

Monthly Meanders

November



Wheeling Wheelmen

No November meeting. See you in December.

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Winter Ride Schedule



From the Rear



Christmas Party



Happy Thanksgiving!!



Prezsez

by Sandy Holzrichter

This is the last Prezses article I'll be writing as this is the last month I'll be your president. I must say I've had a very exciting, interesting and busy year while in this position. Some of my articles have been controversial and some (I hope) have been inspiring. There was the article about mileage that created some hurt feelings, the article which stated that if you can't support or help your club you don't have the right to criticize or voice your opinion, and the article about riding styles and riding pace.

This time I'm writing to say good bye and to thank all the wonderful people and friends I have met and made, and to say thank you to a terrific board who made my job easy and fun.

Ralph, our Vice-President and Ride Chairman is the best V.P. a President could have worked with. His efforts are tireless. He is always concerned about our club and tries to make it better. Our phone conversations were long and

often. His opinion I valued, his help I'm glad I had.

It's hard to tell who has more enthusiasm and energy on the board—Lotti or Lin. They both are always smiling, ready for fun, and create a feeling of friendliness in the club. Thanks to Lin our membership climbed to 450+. She kept the board laughing with her journal of "out of context sayings". Thanks to Lotti, not only were the bills paid, but she kept us conservative, so we still have money in the bank.

In the last two years our invitationals have run so smooth and successful it was like magic, thanks to Cindy and Al, our Harmon Chairpersons. They were well organized, and all problems were eliminated before they became an issue. Besides the Harmon, Cindy and Al were major contributors to the Board. Their perfection shows in everything they do for the club. I can tell you that there were several letters Cindy wrote which I was glad were not directed at me. Cindy writes great letters and Al has an outlook that always brings a ray of light

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Safety First

by John Loesch

TAKE BACK THE NIGHT

With less and less daylight to work with as winter approaches, cycling in the dark becomes a more and more likely occurrence.

Never ride at night without the proper protective equipment. You must be able to SEE and also BE SEEN.

Riding in the dark is more dangerous than riding in daylight but not so much so as to prohibit it entirely. This requires two things: 1) proper protective equipment and 2) proper cycling behavior.

THE EQUIPMENT

Illinois state law requires that: "Every bicycle when in use at nighttime shall be equipped with a lamp on the front which shall emit a white light visible from a distance of at

least 500 feet to the front and with a red reflector on the rear which shall be visible from all distances from 100 to 600 feet to the rear when directly in front of lawful lower beams of headlamps on a motor vehicle. A lamp emitting a red light visible from a distance of 500 feet to the rear may be used in addition to the red reflector." Additionally new bicycles must also come with a essentially colorless front facing reflector, pedal reflectors and either spoke or rim reflectors on the wheels.

All of this is designed to make the cyclist more visible at night. Darkness increases the accident rate for both cyclists and motorists. Besides being harder to see for both, nighttime brings out more incompetence in drivers. They may be tired or drunk. While reflector technology has improved immensely, reflectors only work when there is a light source to reflect back. This will do

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WINTER RIDE SCHEDULE

by Ralph Pedraja

The winter riding program begins on November 6th and will end on March 13th. All of the winter rides will be on a show and go basis with differing times and locations. All necessary ride information will be announced on the Rideline (708-367-6472) every Thursday evening. Cancellations will be announced at least one hour before the start of the ride. Cue sheets will not always be available. ATB's are recommended but not always needed. I encourage everyone to try riding with us this winter, it's a great way to stay in shape and have fun. The pace is usually medium touring (13-16 mph.) and with proper winter clothing you can expect to be quite comfortable. Also check the Rideline for scheduled weeknight offroad rides in November.

DUE TO UNSTABLE WEATHER CONDITIONS IN NOVEMBER REMEMBER....



CHECK THE RIDELINE FOR POSSIBLE CANCELLATIONS. THIS INFORMATION WILL BE AVAILABLE THE MORNING OF THE RIDE.



TOP TEN MILEAGE.....

