



Monthly Meanders

Newsletter of the Wheeling Wheelmen Bicycle Club

May, 2002

PREZ SEZ

Greetings fellow club members. Our St Pat's ride is on the books. Despite a cold and sometimes rainy day we drew close to 250 riders. Thanks again to all the members who helped make the ride a success. The facilities were great, plenty of parking, clean rest-rooms and a lot of room to spread out for swapping stories after the ride. We are exploring later dates for next year, which should increase our odds for better weather.

I also want to extend a special thank you to Village Cycle Sport. They spent several hours out in the cold filling tires with air and making any repairs that a long winter and general neglect can bring. I also want to acknowledge Brad from Village Cycle Sport. Not only did he spend time helping out at the St Pat's ride but gave club members who attended our last club meeting a lot of valuable advice about getting our bikes in shape for the season. Brad covered everything from cleaning to parts replacement.

A couple of weeks ago I attended the bike show at Navy Pier. There were many bike shops and custom frame builders as well as several bike clubs with booths set up. One of the newest dealers, Shamrock Cyclery will serve as the starting point for our Tuesday night rides this summer. Jon Saunders, the owner is a former me-

chanic for the Olympic training center in Colorado Springs. I urge all our members to patronize the bike shops in our area. They are very supportive, and their advice can save you many times over the few bucks you save on mail order parts. Most give club members a 10% discount on parts and accessories.

The other order of business is new club jerseys and shorts. I've checked out several options and most are around \$60 for two color shirts and \$35 for shorts. We are working on a design and hope to have a sample on the web site in a couple of weeks. Delivery time is 6-8 weeks. We need a minimum of 50 pieces for this price range and we can reorder in smaller lots in the future at the same price. I need to know how many members are interested in ordering one or both items. We hope to place an order in early May. Please note we will have women's cuts available. Please let me know if you plan to place an order. I will get back to you with details. You can reach me at 847/808-1476 or rkdrapeau@attbi.com.

One last thing, The Chicago Bicycle Federation is holding it's annual meeting May 11, 2002, 10:00 am-1:00 pm at Chicago Temple, 77 W. Washington, Chicago. You can call Pamela Brookstein for more details at 312-427-3325. There will be several political candidates there to discuss the future of bicycling in Illinois. This is an ideal forum for bicyclists to make their voices heard. If you can make it please do.
Rich Drapeau

RIDE CHAIR

The riding season is under way to a slow start. Cold, windy weather prevails at the time I am writing this. Sleet on our St. Pat's discouraged all but a few club riders to complete the ride. Snow fell on the first five days of April. A lot of folks are postponing their riding season until the weather gets a little less barbaric. Still there have been a few days with tolerable winter riding conditions. Check the Top 10 for the riders who couldn't pass up the rides on these winter-like days. But even now the forecast is for more spring-like weather in the offing. I have no doubt that this will bring out a whole host of you to heed the call of the opened road.

The core weekend rides on the May schedule continue to cater to those who want to have day long tours as well as those who prefer shorter half day rides. At least one century option is on tap for every weekend starting with the last weekend in April. Paul Koenig, the Kestrel Kid is hosting many of these rides in May. This includes Saturday- Sunday weekend rides in the south Kettle Moiraine area and leads up to the three day Memorial Day weekend featuring the traditional rides from Glacial Hills Park and a ride out

of nearby West Bend. Two of the Memorial Day rides have century routes. All of the century rides have shorter options. You can plan to make an excursion on these weekends - recommended accommodations are listed on page 7 - or drive up for a one-day ride. At the same time, the shorter rides leaving from more local venues are being hosted on weekends throughout the month.

A full schedule of weekday rides is also on tap in May. The Tuesday/Thursday Deerfield Bakery rides and the Wednesday Rides of a Different Flavor continue jointly with Arlington Heights Bicycle Assoc. The Wednesday evening Hill and Dale rides and Elgin Twilight rides will continue this season. A new ride taking off from the Shamrock Cyclery in Long Grove will also be initiated on Tuesday evenings. Details of these rides appear in separate squibs elsewhere in the Meander. Check them out.

We are very fortunate to have so many people willing to host this impressive schedule of rides. I hope everyone finds the rides that suites them and makes them a habit. Remember to thank the ride host.

