their bicycles. "Can I give you a hand?" is part of that ethic.

But what to do about this dilemma? One solution would be to divide the WW club into two separate groups. I don't like that! Both do have fundamental common interests. The Wheeling Wheelmen should remain unified.

As I see it, neither group will be happy if the policy of WW goes totally express or leisure. Both factions must be represented fairly and in proportion to the interests of each. The ride schedules, programs and WW activities must recognize both and offer, if necessary, dual events. Rides should be balanced to reflect the interests of both groups. The leadership of WW should also be balanced to reflect the types of riders which comprise the membership. Above

all, patience and understanding of the other riders position must be recognized by each.

The alternative, my friends, will be the same fate as my former computer group--eventual disbandment. Let's not permit differences in pace weaken the essence of the club!

I have another problem--you see, I can't keep up with the express-paced riders, and my natural cadence exceeds that of the leisure cyclists.

Dick Sorenson

Sixty Years Riding A Bicycle

by Phyllis W. Harmon

October 14 I'll celebrate 60 years since I bought my first "man-sized" bicycle - red, single speed, 28" wheels and tires before the balloon tire era - the kind you repaired by shooting a rubber band into the hole and then light the rubber band with a match so it would melt and seal the hole! I didn't know anyone who rode a bike so rode around the neighborhood or 7 miles to my grandfather's and then, in 1932, rode my first solo trip 80 miles from Chicago to Tichigan, Wisconsin.

In 1937 I joined the Evanston Bicycle Touring Club, shortly after I joined the Sprocket Wheel Cycle Club and, in 1940, the Columbus Park Wheelmen. I couldn't help but chuckle over Jenny Grant's reference to the 1940s and the 1950s as a slower-paced society! In the late '30s and '40s I was working full time, riding 200 miles a week, putting out the L.A.W. newsletter along with a social life that included much dancing and roller skating! I rode Tuesday nights with Evanston; Wednesdays with the Sprockets and Fridays with Columbus Park...the latter two both 13 miles from my home. No one would dream of *driving* to a ride; We pedaled Chicago to Savannah on the Mississippi in 12 hours; left Dempster and Skokie Blvd. at 3 p.m. to bike to Milwaukee, ride with Muni Cycle club on Sunday and at 6 p.m. bike back to Chicago!

I married in 1942 and had 6 children - each had a full-size bicycle for a 7th birthday..and now all and their mates and my grandchildren have bicycles.

I have bicycled in 26 states, Canada, Germany and New Zealand. I organized the Wheeling Wheelmen when I moved to Wheeling in 1970 and have enjoyed meeting bicyclists from all over U.S. through the League of American Wheelmen events. It has been a wonderful sixty years. I ride for the pleasure and camaraderie--accepting the health and conditioning benefits as added bonuses!

The Domestic Bureau

Robert Henson

Off the back

Tuesday, July 8, 1987, was the end of the line for 45 avid bicycle racers in Boulder, Colorado.

For years, these cyclists had appropriated a stretch of public highway as their personal training course. Traveling in packs, the gung-ho racers ignored traffic lights, lane markings, even speed limits.

Finally, after receiving complaint after complaint from drivers and residents along the route, Boulder police made their move and set up a blockade just beyond a frequently-run stop sign.

As they approached the police blockade, some of the racers obediently stopped. Others refused to say die, carting their bikes through a nearby field only to find men in blue stationed there as well. A few cyclists turned around, started backtracking, and met a third group of cops waiting for them.

My lips curled into an involuntary smile as I read the account of this "biker's bust" in the Boulder newspaper. Make no mistake: I'm an avid bicyclist who loves the challenge of covering great distances in a single day. But I also hail from an older, more relaxed school of cycling—one in which seeing the scenery and calming the nerves are more important than setting speed records and advertising every product in the world on your jersey.

My distaste for high-pressure, competitive cycling goes way back, to one of those crucial, adolescent incidents that resonate inside you for years. It occurred at age 15, when I entered my first 50-mile ride.

Taking off at 8 a.m. amid a clump of cyclists, my enthusiasm was soaring. The air was crisp with September and there were just enough wispy clouds to take the edge off the ascending sun. Even though my bike was only a garden-variety, department store ten-speed, I was keeping a decent pace and having fun.

