



# MONTHLY MEANDERS

JULY, 2003

## PREZ SEZ

Mid June and the miles are starting to pile up. Still waiting for the perfect summer day, in fact anything resembling summer would be welcome. Cool weather does not seem to affect the high spirits of our club members. We've had great participation for our week-end and weekday rides.

Some of our club members volunteered to assist the Buffalo Grove Police Department as "Bicycle Experts" during a Bike Rodeo held recently near the Skate Park on Buffalo Grove Rd north of Rte 83. We assisted Village Cycle by pumping up tires and checked each of the participants for proper helmet fit. There were about 150 children testing their riding skills on a variety of obstacle courses. I would guess that at least half of the bikes were not the proper size for the child and nearly every helmet needed to be adjusted. I believe we educated a lot of parents that day and hopefully left a positive impression on some future "Wheeling Wheelmen". It's a good venue to give something back to the community where we do a lot of our cycling. Promoting our club in a positive light with the local police will pay dividends for us out on the streets. Let me know if you hear of similar activities for us to lend a hand.

We suffered a setback in the quest to get legislation passed that will recognize bicycles as intended users of the road. A compromise bill was finally hammered out and initially passed the house with the 60 required votes. Unfortunately a verification vote was asked for and since 2 of the yes voters were absent the bill failed. Think about riding up a long hill and just when you think you've reached the top another bend appears with yet

another section to climb. We'll have to regroup for the fall session. Thanks to all our members who called or wrote his state rep to ask for his support.

In an effort to reach out to other area clubs we are designating one invitational ride in June, July and August to count as club miles for any club member who wants to participate and still collect club miles. This will help educate us on how other clubs organize, mark routes, set up rest stops, sag support, etc. Perhaps we will learn something that will make the St Pats and Harmon just a little better. Look on the web page and elsewhere in the newsletter for details.

We still have a few club jerseys for sale. This is the last of them so check out the sizes let me or one of the other board members know if you want one. Al Berman took a spill on one of the Bakery rides. I understand he separated his shoulder and suffered some facial cuts. Get well soon Al. Your board is already hard at work on this years Harmon (Sept 7). Brochures are printed; rest stops reserved and countless details are covered to insure a successful day.

Here's an essay I thought you might enjoy.

### By the Seat of Their Pants by John Stuart Clark

"Have you ever ridden a bicycle?" I was barely across the threshold and Ranger Robert Patterson was on me.

"I'm a thousand miles into a 3,000 mile bike ride, if that helps," I told him. His beaming smile faltered. After all, this was America, where bicycles are toys and cars

are king. Most visitors probably reply, "Well, I know where the handlebars are."

Robert was ensconced in 22 South Williams Street, Dayton, Ohio. It wasn't the most salubrious 'hood in the city, and I had been warned to watch my back. The address was the home of Wilbur and Orville Wright's bicycle and printing business. Set amongst run-down housing, burnt out cars and empty lots, the corner store had recently been renovated by the National Parks Service and designated a historic landmark. Opposite, a memorial to the bike brothers who 'invented aviation' had been erected and an Aviation Trail was being developed that required a car if you didn't want to spend a week on it.

Inside, Ranger Robert took me on a guided tour of the ground floor rooms, guarded in what he told me. There was a printing press, a lathe and a work bench, "like the ones they used." Even the two antique bikes in the window -- one with wooden handlebars, the other a tandem with 'stoker' steering -- were not actually Wright brothers bicycles. On the walls were lots of photographs and plenty to read, and Robert poured out facts and figures like he was Norris McWhirter. But when I walked away from The Wright Cycle Co. I was no wiser as to how the brothers cracked the big mystery of aeronautics. Whether I had ridden a bike or not seemed irrelevant.

Possibly because there is much to be ashamed of, America packages its past wrapped in wads of numeric details. More often than

(Continued on page 6)

### INSIDE THIS ISSUE:

TOP 20	2
WEEKDAY RIDES	2
RIDE SCHEDULE	3
TACO RIDE	3
TRAIL RIDES	4
ASK DEE	4
HILL CLIMBING	5
TOUR DE FRANCE	6
PICNIC	7
FOR SALE	7

### WELCOME NEW MEMBERS

Pamela Hansen & Jim Bries, Mt. Prospect

Margaret Ryan, Roselle

Jim O'Brien, Aliso Viejo, CA.