Art Cunningham

Club Officials

Elected Officers

President
 Rich Drapeau (847)808-1476
V.P./Ride Chair
 Art Cunningham (847)963-8746
Treasurer
 Al Berman (847)4541-9248
Secretary
 Kris Woodcock (847)520-6932
Membership
 Betsy BurteLOW & Jim Boyer (847)541-1325
Safety
 Barry Cohen (847)459-7640

Appointed Officers

Newsletter
 Ella Shields (773)594-1755
 E-mail: Shieldsbike@aol.com
Harmon
 Mary Kay Drapeau (847)808-1476
Chairmen
Banquet
 Ella Shields (773)594-1755
Harmon Data Base
 Jennie Pfejfer (847)342-8823
LAB
 Phyllis Harmon (847)537-1268
Mileage Statistician
 Art Cunningham (847)963-8746
Newsletter Mailings
 Ella Shields (773)594-1755
Picnic
 Al & Cindy Schneider (847)696-2356
Refreshments
 Frank & Pat Illy (847)923-5910
St. Pat's Ride
 Mary Kay Drapeau (847)808-1476
Web Page
 Bill Bergeron (847)658-5159

Newsletter Policy

We can always use information for the newsletter. I'd love to hear from you. Send or e-mail your ride notes, stories or articles for the newsletter to me by the 10th of the preceding month

Ella Shields
 7516 W. Devon Ave.
 Chicago, IL. 60631
 Shieldsbike@aol.com

(Please include your name and phone number in case I have a question)

Moving?



Don't miss an issue of Monthly Meanders!! Call Betsy or Jim with all name, address and phone number changes at (847)541-1325.

Board Meeting

The next board meeting will be held on Thursday, May 16, 7:00 pm at the home of Jim Boyer and Betsy BurteLOW.

All board members are requested to attend. Please give Jim or Betsy a call at 847/541-1325 and let them know if you will be attending.

MEANDER STATS—2002

THROUGH APRIL 4

MEN:

| | | |
|----|-----------------|-----|
| 1 | ART CUNNINGHAM | 277 |
| 2 | KILLIAN EMANUEL | 256 |
| 3 | BOB WALKOWICZ | 229 |
| 4 | JOE IRONS | 196 |
| 5 | BOB DOMINSKI | 172 |
| 6 | TOM WILSON | 163 |
| 7 | BOB PLETCH | 144 |
| 8 | BOB SAVIO | 93 |
| 9 | LOUIS LAMBROS | 79 |
| 10 | VERNE AEBLI | 76 |

WOMEN:

| | | |
|---|----------------|----|
| 1 | MARIANNE KRON | 85 |
| 2 | VIRGINIA SAVIO | 42 |
| 3 | ELLA SHIELDS | 35 |
| 4 | BETSY BURTELOW | 35 |
| 5 | KRIS WOODCOCK | 35 |
| 6 | REINHILDE GEIS | 19 |
| 7 | MONICA GONCZE | 19 |
| 8 | DEBBIE WILSON | 16 |

NO CLUB MEETING THIS MONTH

WELCOME NEW MEMBERS



Jim Kambol, Vernon Hills
 Ulfert & Hannelore Broockmann, Libertyville
 Steve & Carol Westlund, Highland Park
 Mike Imhoff, Northbrook
 Marc & Debbie Stookal, Buffalo Grove
 Peter Ruden, Schaumburg
 Rich Gliński, Arlington Heights

REGULARLY SCHEDULED RIDES

TUESDAY / THURSDAY DEERFIELD BAKERY RIDES

Rides with 25 / 45 mile routes leave the Deerfield Bakery promptly at 9:00 A.M. These rides are normally show and go with cue sheets provided if requested. The Deerfield Bakery is on Buffalo Grove Road & Old Checker Rd. just north of Lake Cook Rd.; parking at the rear of the Jewish Funeral Home just south of the bakery. Phone Bob Savio at 438-8066 or Art Cunningham at 963-8746 for more information.

TUESDAY EVENING LONG GROVE RIDES

Starting May 7 rides of 25 to 35 miles will leave from Shamrock Cyclery promptly at 6 pm. The shop is located at 344 Old McHenry Road in Long Grove. Meet in the parking lot. Call Rich Drapeau 808-1476 or Jim Boyer 541-1325 for additional information.

THE HILL AND DALE WEDNESDAY EVENING RIDES

Rides of 25 to 32 miles are scheduled to leave the Grassy Meadow parking lot in the Paul Douglas Forest Preserve at 5:30 P. M. Wednesday evenings. Cue sheets are provided. To reach the Paul Douglas Forest Preserve, go west on Central Rd. off Roselle Rd. just north of I-90. Go approximately 1 1/2 mile and turn right into the parking lot. Phone Frank or Pat Illy at 923-5910 for further details. A blinker taillight is highly recommended.

ELGIN WEDNESDAY TWILIGHT RIDES

Rides of 20 to 40 miles as light conditions allow are scheduled to leave the Target Store parking lot near Elgin promptly at 5:30 PM starting May 1st. Parking is at the SE corner of the lot. These rides are normally show and go with a goal of maintaining 14 - 15 mph with cue sheet options. Every attempt is made to return before darkness but blinking taillights are highly recommended. The Target store is on Randall Road just south of US 20. Phone Al & Cindy Schneider at 696-2356 for further information

**In honor of National Bike month
A Quick History of Bicycles:**

The Walking Machine

In 1817 Baron von Drais invented a walking machine that would help him get around the royal gardens faster: two same-size in-line wheels, the front one steerable, mounted in a frame which you straddled. The device was propelled by pushing your feet against the ground, thus rolling yourself and the device forward in a sort of gliding walk. The machine became known as the Draisienne or hobby horse. It was made entirely of wood. This enjoyed a short lived popularity as a fad, not being practical for transportation in any other place than a well maintained pathway such as in a park or garden.