.....WILL BE ANNOUNCED AT THE BANQUET.

FROM THE REAR

By Jeff Epstein

I must start off with an award which will be for conspicuous trust in his fellow man—the "I Believe" award goes to Ron Hattendorf. Either out of trust or still basking in the glow of being named Harmon Ride Chair with his wife Judy, Ron not only left his car unlocked, but open, with car keys and wallet on the seat, while he went on a 25 mile ride Thursday night. Either those people in Lincolnshire are very honest, or they thought it was a Candid Camera set up, or Ron's vehicle didn't meet their high financial standards.

Then there is the "What Is This Map For Anyway" award. On a recent ride in LaGrange many riders followed an incorrect cue sheet and went north toward Minnesota. Fortunately I was riding with John Yuill, old Hawkeye, when it comes to maps. John apprised our group of the error and a midcourse correction was made. Now you know why maps are distributed on many of the rides.

The "Spiffy New Shoes" award goes to Woyteck. On a recent ride he wore a pair of Nike shoes (he says it rhymes with dike not Mikey) so colorful that they reminded one of the rainbow. A neat fashion statement.

The "Take A Bow" award belongs to all those who helped in the Harmon Hundred. It couldn't have been done without your efforts. Special plaudits to Al and Cindy Schneider for another flawless effort. Superb job!

Where is John Loesch? Long time no see. We miss his pearls of wisdom and his vigilance in scouting for an organ donor of the month, having been a former recipient.

TIP ON A NEW ITEM—If you are riding a mountain

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Club Officials

President	Sandy Holzrichter	516-1817
V.P./Rides	Ralph Pedraja	680-7379
Treasurer	Lotti Dolce	398-3957
Membership	Lin Costagli	364-4569
Safety	John Loesch	312-225-0990
Secretary	Phyllis Harmon	537-1268
Newsletter	Dolores Fischer	740-0647
Bike Books	Roy Erikson	381-5128
Harmon	Al & Cindy	
Chairpersons	Schneider	696-2356

(708 area code unless noted)

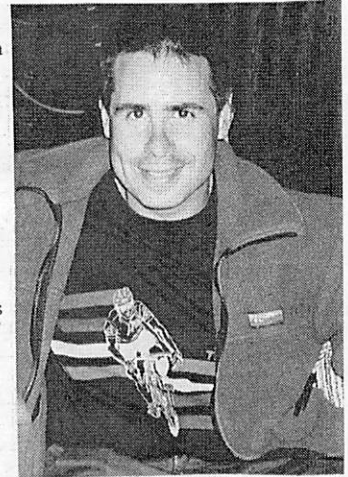
Send stuff to: Dolores Fischer, 1408 N. Hickory, Round Lake Beach, Il. 60073. Contact Lin with any address changes .

Government Relations Advocates: Bob & Virginia Savio 438-8066 & Al Berman 541-9248.

Wheeling Wheelmen Rideline 708-367-6472



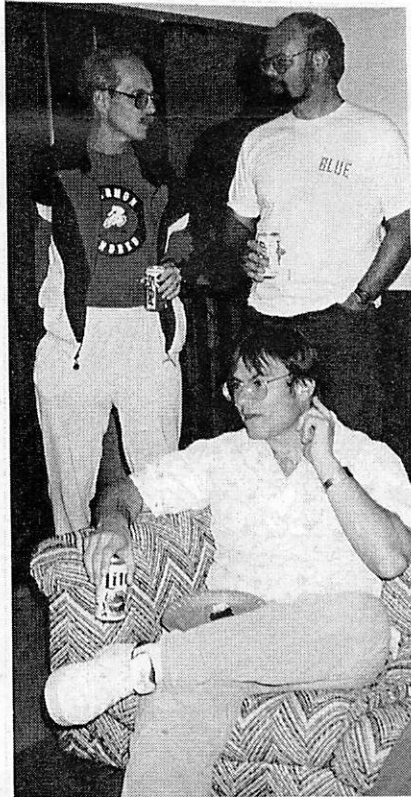
Left: Cindy and Al Schneider, co-chairmen and Sandy Holzrichter, president, between them. Cindy and Al tackled a tremendous job and did it well!