Ronald Arrington, Palatine

Joe Riefski, Schaumburg

Betsy Armstrong, Chicago

Patrick Jay, Algonquin

Diane Faretta, Chicago

Anthony & Elizabeth Markiewicz, Mundelein

## Club Officials

### Elected Officers

<b>President</b>	
<i>Rich Drapeau</i>	(847)808-1476
<b>V.P./Ride Chair</b>	
<i>Len Geis</i>	(847)679-0279
<b>Treasurer</b>	
<i>Al Berman</i>	(847)541-9248
<b>Secretary</b>	
<i>Kris Woodcock</i>	(847)520-6932
<b>Membership</b>	
<i>Betsy Burtelow &amp; Jim Boyer</i>	(847)541-1325
<b>Safety</b>	
<i>Barry Cohen</i>	(847)459-7640
<b>Appointed Officers</b>	
<b>Newsletter</b>	
<i>Ella Shields</i>	(773)594-1755
<b>Harmon</b>	
<i>Mary Kay Drapeau</i>	(847)808-1476
<b>Chairmen</b>	
<b>Banquet</b>	
<i>Ella Shields</i>	(773)594-1755
<b>Harmon Data Base</b>	
<i>Jennie Pfeifer</i>	(847)342-8823
<b>LAB</b>	
<i>Phyllis Harmon</i>	(847)537-1268
<b>Mileage Statistician</b>	
<i>Joe Irons</i>	(847)359-0551
<b>Newsletter Mailings</b>	
<i>Ella Shields</i>	(773)594-1755
<b>Picnic</b>	
<i>Al &amp; Cindy Schneider</i>	(847)696-2356
<b>Refreshments</b>	
<i>Frank &amp; Pat Illy</i>	(847)923-5910
<b>Ride Line</b>	
<i>Art Cunningham</i>	(847)963-8746
<b>St. Pat's Ride</b>	
<i>Tom &amp; Deb Wilson</i>	(847)632-1412
<b>Web Page</b>	
<i>Jim Boyer</i>	(847)541-1325

### 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 any questions)



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 TBA.

### MEANDER STATS — TOP 20

Thru June 12

78 rides by 119 Riders totaling 37798 miles. 2699 maximum miles possible per rider.

#### Men:

1	KILIAN EMANUEL	2217
2	KURT SCHOENHOFF	1675
3	ART CUNNINGHAM	1606
4	JOE IRONS	1326
5	LEN GEIS	1012
6	BOB DOMINSKI	1012
7	DAN WIESSNER	1005
8	RICH DRAPEAU	943
9	BOB SAVIO	867
10	JIM BOYER	814
11	LOUIS GREENE	708
12	LOUIS LAMBROS	687
13	BOB PLETCH	639
14	DENNIS BERG	636
15	AL SCHNEIDER	632
16	EARLE HORWITZ	623
17	TOM WILSON	621
18	PETER GUZIK	590
19	FRANK ILLY	530
20	BRIAN HALE	519

#### Women:

1	MARY KAY DRAPEAU	857
2	CHRIS WAGER	748
3	BETSY BURTELOW	687
4	MARIANNE KRON	661
5	CINDY SCHNEIDER	632
6	ELLA SHIELDS	599
7	MARY MYSLIS	590
8	KRIS WOODCOCK	550
9	PAM BURKE	547
10	REINHILDE GEIS	478
11	VIRGINIA SAVIO	453
12	FRAN GREEN	436
13	PAT ILLY	293
14	DANI KNUTH PETERSON	252
15	ALLISON EBERT	250
16	MEG RYAN	191
17	ANNE JOHNSON	181
18	CINDY TRENT	170
19	DEBBIE WILSON	168
20	COLLEEN DEMETRE	161

## WEEKDAY 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 WORKING STIFF RIDES

Rides of 20 to 27 miles will leave from Shamrock Cyclery at 6 pm. The shop is located at 344 McHenry Road, just south of the 4 way stop sign in Long Grove. Park in the lot behind Red Oak Antiques in the Stemple Municipal 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 p.m. 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.