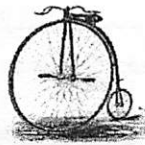
The Velocipede or Boneshaker

The next appearance of a two-wheeled riding machine was in 1865, when pedals were applied directly to the front wheel. This machine was known as the velocipede ("fast foot"), but was popularly known as the bone shaker, since it was also made entirely of wood, then later with metal tires, and the combination of these with the cobblestone roads of the day made for an extremely uncomfortable ride. They also became a fad, and indoor riding academies, similar to roller rinks, could be found in large cities.



The High-Wheel Bicycle

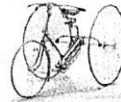
In 1870 the first all metal machine appeared. (Previous to this metallurgy was not advanced enough to provide metal which was strong enough to make small, light parts out of.) The pedals were still attached directly to the front wheel with no freewheeling mechanism. Solid rubber tires and the long spokes of the large front wheel provided a much smoother ride than its predecessor. The front wheels became larger and larger as makers realized that the larger the wheel, the farther you could travel with one rotation of the pedals. You would purchase a wheel as large as your leg length would allow. This machine was the first one to be called a bicy-



cle ("two wheel"). These bicycles enjoyed a great popularity among young men of means (they cost an average worker six month's pay), with the hey-day being the decade of the 1880's. Because the rider sat so high above the center of gravity, if the front wheel was stopped by a stone or rut in the road, or the sudden emergence of a dog, the entire apparatus rotated forward on its front axle, and the rider, with his legs trapped under the handlebars, was dropped unceremoniously on his head. Thus the term "taking a header" came into being.

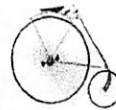
The High Wheel Tricycle

While the men were risking their necks on the high wheels, ladies, confined to their long skirts and corsets, could take a spin around the park on an adult tricycle. These machines also afforded more dignity to gentlemen such as doctors and clergymen. Many mechanical innovations now associated with the automobile were originally invented for tricycles. Rack and pinion steering, the differential, and band brakes, to name a few!



The Highwheel Safety

Improvements to the design began to be seen, many with the small wheel in the front to eliminate the tipping-forward problem. One model was promoted by its manufacturer by being ridden down the front steps of the capitol building in Washington, DC. These designs became known as high-wheel safety bicycles. Since the older high-wheel designs had been known simply as bicycles, they were now referred to as "ordinary bicycles" in comparison with the new-fangled designs, and then simply as "ordinaries."



The Hard-Tired Safety

The further improvement of metallurgy sparked the next innovation, or rather return to previous design. With metal that was now strong enough to make a fine chain and sprocket small and light enough for a human being to power, the next design was a return to the original configuration of two same-size wheels, only now, instead of just one wheel circumference for every pedal turn, you could, through the gear ratios, have a speed the same as the huge high-wheel. The bicy-



cles still had the hard rubber tires, and in the absence of the long, shock-absorbing spokes, the ride they provided was much more uncomfortable than any of the high-wheel designs. Many of these bicycles of 100 years ago had front and/or rear suspensions. These designs competed with each other, your choice being the high-wheel's comfort or the safety's safety, but the next innovation tolled the death of the high-wheel design.

The Pneumatic-Tired Safety

The pneumatic tire was first applied to the bicycle by an Irish veterinarian who was trying to give his young son a more comfortable ride on his tricycle. This inventive young doctor's name was Dunlop. Sound familiar? Now that comfort and safety could be had in the same package, and that package was getting cheaper as manufacturing methods improved, everyone clamored to ride the bicycle. This 1898 Yale uses a shaft drive to dispense with the dirty chain. The bicycle was what made the Gay Nineties gay. It was a practical investment for the working man as transportation, and gave him a much greater flexibility for leisure. Ladies, heretofore consigned to riding the heavy adult size tricycles that were only practical for taking a turn around the park, now could ride a much more versatile machine and still keep their legs covered with long skirts. The bicycle craze killed the bustle and the corset, instituted "common-sense dressing" for women and increased their mobility considerably. In 1896 Susan B. Anthony said that "the bicycle has done more for the emancipation of women than anything else in the world."



Bicycling was so popular in the 1880s and 1890s that cyclists formed the League of American Wheelman (still in existence and now called the League of American Bicyclists). The League lobbied for better roads, literally paving the road for the automobile.

The Kids' Bike

Introduced just after the First World War by several manufacturers, such as Mead, Sears Roebuck, and Montgomery Ward, to revitalize the bike industry (Schwinn made its big splash slightly later), these designs, now called "classic",



(Continued on page 7)



How to Survive Road Hazards

The following is an edited version of an article *By Fred Matheny and Ed Pavelka*. You can find the complete text at www.RoadBikeRider.com.