Right: Ralph Pedraja, our tireless Vice-President and Ride Chairman, who tackles routes and leads rides expertly.

Below: Duane Regenfuss chatting with Al Dargiel, former HHI Chairman. Foreground: Peter Dolce

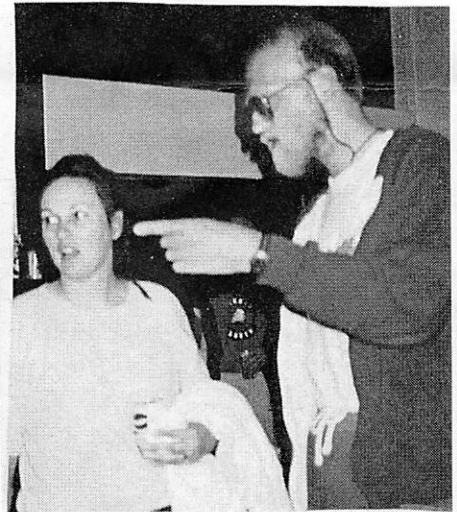
Over 30 people worked on Registration. It requires high concentration and all were great! Thank you!



HARMON HUNDRED VOLUNTEERS' PIZZA PARTY



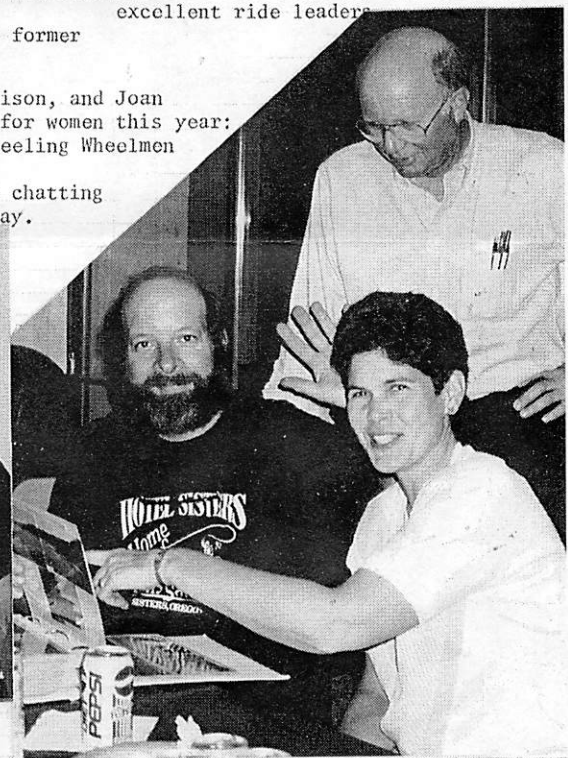
Above: Jerry Rice, another HHI former Chairman, and Justin Himmel.



Carol Passowic and Woyteck Morajko, excellent ride leaders

Right: Rick Arnoplin, Ed Addison, and Joan Segedie. Joan has top mileage for women this year: 3,095 miles riding with the Wheeling Wheelmen

About 40 HHI Volunteers enjoyed chatting and reminiscing over our big day.



Former member back in the fold, Rob Schaller, Mike Zawacke and Wayne Segedie, one of the top mileage riders.

to a situation.

Thanks to John, safety has become a real issue in our club. It's the first time in years we've had an active safety director. John is direct and logical, and I valued his opinion on many issues. He really cares about the club and his attitude shows it.

Dolores took over the newsletter in February. Even under adverse conditions (no computer -- yet!!) she has put out a very good looking, neat newsletter. As our editor she is top notch and the newsletter shows that she puts a great deal of her time and feelings into it.

Phyllis is the oldest member of the board. She brings us a feeling of continuity. She is very involved with L.A.W. She sagged the West/East Pedal for Power ride the year, and she also led a three week ride in New Zealand. Phyllis is a inspiration to us all.