**JULY RIDE SCHEDULE**

All Riders Should:      ☞ wear a helmet      ☞ have a bike in good condition      ☞ bring an ID card  
 ☞ bring water      ☞ bring a spare tube and patch kit      ☞ bring cell phone  
 ☞ bring a pump      ☞ arrive early...15-30 minutes

DATE	TIME	RIDE NAME	STARTING LOCATION	DIRECTIONS	MILES	RIDE HOSTS PHONE #
Every Sat.	8:00	Honey-Do Ride	Grassy Meadow, Douglas F. P.	On Central Rd. 1 1/2 mi west of Roselle Rd just north of I-90	30/50	Frank Illy 923-5910 & Brian Hale
Fri. 7-4	9:00	Root Beer Social	McHenry County College	Rt. 14 one mile past Rt. 176 in Crystal Lake. Meet in the north parking lot.	60/80	Frank Illy 923-5910 & Brian Hale
Sat. 7-5	9:00	Wall to Wall	Fellows Park, Genoa City	Rt. 12 N to County H, follow County H east (veer Left) into Genoa City, left on Fellows Rd and to the park	80/110	Al & Cindy Schneider 696-2356
Sun. 7-6	9:00	Binnie Woods	Binnie Marsh F. P. Carpentersville	I-90 West to Randall Road, North to Binnie Road, West to Forest Preserve	66	Kurt Schoenhoff 634-2634
	9:00	Hills of Barrington	Kildeer School	Old McHenry Road, just north of Long Grove Shopping District	38	Sheri Rosenbaum 821-7622
Sat. 7-12	9:00	LaGrange/ Rome Pond	LaGrange Gen. Store, WI	US 12 West past Elkhorn to County H	70/100	Al Berman 541-9248
Sun. 7-13	10:00	Club Picnic	Old School Forest Preserve	IL 176 to St Mary's Rd.; south to Forest Preserve entrance; use parking lot for shelter D	33 road 25-40 trail	Kurt Schoenhoff 634-2634 Art Cunningham 963-8746
Sat. 7-19	9:00	Bastille Day	Paris School, WI	I-94 W, exit WI 142 W to County D, turn left to school	60/80	Al & Cindy Schneider 696-2356
Sun. 7-20	9:00	Tour of Cow Country	Sharon, WI.	Rt. 67 & County C at grade school, 5 miles west of Rt. 14	63/77	Al Berman 541-9248
	9:00	BDSR / Taco Ride	Kildeer School	Old McHenry Road, just north of Long Grove Shopping District	40	Joe Irons 359-0551
Sat. 7-26	9:00	La Grange-Sullivan	La Grange General Store	US 12 West past Elkhorn to County H	75/100	Al & Cindy Schneider 696-2356
Sun. 7-27	9:00	Rural Wisconsin	Eagle, WI	US 12 W past Elkhorn to WI. 67 North to Eagle. Park on the street	60/95	Al & Cindy Schneider 696-2356
	9:00	Honey Lake Loop	Kildeer School	Old McHenry Road, just north of Long Grove Shopping District	35	Jim Boyer & Betsy Burtelow 541-1325

ALWAYS CALL THE RIDE LINE FOR ANY LAST MINUTE CHANGES 847/520-5010

# Taco Ride



Join us for lunch after the BDSR ride on Sunday, July 20th. The ride leaves from Kildeer School in Long Grove at 9:00 am. After the ride all riders are welcome for a Taco lunch at Jim and Betsy's house in nearby Buffalo Grove.

Please call if you want lunch (847) 541-1325.

## MT. BIKE RIDES

If you would like to lead a Mt. bike ride please contact Len Geis, ride chair, at (847)679-0279 and he will put it on the schedule.





RIDES OF A DIFFERENT FLAVOR  
July Wednesday Chicago Area Bike Path / Trail Rides

DATE	TIME	MILES	PATH/TRAIL	START	DIRECTIONS	COMMENTS
7/2	9:00	57	Fox River Trail/ Great Western – west section	South Elgin trail access	South on Rte 31 to W State St., turn lft. (east) then rt. just before the bridge to parking.	Paved, packed crushed stone ***
7/9	8:00	65	M&I Path – Morris to Lockport	Channahon access	I-55 south to US-6; left on Canal St. to parking on the right	Packed stone, city streets through Joliet
7/16	9:00	55	Millennium/North Shore/McClory to Illinois Beach	Millennium Trail access	East of Fairfield Rd. opposite Ivanhoe Rd. just south of IL 176	Packed stone paved. Short park loop, sandy.
7/23	8:00	80	Super Dog Ride	Half Day Forest Preserve	Off Milwaukee Ave. 1-1/2 mi. north of IL-22 – park at the 1 <sup>st</sup> lot on the rt.	Packed stone/city streets Kurt Schoenhoff Host – 696-2356
7/30	9:00	52 partial loop	Fox Riv. / St. Charles & Elgin Prairie Path	East Dundee Depot	West on Dundee (Rte. 68) bear rt. at Barrington Ave. just past Rte. 25 to River St., depot to left	Paved and packed crushed stone paths ***