Cycling is a unique sport because its arena is the open road. That's the same place frequented by traffic, potholes, snarling dogs and absentminded pedestrians. But sometimes we're our own worst enemy. Inattention and poor technique can put us on the pavement as fast as any hazard

- **Always ride with your head up.** While cruising along, it's tempting to stare at the whirling pattern of the front spokes or fixate on your cyclecomputer's numbers. A momentary downward glance that lasts just a second too long can mean riding into a problem that could easily have been avoided.
- **Focus.** The smooth and rhythmic motion of pedaling can have a hypnotic effect. Daydreaming cyclists have crashed into the back of parked cars, wandered far into the traffic lane or blithely ridden off the road. Keep your head in the game.

- **Keep your bike in top mechanical condition.** Repair or replace faulty parts sooner rather than later. It's a loser's game to milk "just one more ride" out of worn brake pads, a frayed cable, or tires with a threadbare tread or bulging sidewall. Your first line of defense against the challenges of the real world is a bike with all parts in good working order. You'll find easy, at-home bike maintenance procedures in the RBR Publishing Company eBook, "Bike and Gear Guide for Roadies."

Potholes

Hitting potholes can send you hurtling over the handlebar when you bury the front wheel and the bike suddenly stops. Here's a primer on pothole evasion.

- Note where potholes lurk on your normal training routes. Plan your line well in advance to avoid them. Don't expect the road to be in the same condition every day. Potholes have a habit of sprouting up out of nowhere, especially in the winter and early spring due to the daily freeze/thaw cycle.
- Treat potholes like glass. Ride around them, first checking behind for traffic. Be mindful of riding partners when you change your line. Give these highway

craters a wide berth.

- Jump your bike over a pothole, if you have the skill and are unable to ride around it because of traffic or adjacent riders. Learn this move on a grassy field. Level your pedals, crouch off the saddle, then spring up and lift with your feet and hands. Start by jumping over a line on the ground, then graduate to higher but forgiving objects such as a rolled-up towel or a shoebox.

Railroad Tracks

Unlike most dangers, tracks can't be ridden around. Ride with extreme caution and follow these safety tips.

- Slow down! Tracks are rough, and even if you don't crash you could get a pinch flat. This happens when you ride into something abrupt, like a rail, and it pinches the tube between the tire and rim, slicing two little holes in the tube.
- Rise slightly off the saddle. Have equal weight on your hands and feet. Let the bike chatter beneath you. Use your flexed arms and legs as shock absorbers.
- Cross tracks at a right angle. If the rails are diagonal to the road

(Continued on page 7)

RIDES OF A DIFFERENT FLAVOR

The bike paths/trails on the May Schedule include some with packed crushed limestone surfaces. I generally use my cross bike on these trails but many are smooth, hard and well maintained and suitable for narrow tired road or touring bikes. At worst one may have to dismount and walk across an area where there has been water erosion or the surface isn't packed because of fresh repairs. These are rated ***, **approved for narrow tires** although narrow tires lose the advantage that they have on smooth pavement. Other trails where

rougher, less packed surfaces are more likely to be encountered are rated **, **wide tires recommended**. The less developed trails or those where the condition is not known are rated *, **wide tires required**. Let me emphasize that all trails are well developed, no off road conditions. Of course road bikes are well suited for paved trails.

These rides are slow paced show and go. Rest stops are catch as catch can, may be forest preserve or park facilities. Although we will try to have stops where food is available, it is recommended that you bring

snacks and plenty of fluid.

The gap joining the north and south portions of the Lake County Fox River trail was about complete last fall. Thus the trail from IL 22 to Russell Rd. just south of the Wisconsin border should be continuous this year. If this proves to be the case, the starting point for the north portion ride will be moved to Independence Park. This divides the trail into two 40-50 mile rides depending on side trails taken. Check the ride line for a possible update on the starting point.

Art Cunningham

(continued on page 5)

Monthly Meanders of the Wheeling Wheelmen

May Ride Schedule

All Riders Should:

*wear a helmet
*bring water
*bring snacks

*have a bike in good condition
*bring a spare tube and patch kit
*bring a bike pump