Then came The Remark. A trim, middle-aged man pedaling a sleek European import gestured in my direction and muttered something about "fifty-nine ninety-five specials" to his companion. They both fell into smug grins and chuckles.

Looking back at that incident from my current, more socially-secure vantage point, I realize that the statement wasn't meant for my ears and wasn't necessarily a put-down of me (just my bike). But at the moment, it stung,

and I felt intensely out of place and embarrassed.

In spite of that, I finished the ride in ample time, savoring the trees and old houses and silence. By the end of that day I was hooked on touring.

Boulder, Colorado, where I moved

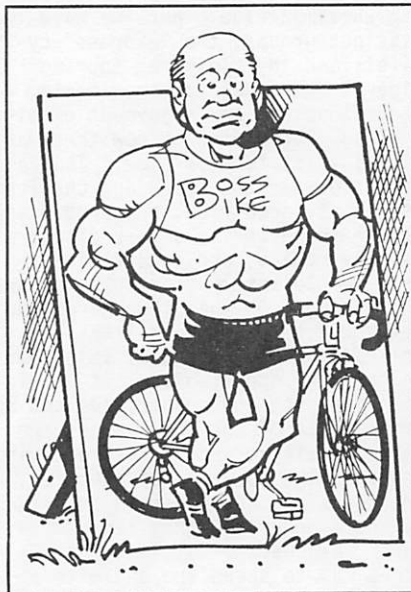


Illustration by Luke McDonnell

this past summer, is a bicyclist's dream. The city is hard up against foothills of the Rockies, perfect for roller-coaster riding.

These bike paths aren't always safe for leisurely riding, though. At any second, you may hear a brusque, "On your left," followed by the whoosh of a racing bike passing you so closely you can feel your hair singe.

It's not just on bike paths that the old-fashioned ten-speed rider can feel threatened in Boulder. Not long ago, I stopped into a local bike shop, looking for an affordable sport-touring bike (i.e., one under \$400). The store was festooned with mountain bikes, racing bikes, and BMXs, hanging from every conceivable part of the ceiling.

When I asked the clerk about inexpensive touring bikes, she gave me a quizzical look, as if I'd inquired about Studebakers.

Two or three years ago, a slick, colorful magazine called "Bicycle Rider" hit the newsstands. It called itself "The Grand Touring Magazine", and pledged to devote its pages to bike travel, whether one-day or around-the-world.

I was overjoyed to find at least one

publication keeping the faith. Over ten years, I'd seen other bike magazines shift their gears from touring to racing and "high-performance" articles. Now I looked forward to reading about take-it-easy bicycling again.

After a few months of contentment with *Bicycle Rider*, I started to notice some early warning signs. More and more features appeared on high-performance riding, "continental" (i.e. expensive) touring, technical trivia, etc. Cyclists in the magazine looked more and more like fashion plates with billboards across their chests.

When I saw a recent issue devoted to "The Competitive Edge", I had to give up and face facts. Advertising dollars alone support these glossy magazines, and anyone who thinks bike touring can be great with cutoffs and a basic ten-speed just isn't who the advertisers want to reach. Farewell, "Grand Touring Magazine...."

So I won't appear a hopeless retrograde, let me admit that many of the newer bike innovations are healthy and beneficial for all cyclists. Stronger helmets, more comfortable clothing, and more durable machines will make any ride more enjoyable.

I just hate to see what I feel is one of life's purest pleasures—turning the pedals at one's own pace—sacrificed to two of our favorite American ideals: materialism and competition.

Three summers ago, I took a 700-mile tour of New England with a friend from the Northeast. We wore plain sport shirts, without any beer brand or convenience store names on the front; everyday shorts, not the skin-tight Lycra variety; and regular sneakers, instead of specially-designed cycling shoes.

We rode our 30-pound touring bikes with our heads up, looking at the gorgeous scenery, not facing the pavement to cut down wind resistance, as all the professionals do. We rode from dawn to dusk without any chafing, exhaustion, or embarrassment at our "amateur" look.

In fact, a produce-stand clerk in eastern Connecticut gave us a telling remark as we stopped for apples and conversation. Looking us over, she smiled and said, "You guys aren't dressed up in all that garbage the others wear. You look like you're having a good time."

She was right.