\*\*\* approved for narrow tires \*\* wide tires recommended \* wide tires required

Bring snacks and plenty of water to drink Call Art Cunningham at 963-8747 for details

ASK DEE RAILLEUR  
OR DR. S.P.OKES



DEAR DEE RAILLEUR:

Should I buy cycling specific sunglasses? B. Franklin

It is a good idea. Cycling eyewear cuts the ultra violet rays that hurt and tire your eyes. And they also provide a shield against airborne objects thrown up from passing cars and other riders (as well as flying insects).

Cycling glasses are lightweight so you hardly know you're wearing them. Temples and nosepieces include slip-resistant gripping materials so the shades stay in place even when you're riding on bumpy terrain or standing and working hard to get up a hill. And, the lenses and frames are built of impact-resistant plastics and metals, which can take a substantial amount of wear and tear without failing. What's more, the lenses and frames are built to direct cooling air to the face to reduce sweat so you're less likely to drip on the glasses. The breeze reduces fogging, too.

Like regular sunglasses, you'll find cycling eyewear in a wide range of designs and prices. There are even designs that accommodate prescription lenses. When shopping, keep in mind that a quality pair of cycling glasses could last ten or more years, so, get a pair with features and styling that you really like.

Dear DR. S.P.OKES:  
Is there such a thing as having the QR overly snug? Tullio C

Yes, a quick-release can be too tight and strip the axle threads. When you close the QR lever with the palm of your hand, the resulting pressure should leave a slight indentation in your palm. If it's locked with that much pressure, it won't come loose. If it requires much more effort, it's too tight. Flip the lever open, hold the nutted side of the QR in one hand and spin the lever counterclockwise one turn. Try again

*If you have a bicycling related question for Dee Railleur or Dr. S.P.Okis, e-mail it to the editor and it will be answered in a future column*

Paris Revisited

Last year, I enjoyed my first time on the Paris, WI, ride despite dying a thousand deaths at the end of the 55 miles because of a long, finishing uphill, wind, cold, and most importantly – the fact that my legs had somehow turned to rubber. I enjoyed the ride nonetheless because the surrounding area is so familiar to me. . .the southern Wisconsin lakes country, the idyllic setting of my youth.

This year I enjoyed the ride because the weather was much better and I was more energetic. Linda Heeter and I, left behind at one of those famous road crossings where a sudden burst of traffic cuts you off from all the other riders (goodbye!), spent a couple of hours riding together and catching up on news of our "other club," Northwest Nordic Ski Club. (Do skiers, while gliding along the wintry trails, also talk about cycling?) Of course, Nordic skiing and Chicago are a very bad marriage. Good thing I have been courted by that other suitor – the goddess of cycling. Now, there are only two other problems – a wife and a job that both can be jealous of my time. . .

Jeff Kressmann

### Hills/Climbing Tips

Here are a few tips for hill climbing.

#### STAY SEATED AS MUCH AS POSSIBLE

Although you develop more power while standing (taking advantage of your upper body weight), you also use 10 to 12% more energy as you work your arm and back muscles. So climbing while seated is more efficient. On short climbs, the length of a football field or less, it makes little difference. But on longer climbs, stay in the saddle and spin at 80 - 85 RPM. This is particularly so if you are heavier as standing puts just that much more weight on your leg muscles, while sitting uses the seat to help take the extra upper body weight off your legs. Staying in the saddle will:

- ◆ burn less energy - heart rate is approximately 8% lower for any set speed
- ◆ use your bigger gluteal (butt) and hip muscles to your advantage

So whenever possible, stay seated on that hill.

#### SIT BACK ON THE SADDLE

When you slide back on your seat, you gain a leverage advantage on the pedals. The only time you would want to slide forward is for a short sprint on a small rise.

#### UPPER BODY STILL AND CHEST OPEN

Keep your upper body quiet - the bike should rock under you (try pulling up on the handlebar opposite of the leg on a down stroke). Too much movement wastes energy. And your shoulders should be back and "open". If not, you are constricting your chest and cannot breathe efficiently.