*bring an ID card
*bring \$\$ for food and phone
*arrive early...15-30 minutes

| Date | Time | Ride Name | Starting Location | Directions | Miles | Leader/Phone # |
|------------|-----------|-----------------------------|-------------------------------------|--|-----------|---------------------------|
| Every Sat. | 8:00 a.m. | Honey Do Ride | Grassy Meadows Douglas F. P | On Central Rd. 1 1/2 mi west of Roselle Rd just north of I-90 | 28-40 | Pat & Frank Illy 923-5910 |
| Sat. 5-4 | 9:00 | Ice Cream Social | Mc Henry Co. College | Rt. 14 one mile past Rt. 176 in Crystal Lake. Meet in the north parking lot. | 53 | Tom Wilson 632-1412 |
| Sun. 5-5 | 9:00 | Nifty 50 | Target Store, Elgin | Randall Road just south of US 20. Park on SE corner of the lot | 50 | Brian Hale 426-3290 |
| | 9:00 | Apple Cider | Kildeer School | Old McHenry Road, just north of Long Grove Shopping District | 35 | Kris Woodcock |
| | 9:00 | Harvard-Fontana | Harvard High School | US 14 west through downtown (cross IL 173); R in E. McKinley; L on N. Jefferson to Harvard High School | 103/68 | Paul Koenig 630-690-9546 |
| Sat. 5-11 | 9:00 | Palmyra-Holy Hill | Eagle H. S Palmyra | US 12 west to LaGrange General Store, R on H; L on Burr Oak to parking lot on far side of school | 111/64 | Paul Koenig 630-690-9546 |
| Sun. 5-12 | 9:00 | Ride through Kettle Moraine | Palmyra Eagle High School | Same as above | 103/72/48 | Paul Koenig 630-690-9546 |
| | 9:00 | Lou's Commute | Lakewood Forest Preserve | West on IL 176; south on Fairfield; west on Ivanhoe to parking on the left | 42 | Betsy Burtelow 541-1325 |
| Sat. 5/18 | 9:00 | Paris School | Paris School | I-94 W, exit WI 142 W to County D, turn left to school | 37/54 | Jim Boyer 541-1325 |
| Sun. 5/19 | 9:00 | Antioch-Fontana | Antioch Upper School | I-94 to IL. 173 west just past IL. 59, turn right on Tiffany left at sign for school | 103/68 | Paul Koenig 630-690-9546 |
| | 9:00 | Some Hills of Barrington | Kildeer School | Old McHenry Road, just north of Long Grove Shopping District | 38 | Louis Greene 925-0629 |
| Sat. 5/25 | 9:00 | Ella's Escapade | Glacial Hills Park | I-94 West to 894 bypass becomes US. 45 Exit WI. 167 W to Fries Lake Road (in Washington Co.) Left to Park | 70/105 | Paul Koenig 630-690-9546 |
| Sun. 5-26 | 9:00 | Bill & Mike's Adventure | Glacial Hills Park | Same as above | 70 | Paul Koenig 630-690-9546 |
| | 9:00 | St. Pat's Loops | Wauconda High School | North on US 12 to Bonner, right to Old Rand Road/Main, right to the High School on the right. | 36 | Bob Pletch 253-8633 |
| Mon. 5-27 | 9:00 | West Bend-Elkhart Lake | Barton Elementary School, West Bend | North on I-94; I-894 around Milwaukee; north on 41/45 to West Bend; exit rt on N 1.2 mi to Roosevelt; st on School Place to school on left | 102/52 | Paul Koenig 630-690-9546 |
| | 9:00 | Hills & Horses | Rose School | I-90 to RT. 59 North, turn right on Penney road to the school just past Bartlett Rd. | 36 | Dave Waycie 577-6307 |

May Wednesday Chicago Area Bike Path/Trail Rides

| DATE | TIME | MILES | PATH/TRAIL | START | DIRECTIONS | COMMENTS |
|------|------|-----------------|---|-------------------------------|---|---|
| 5/1 | 9:00 | 50 | Tinley Creek F. P. District Paths | Community Pk., Palos Hts. | So. I-294, E. I-55; So. US 45, E. IL 83 past IL 7, rt. 76th, park at pool lot on rt. | Paved path |
| 5/8 | 9:00 | 50/30 Loops | Medley of Trails - Cuba Marsh to Arlington Lake | Nichols Hill Golf Course | From Dundee Rd. turn north on Kenicott to end, 1st lot on left, bottom of hill. | Packed crushed stone and paved paths, short unimproved trail / roads ** |
| 5/15 | 9:00 | 42 Partial loop | E. Great Western Tr./E. Prairie Path | Kline Farm, Winfield | From North Ave, lft. (s) at Country Farm Rd., 3/4 mi., lot on right | Packed crushed stone, some paved *** |
| 5/22 | 9:00 | 32/54 | North Channel/Green Bay/N. Shore Paths | Tumbull Woods Forest Preserve | Lake Cook Rd., turn rt. on Green Bay Rd., 0.2 mi. to lot on lft. | Paved, some packed crushed stone. *** |
| 5/29 | 9:00 | 40 partial loop | North Portion Lake Co. Des Plaines Riv. Tr. | Gumee Pool Parking Lot | I-94 to Grand, rt. (e) to O'Plaine 1st rt past river., 1st rt. on McClure to end. Lot on lft. | Packed crushed stone *** |



FAREWELL

The time has finally come, and we are moving to our house in New Hampshire around June 10. I want to say that this has been the best cycling club I have ridden with, and my favorite Midwest rides have been with the club. I'll miss everyone. Club members who are contemplating a northern New England vacation are welcome to con-

tact me by e-mail. I'd be happy to give a riding tour of our area, which is on the northern edge of the Lakes Region and the southern edge of the White Mountains. Lots of great roads with negligible traffic and good hills to climb if you wish. Good riding! I hope to do a couple of club rides before we leave.