#### WHEN YOU MUST STAND

If you must stand, remember to power into BOTH the down and up strokes - 12 to 5 o'clock on the down stroke and 7 to 10 o'clock on the upstroke. This will help to maintain a smooth stroke and your momentum. Don't lean too far forward. If the nose of your saddle is brushing the back of your thighs, you are just right. Farther forward and you will lose power. Let the bike move fluidly under you. Don't force it. And remember to shift up a gear or two just before you stand to take advantage of the extra power you gain from standing (but which you can't maintain for any length of time).

#### FIND YOUR SPEED AND RHYTHM

You don't want to over exert and go anaerobic. Gear down before the hill. The goal is to avoid producing large quantities of lactic acid and then pedaling through the pain. You want a sustainable rhythm.

Try to keep your cadence above 60 -- any slower puts excess stress on your knees. The optimum spin rates for efficient pedaling are somewhere between 70 and 80. One rider reported that he actually went faster as he increased his cadence in a lower gear. For example, he would maintain 6.5 mph at 50 rpm in one gear and then, as he geared down, he found he maintained 8 mph at 70 rpm without a perceived increase in effort.

Try to find the cadence that would let you "climb all day". You are pushing too hard if you:

- ◆ can't keep a smooth pedal stroke

- ◆ are panting or breathing irregularly

Ride your own pace. The energy you save may help you catch someone who started too fast near the summit.

#### BREATHING

If you start to breathe irregularly, take a deep breath and hold it for a few pedal strokes. Try synchronizing your breathing with your pedal stroke - start by taking a breath every time one foot (your right one for example) reaches the bottom of a stroke. Then try 1 1/2, and finally every two strokes. You will actually deliver more oxygen to your system with a controlled rate than an irregular panting or gasping one.

#### HAND POSITION

Comfort overrides these comments, but for seated climbing, most riders prefer to keep their hands on top of the bars, perhaps 2 or 3 inches from the center stem. And remember to drop your elbows and relax your upper body.

For out of the saddle climbing or aggressive climbs (where you are accelerating or attacking on the saddle) put your thumbs on the hoods and rest one or two fingers on the levers or wrapped around underneath. And when you get to that descent, most riders will go to the drops (keeping your wrists straight) for the aerodynamic advantages although others prefer the hoods for the feeling of control. But not the top of the bars as your hands will be too far from the brakes.

#### OFF SEASON WEIGHT TRAINING

The emphasis should be on the legs, back, and presses. A four month progression from low weight/ high reps to high weight / low reps will help you develop power, and adding sets of "standing jumps" (standing in place and jumping as high as one can for 20 or more times) after your weight workout will give you the explosiveness to catch your buddy off guard in the spring. And don't forget to stretch to maintain flexibility.

#### DO SOME HILLS

The absolutely best way to improve climbing is to work on climbing. Early in the spring find some rolling hills and use them like intervals with short bursts of climbing followed by spinning on the flats.

#### WATCH THAT WEIGHT

We all know that lighter riders climb faster than heavy ones. So remember to watch the weight - both your own and the weight you are carrying on the bike. It costs a lot to reduce the weight of your bike by a pound, but that extra water bottle or weight in your fanny pack could easily add up to a pound and really add up on a ride over hilly terrain.

#### GROUP RIDING TECHNIQUES

One trick for weaker climbers in a group is to move near the front of the group near the start of the climb and allow others to pass as the climb continues. In that way, you will be near the back at the top but won't get dropped and have to fight back to close with the group.

Save a little for a short sprint over the top of the hill -- shift up and stand to accelerate and make up some distance.

From: [www.cptips.com/climb.htm](http://www.cptips.com/climb.htm)

### Four Bridges of Elgin International Challenge

July 6, 8 a.m. in Downtown Elgin - Kimball & Douglass. This international event features the young stars of bicycle racing, a new inline skate half marathon, 8K run and walk, as well as bicycle races for amateurs, local athletes, police officers and more

The premiere race of the day is the U-23 road race (3:30 p.m.). U-23 is an international racing category for men ages 19-22. This category showcases the future stars of cycling, Olympic hopefuls and potential world champions.  
[www.4bridgesofelgin.com](http://www.4bridgesofelgin.com)



(Continued from page 1)

not, broad understanding is frustrated by a burden of minutiae and dates, presented in reams of display text. In this most disposable of disposable societies, machines, artifacts and objects of historic interest have often been destroyed, and heritage becomes a dry history lesson devoid of context. It was interesting that the Wrights gained their mechanical aptitude from their mother, and that they spent two years conducting secret tests at Huffman Prairie, mastering the principles of powered flight, but it didn't tell me where and how they gained the insight to cross the Rubicon.