Sincerely,
Leland Yee
lyee@alumni.princeton.edu



Congratulations

Member #890 (Michael Reyes) and Member #213 (Sarah Herzel Reyes) got married March 27, 2002 in the Smokey Mountains!

Their first date was a 67 mile bike ride almost 2 years ago!

**MEMORIAL DAY WEEKEND
(May 25-27)**

GERMANTOWN-WEST BEND

The Wheeling Wheelmen are planning a three-day holiday weekend to the Germantown/West Bend area of Wisconsin. This area of lakes and hills can provide excellent preparation for those who are planning to ride multi-day events such as TOMRV, GRABAAWR, and RAGBRAI. Saturday will be Ella's Escapade, which will have 73 and 105-mile options; Sunday will be Bill & Mike's Excellent Adventure, a 79-mile ride; and Monday will be the Road America Rumble (West Bend-Elkhart Lake) with 52 and 102 mile options.

Saturday and Sunday rides will start at 9:00 AM and leave from Glacier Hills County Park. Directions: I-94 north to Milwaukee; West (from left lanes) on 894 Bypass; 894 becomes US 41/45; West on Wisconsin 167; Left on Fries Lake Road at the sign for Glacier Hills County Park; Left on Glacier Hills Park Road for 0.4 mile to the parking lot adjacent to the warming

house.

Monday's ride will start at 9:00 AM and leave from Barton Elementary School in West Bend. Directions: I-94 north to Milwaukee; West (from left lanes) on 894 Bypass; 894 becomes US 41/45; Right on US 45 at 41/45 split; at West Bend, Exit County N right for 1.2 miles; left on Roosevelt; straight on School Place; Barton School is on the left.

If you can't make it for the whole weekend come on up for a day. We will be staying at the Super 8 in Germantown, WI (262)-255-0880. We will have group dinners on Saturday and Sunday nights if people are interested. Please let me know if you will be joining us for the weekend so I can plan for cue sheets and dinner reservations. A list of area accommodations is provided below for your convenience. If you have questions or need more information contact me at: Paul Koenig, (630)-690-9546 kestrelkid@aol.com
ACCOMMODATION INFO : see page 7

**GALENA-NEW GLARUS-
GALENA
JUNE 22-23**

Club members are invited to participate in a very challenging two-day ride through the scenic hills of southwestern Wisconsin. This weekend is ideal preparation for club members planning to ride GRABAAWR or RAGBRAI. We will leave from Galena High School on Saturday at 6:00 AM and ride 113 miles to New Glarus where we will stay overnight. On Sunday we will return to Galena by a different 93-mile route.

PREPARATION: These are very hilly courses. The longest climb is about a mile (up Franklin Street back to the high school at the end of the second day), but there are a lot of hills in the 0.2-0.5 range and some of them are steep. Riders should be comfortable with frequent changes of pace. It's recommended that participants should have completed a number of the early season centuries on the ride schedule that have some rollers; a weekend with back to back long rides (such as Germantown or Middleton) and a ride with more substantial hills (Monroe or Middleton).

ACCOMMODATIONS: Most Galena hotels require a two-night stay during the peak season, so I generally stay in Dubuque. I've listed hotels and contacts for both Galena and Dubuque (see page 7). Since the number of rooms available

in New Glarus is limited, particularly those riders who wish to stay at the Chalet Landhaus (which has added a new wing with an indoor pool) should make reservations immediately. DINNERS: If riders arrive early enough on Friday evening a Galena pre-ride dinner can be arranged. Dinner in New Glarus will be at either the Chalet Landhaus or the Glamer Stube.

POST RIDE SHOWERS: Before leaving for home after returning to Galena, riders may wish to get a shower at the Alice T. Virtue Swimming Pool & Water Park. The cost for adult admission is \$3.75. The pool is located just outside the downtown area on Stagecoach Trail.

HELP: As with other club events, some help is required to bring this off specifically, transporting rider luggage. If there are members who would like to do the ride as a team, splitting the riding each day and driving a support vehicle, please contact me. Similarly, any rider whose spouse would be willing to drive a support vehicle should contact me.