In Washington DC, at the Smithsonian, I studied the Wright's first Flyer, suspended in the entrance hall of the National Air and Space Museum. I listened to the guide trot out more mind addling details, but picked up that the two rear propellers, by being uniquely mounted the opposite way round to each other, allowed the pilot to adjust the Flyer's axis in flight. I was getting somewhere, but the guide couldn't explain why the dummy lying in the pilot's position on the lower wing wore a leather strap round his waist, with cables extending to each wing tip. "They applied the same principles used in steering bicycles," he said, then walked away.

At a Smithsonian workshop for children, I learnt the basic principles of how an aerofoil works. Wilbur and Orville were not just bike builders and retailers, they were passionate sports cyclists and

raced. They were aux fait with the benefits of slipstreaming and the pitfalls of air resistance. It was logical they would invent and build a wind tunnel in which to explore the different profiles of aerofoils as a stage in designing wings. At this point they were developing a better powered glider than used by aerialists who had gone before, and openly acknowledge a debt to Samuel Langley, whose steam powered heavier-than-air flying machine was in the air for a minute and a half.

Controversy still rages over who invented the first aircraft, and what actually constituted flight in the formative days. However, the brothers were more interested in aeronautics, and systematically experimented with different generations of the Wright Flyer, perfecting control. By 1905 they were making flights lasting half an hour over distances of twenty-four miles. More remarkably they were banking, turning, proscribing circles and figure-eights, and landing, all controlled by a pilot who was handling the aircraft in ways not a million miles from that of a cyclist on a bicycle.

At the U.S. Patent Office, close to D.C.'s Reagan Airport, I learned that earlier designs for aircraft were devised on the principle that stability was all. They were 'wagons of the sky', lumbering hybrids of the buck-board or early automobiles, too rigid to adjust to the fluctuations of wind in flight. But the air environment gliders travelled through was very similar to what the brothers contended with when they raced bicycles. Just as a cyclist has to continually make corrections to maintain their balance,

counteract oppositional forces and steer a twisting course, so the Wright brothers realised pilots would have to do likewise. This was the breakthrough that heralded in aeronautics and aviation. Clearly the cycle manufacturer's concern about lightness and strength contributed to the development of lightweight aircraft structures. However, it was an understanding of the gravitational, momentum and wind forces at play when we whip round a pothole and maintain our balance that took manned flight a quantum leap forward. Stretched across the wing, the pilot of the Flyer controlled elevation with their left hand. Lateral control was achieved by warping the wings and steering was through the rudder, both activated by the pilot's hips, much like a cyclist uses their hips. The leather strap around Orville, the first to try their new design, was the key to what later became the joystick.

I should have expected a country that largely dismisses cycling as a viable mode of transportation would fail to understand the subtlety of riding skills that ultimately led to their plunking a man on the moon. According to the Smithsonian guide, when Armstrong departed from the moon he left behind a small rectangle of canvas snipped from the Wright Flyer hanging in the museum. It might have been more appropriate to leave a bit of leather, clipped from one of their bicycle saddles. Perhaps then the world would better understand the origin and meaning of 'Flying by the seat of their pants'.

See you on the road.  
Rich Drapeau

### Tour De France - 100th Anniversary

July 5th to Sunday July 27th, the Tour de France will be made up of one prologue and 20 stages and will cover a total distance of 3,350 kilometers.

### Jersey History The Yellow Jersey

The color of the Leader Jersey in the Tour de France is easily explained. As the organizing newspaper (*L'Auto*) was printed on yellow paper, it was not hard to find a color which marked the leader. But it was not until 1919 that the first Yellow Jersey was given to the Race Leader. Journalists had asked Tour director Henri Desgrange to make it easier for them to find the leader in the peloton. In the morning of July 19, 1919, before the stage Grenoble - Geneva, Frenchman Eugène Christophe was the first to receive a Yellow Jersey in the history of the Tour de France.

### Calculation 2003

The General Classification is calculated by accumulating the daily times for each rider from start to finish. However, time bonuses can be won in intermediate sprints - 6, 4 and 2 seconds for the first three in each intermediate sprint - and

on the finish line: 20, 12 and 8 seconds for the first three.

The jury is also allowed to add penalty time after proofs of cheating, for example being pushed by others or taking food in zones where such an act is prohibited. The usual penalties are 10, 20 or 30 seconds or even more, depending on the degree of the "crime".

In the case of a fall in the last kilometer, a rider will be awarded the same time as the group in which he was riding at the moment of the fall.

A rider has to fulfill the Tour completely in order to be ranked in the General Classification

### The Polka Dot Jersey

In 1905 already the first King of the Mountains was Frenchman René Pottier, who reached the top of the Ballon d'Alsace first.

The King of the Mountains Classification was calculated for the first time in 1933 (with Spaniard Vicente Trueba winning), but one year later the classification was officially introduced by Henri Desgrange. Trueba was the first to reach the tops of the Aspin, Aubisque, Ballon d'Alsace, Galibier, Peyresourde, Braues, Vars and Tourmalet.

Trueba's descents were so badly per-

formed; that he lost was caught back in the descents time after time. This made Desgrange decide that in 1934, the rider to reach a mountain top first, got a time bonus - which would be the gap between him and the second rider (with a maximum of two minutes). In 1934, the first official winner became René Vietto from France. Nowadays, these time bonuses on mountain tops don't exist anymore. The Polka Dot Jersey itself was introduced in 1975. The first rider to wear it was Dutchman Joop Zoetemelk; the first one to bring it to Paris was Lucien Van Impe from Belgium, his third King of the Mountains title already, by the way.

### Calculation 2003

The direction of the Tour de France rates all the climbs in the Tour de France and divides them in categories; five to be exact: from *Hors Catégorie* (toughest mountains) down to *first, second, third and fourth category*, for the 'easy' climbs. Circumstances regarded in the categorical division are length of the climb, altitude, average and maximum gradients. For the points per rider per category, see the table below.

A rider has to fulfill the Tour completely in order to be ranked in the final King of the Mountains classification

### The White Jersey (Best Young Rider)

The classification for Best Young Rider was instituted in 1975. First winner was Italian star Francesco Moser, who thus won the White Jersey. This jersey was meant for the leader in the Combination Classification before 1975.

In the years 1983 through 1986, the classification was only open for riders who first appeared in the Tour de France, but since 1987 the original formula of the Best Young Rider has been left intact.

In 1989, the White Jersey was abolished due to the simplification policy of the Tour direction. Only the three major jerseys were still awarded; the White, Red and Combination Jerseys had to disappear. However, the Société du Tour de France re-introduced the White Jersey in 2000.

Since 1997 the official name of the competition has been changed to Souvenir Fabio Casartelli, named after the Italian rider who made a deadly crash in 1995.

### Calculation 2003

The calculation works exactly the same as the method for the Yellow Jersey. Only restriction is that the riders in this classification have to be born after January 1, 1977.



**FUN & GREAT FOOD**

The club picnic will be held on Sunday July 13 at \*Old School Forest Preserve, Shelter D.

We will have a 33 mile road ride and a 25-40 mile trail ride starting at 10:00 am. Food will be served after the rides, about noon.

Please call Al & Cindy Schneider at 847/696-2356 to RSVP.

\*Take I-94N, exit IL60W to St. Mary's Rd., and turn right to the forest preserve.

**GREETINGS FROM NEW HAMPSHIRE**

Dear Wheelmen,

This note is meant primarily as, "Greetings, have a great season of riding!" to Art, Ella, Mike, Bob, Virginia, Jim, Betsy, Barry, Pam, Al, Cindy, Bob W., Kris, Lou and lots of other people. My club roster disappeared in the move, and so I apologize for leaving names off the list and for not e-mailing individually and specifically.

After a great first winter of cross country skiing, or snowshoeing, just about every day, it is now time for riding. I'm doing RAGBRAI this year. Will any Wheelmen be doing it? I'll also be leading fall leaf trips in Vermont for VBT (formerly Vermont Bicycle Touring). As I mentioned before, I'll be glad to help anyone who is planning a Northern New England vacation with some good New Hampshire routes (some great climbs for the fans of that kind of thing. Just drop me a note via e-mail or snail mail.

Have great times on the road...