Members interested in participating may contact me for more information at: Paul Koenig (630)-690-9546 kestrelkid@aol.com

MIDDLETON WEEKEND

Reserve time for the Middleton Weekend Excursion, June 15-16, featuring two rides leaving from Lakeview Park in Middleton, WI. Middleton is located at the western tip of Lake Mendota next to Madison. Two Rides are featured. The first ride, the Columbia County Meander, a 100-mile ride, heads through rolling countryside to Columbus, WI. There is a 65-mile version also. The second ride is the Devils Lake Dive, a 90 mile ride that heads north to the Merri-

mac Ferry, crosses Wisconsin Lake then loops around Devils Lake in the Baraboo Hills. This ride is rolling to hilly. There is a 70-mile version that misses the worst hills. Accommodations may be made the Fairfield Inn Madison West/Middleton (800-228-2800) or the Comfort Suites Madison (800-517-4000), a short drive from Lakeview Park. 94. If you can't get free for the whole weekend join us for one or the other ride. For information call Art Cunningham, 874-963-8746

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featured automobile and motorcycle elements to appeal to kids who, presumably, would rather have a motor. If ever a bike needed a motor, this was it. These bikes evolved into the most glamorous, fabulous, ostentatious, heavy designs ever. It is unbelievable today that 14-year-old kids could do the tricks that we did on these 65 pound machines! They were built into the middle 50s, by which time they had taken on design elements of jet aircraft and even rockets. By the 60s, they were becoming leaner and simpler.

The Current Scene (too new for a picture)

Pedaling History has on display even the recent history of the bicycle in America that we are more familiar with: the "English 3-speed" of the 60s and 70s, the 10-speed derailleur bikes which were popular in the 70s (the derailleur had been invented before the turn of the century and had been in more-or-less common use in Europe since), and of course the mountain bike of right now. There are also many oddball designs that never quite made it, including the Ingo (you have to see it to believe it!)

If you'd like to know more about these fascinating machines, you may be interested in the book *Collecting and Restoring Antique Bicycles*, by G. Donald Adams.

(from www.pedalinghistory.com)

JOIN THE HEALTH CLUB OF YOUR DREAMS

- * No initiation fees
- * Cheap yearly rates
- * No crazy diets
- * Free, friendly personal trainers (ride hosts), who present routines with an 'exercise at your own pace' format
- * No sweat-drenched workouts (thanks to lycra, coolmax, and wind)

So, get the beautiful body you want... strong legs and biker buns. Join the **Wheeling Wheelmen** and join the health club without walls, where the scenery is always changing. Why exercise with sweaty strangers when you can workout with fellow club members sharing cue sheets, directions and tales of the road.



(Continued from page 4)

and you cross them at an angle, your front wheel can be twisted out from under you. It's important that you grasp the handlebar very tightly while crossing to help guard against this happening. A perpendicular passage is essential in the rain. Wet metal tracks are incredibly slippery. The slightest imbalance or abrupt move can send you sprawling.

- Jump if you're real good. Racers who need to cross tracks at maximum speed will jump them. They use the same technique that works for potholes, but with more speed and lift because they must clear two rails. Coming down too early means the rear wheel will hit the second rail, guaranteeing a ruined rim or a pinch flat. In most cases, jumping isn't worth the danger. It's better to slow down, square up, and creep across.
- If you can't cross the track properly, STOP and walk across.

BARRY

EXCURSION RIDES — HOTELS

Palmyra/Kettle Moraine: May 11/12 - Whitewater or Fort Atkinson Super 8, (800)-800-8000, AmericInn: Elkhorn, WI (262)-723-7799, Best Western: Fort Atkinson, WI (800)-992-6789 OR (920)-563-6444 Holiday Inn Express: Fort Atkinson, WI (920)-563-3600

Memorial Day Weekend, GERMAN TOWN-WEST BEND, May 25-27, GERMANTOWN: Super 8 (262)-255-0880, Holiday Inn Express (262)-255-1100, AmericInn (262)-505-9750. **WEST BEND:** Super 8 (262)-335-6788, AmericInn (262)-334-0307

Middleton: June 15/16 - West Madison/ Middleton Fairfield Inn, 800-228-2800, Comfort Suites Madison (800-517-4000)

Galena-New Glarus-Galena: June 22/23 - Galena: Stoney Creek Inn (800)-659-2220, **DU-BUQUE:** Best Western Midway (319)-557-8000, Best Western Dubuque Inn (319)-556-7760, Super 8 (563)-582-8898, Fairfield Inn (319)-588-2349, Comfort Inn (563)-556-3006, **NEW GLARUS:** Chalet Landhaus (800)-944-1716, Swis-

saire (800)-798-4391

Dodgeville-Spring Green-Mazomanie: June 30/ July 1 (All in Dodgeville) Super 8: (608)-935-3888 House on the Rock Inn: (888)-935-3960 OR (608)-935-371, New Concord Inn: (800)-348-9310 OR (608)-935-3770, Best Western: (800)-528-1234 OR (608)-935-7739

Cedarburg: July 27/28 Super 8 Motel, Saukville/ Port Washington WI (north of Milwaukee) 800-800-8000 or 414-284-9399

Dodgeville-Yellowstone-Highland-Mazomanie: Aug. 2/3/4 (See Dodgeville above)