Leland Yee, Box 28,  
North Sandwich, NH 03259  
603-284-7272

**Invitationals**

**July 4, Fourth of July Ride**, Plainfield, Il., 30/45/60 miles, \$10 by 6/25, \$15 after, Brenda Alberico, 815-467-5748, alberico@cbcast.com

**July 6, Ultimate Neighborhood Ride**, Chicago, Il., 30 miles, Kathy Schubert, 773-509-8093, unr@chicagocyclingclub.org

**July 12-13, Heart of America Ride for Aids**, Ottawa, day 1 75 or 125 miles; day 2-50-100 miles, Registration fee of \$85 - Fundraising: Raise \$1500, Robin Richman, 877 343 RIDE (7433), robin@aidsride2003.org

**July 13, LATE Ride, Long After Twilight Ends**, Chicago, Il., 25 miles, lateride@hotmail.com

**July 13, Biking with Beanzie**, DeKalb, Il., 23/43/63 miles, \$15 before 7/5, \$20 after, Toney Xidis or Marv Fogel, 815-758-3742, 888-228-7476, beanzieride@yahoo.com

**July 27, Metro Metric**, Yorkville, 23/41/65/100 miles, \$15 by 7/12-\$20 after, Joanne DeZur, 630-415-2453, elmhurstbikeclub@elmhurstbicycling.org www.elmhurstbicycling.org

**FOR SALE**



Waterford X-11 Cyclocross Bike 56CM like new condition, cantilever brakes, eye-lets F & R for rack and fenders. Full Dura Ace 9 speed group. Frame will accept up to 700 x 35 tires. Great touring, commuting, all around bike. \$600.00 OBO. Call 773-594-1755 or e-mail mortmanns@aol.com

**Wheeling Wheelmen Membership Application**

Name: \_\_\_\_\_ Spouse's Name: \_\_\_\_\_  
 Address: \_\_\_\_\_ Children's Names: \_\_\_\_\_ Age: \_\_\_\_\_  
 City, State, Zip: \_\_\_\_\_ Age: \_\_\_\_\_  
 Phone #: \_\_\_\_\_ E-mail: \_\_\_\_\_

New Member? \_\_\_\_\_ Renewal? \_\_\_\_\_ L.A.B. Member? \_\_\_\_\_ Family dues: \$20 Individual dues: \$15

**Membership Pledge:** I hereby agree to operate my bicycle in a manner that is safe to me and those around me, to observe all the rules of the road, and conduct myself in a manner that will be complimentary to the sport. I release and waive all claims for negligence against the WHEELING WHEELMEN, its officers and members for all damages incurred at or associated with any WHEELING WHEELMEN activity for myself, my heirs and executors.

Applicant's Signature (parent's signature if a minor) \_\_\_\_\_ Spouse's Signature \_\_\_\_\_

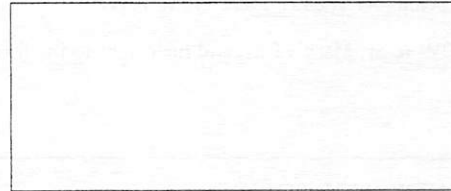
Mail this application with payment to Wheeling Wheelmen, P.O. Box 7304, Buffalo Grove, IL 60089-7304



**Wheeling  
Wheelmen**

P. O. Box 7304  
Buffalo Grove, Il. 60089-7304

Phone: 847-520-5010  
Email: [wheeling@wheelmen.com](mailto:wheeling@wheelmen.com)



**We are on the web**  
**[wheelmen.com](http://wheelmen.com)**

The next club meeting will  
be August 7



### 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

**BARRINGTON BICYCLE CO.**  
Barrington Market Center 200 N. Hough Street, #12, Barrington, 847/842-9798

**BICYCLE CONNECTION OF SCHAUMBURG** 1226 N Roselle Rd., Schaumburg, 847/882-7728

**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

**THE CYCLERY**  
575 Ela Road, Lake Zurich, 847/438-9600

**TURIN BICYCLE**  
1027 Davis Street, Evanston, 847/864-7660

**VILLAGE CYCLES/SPORT**  
63 Park & Shop, Elk Grove Village 847/439-3340  
1313 N. Rand Rd, Arlington Hts. 847/398-1650

We support:

- \*The League of American Bicyclists
- \*The League of Illinois Bicyclists
- \*The Chicagoland Bicycle Federation
- \*Buffalo Grove Bike Rodeo

### 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](mailto:BikeLeague@aol.com)  
Web Site: [www.bikeleague.org](http://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