Holy Hill: Aug. 17/18 - Germantown, WI. Super 8 (262)-255-0880, Holiday Inn Express (262)-255-1100

Kettle Moraine: Sept. 14/15 Whitewater or Fort Atkinson Super 8 (1-800-800-8000)

St. Germain: Sept. 27/28/29/30 Whitetail Lodge, St. Germain

New Glarus: Oct. 5/6, Chalet Landhaus (800)-944-1716 Swisssaire (800)-798-4391

INVITATIONAL'S

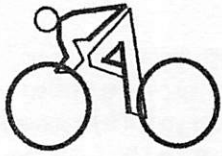
May 17, Bike to Work Day Rally

7:30 a.m. Daley Plaza. Free. Call Megan McDonald at 312-744-3315, mmcdonald@cityofchicago.org

June 9, Bike the Drive, Chicago, 6:00 am-7:00 am. 15 & 30 miles, \$35 for non CBF members, \$30 for members. 30 miles of car-free Lake Shore Drive. Chicagoland Bicycle Federation, Lauren Strickler, 312-427-3325, lauren@biketraffic.org, www.biketraffic.org

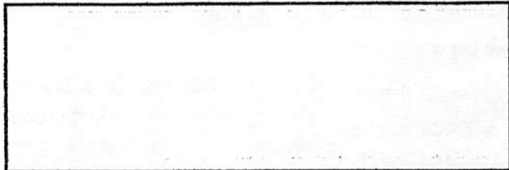
June 22 & 23 MS 150 Bike Tour, Chicago, Benefits the National Multiple Sclerosis Society of Chicago. Call John Ambrose at 312-423-1179, ms150@ild.nmss.org, www.msillinois.org

June 28-29-30 Door County Weekend XVI, Cycle one of America's most famous peninsulas. Hotel or camp. Pedal Across Wisconsin, Jerry at 847-695-7964



Wheeling Wheelmen
 P.O. Box 7304
 Buffalo Grove, IL
 60089-7304

Next Club Meeting
 TBA
 Meetings are
 7:00 pm at
 Wheeling High School
 Rt 83 and Hintz Rd



We support:
 *The League of American
 Bicyclists
 *The Chicagoland Bicycle
 Federation

Please call the Ride Hotline (847)520-5010 for any last minute changes!

In This Issue...

Prez Sez...Ride Chair...Top 10...Weeknight Rides...History of Bicycles... Safety Guy..

Club Discounts!

The following local bike shops offer a 10% discount on parts and accessories to all Wheeling Wheelmen with a valid membership card shown at time of purchase.

- AMLINGS CYCLE & FITNESS**
8140 N Milwaukee Ave., Niles (847)692-4240
- ARLINGTON BICYCLE COMPANY**
45 S Dunton, Arlington Hts. (847)253-7700
- BICYCLE CONNECTION OF SCHAUMBURG**
1226 N Roselle Rd., Schaumburg, (847)882-7728
- BIKE PROS**
1313 N. Rand Rd, Arlington Hts. , (847)398-1650
- BUFFALO GROVE CYCLING AND FITNESS**
960 S Buffalo Grove Rd., Buffalo Grove
(847)541-4661
- FS CYCLES**
20556 N. Milwaukee Ave., Deerfield (847)537-2453
- GEORGE GARNER CYCLERY**
111 Waukegan Rd., Northbrook, (847)272-2100
- LIBERTYVILLE CYCLERY**
800 N. Milwaukee Ave, Libertyville, (847)362-6030
- MIKES BIKES**
155 N Northwest Hwy, Palatine, (847)358-0948
- RUNNER'S HIGH**
7 S. Dunton, Arlington Hts. 847-670-9255
- SHAMROCK CYCLERY**
344 Old McHenry Rd, Long Grove 847-913-9767
- SPOKES**
223 Rice Square at Danada, Wheaton (630)690-2050
1807 S. Washington, Naperville (630)961-8222

Club Discounts!

- THE CYCLERY**
575 Ela Road, Lake Zurich, (847)438-9600
- VILLAGE CYCLES**
63 Park & Shop, Elk Grove Village (847)439-3340
215 W Golf Rd., Schaumburg (847)781-9960

JOIN THE LEAGUE!

The League of American Bicyclists promotes cycling through safety and represents us in the decision making process in Washington D.C. A yearly membership is \$30 for individuals, \$35 for families and should be sent to:

League of American Bicyclists
 1612 K Street, NW, Suite #401
 Washington, DC 20006
 Tel: (202)822-1333
 Fax: (202)822-1334
 E-mail: BikeLeague@aol.com
 Web Site: www.bikeleague.org
 In addition to government relations, they also organize many great cycling rides and rallies around the country. For information on these events call (800)288-BIKE.

Check out our Website!



Web-page:
<http://www.wheelmen.com>

E-mail:
wheeling@wheelmen.com

Club Hotline
 (847)520-5010



Ride and Club Information