I've worked with these board members for two years (as Membership Chairman and this year as President). They have become my friends and people I care a great deal about. I'm also very prejudiced because I believe they consisted of the best possible Board members. We worked well together, helping each other reach our only goal--to make the club the best it could possibly be. We worked hard to try to achieve this.

Some of our accomplishments this year consisted of finalizing the new constitution, buying new insurance (which saved us hundreds of dollars), and designing and ordering the new club jerseys (which made the club hundreds of dollars). The membership was increased to 450+, and we've created a feeling of club unity. Somewhere along the line I would like to think we maintained the feeling of friendliness and the concept of biking being fun, because that's what it's all about--having fun.

A successful club is not just the result of the efforts of the board, most of its success stems from the members who volunteer for all of the committees. This year there wasn't a time I needed a volunteer that a member didn't follow through. It's the caring members that have made this club so great. I believe pride has something to do with it. Do I feel pride in our club? Absolutely! Do I love this club? You know it! Will I miss this club? You bet! Did I help this club? I hope I did!

Thank you to my board members whom I'll never forget and to the volunteers and members I shall surely miss you. Thank you for a terrific year.

REMINDER

Don't forget that there will be *NOT BE A NOVEMBER CLUB MEETING*. See you in December!!

absolutely nothing to protect you from cross traffic because by the time you are in their headlights to reflect back, you are right in front of the car and are probably going to be run over. Now, you may think that's OK, I don't need a light, I can see THEIR headlights and stay out of the way. While that's true for cars (assuming they DO have their lights on), it does nothing to protect you from collisions with non-illuminated objects like other cyclists, pedestrians, and normal road hazards like potholes. **IT IS IMPERATIVE THAT YOU HAVE A LIGHT TO RIDE AT NIGHT!** A proper headlight illuminates your path so you can ride on the roadway and avoid obstacles, enables you to see your position on the road so that you can obey the rules of the road, and alerts other drivers and pedestrians so that they can obey the rules of the road with respect to you.

Lights are available in two basic configurations.

They can be run by a generator or powered by batteries. The batteries can be either the disposable dry cell or rechargeable Nicad type. Generator lights are usually permanently installed and last indefinitely. On the down side they add a lot of drag so pedaling is harder and the amount of light varies with speed and goes out completely when you stop. Simple dry cell lights are light in weight, batteries are readily available but apt to wear out at the least opportune time (it keeps going and going--NOT) and in general aren't very bright. Nicads can be much brighter but are limited by short lifespans between recharges and a heavy separate battery pack.

Select the light you use based on where you will be cycling. On well illuminated city streets, a low powered dry cell light is adequate to let others see you. In darker or rougher terrain a brighter light (Nicad or generator) will not only let you see more of what you are going to ride over but will also let you travel at a faster speed. One alternative lighting method that was mentioned in the most recent issue of Bicycling is to use two Mini-Mag flashlights and a rubber band to attach them to your helmet. The flashlights can be adjusted to wide or narrow beam and are very bright. Additionally, since they are on your helmet where ever you look is also where the light points.

While the law requires a red rear reflector (and you should have this), the human eye is much more sensitive to the yellow range of visible light. You will be seen much sooner and appear to be brighter with a 3 inch yellow or amber rear reflector mounted to the seat

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bike on dirt, snow, or ice you might be interested in Monitor Traction Devices. These are easily installed chains that give incredible off road stability. Call me if you have questions. they were given an unusual five star rating by Bicycling Magazine.

A "Modesty" award is given to Ella Shields who is still surprised by the great strides she has made in cycling over the last year. Much has to do with her winter training on the mountain bike.

"What Pretty Saddle Bags You Have" award is given to Ralph Pedraja. On a recent ride Ralph displayed a new set of bags on his mountain bike, and as only Ralph can, the bags were covered with Performance Canary Yellow protectors so they wouldn't of course, get dirty.

To Rick Arnopolin, I dedicate the "Mr. Goodwrench" award with oak leaf clusters. Rick's mechanical exploits (or breakdowns) are legendary. In this regard he is without peer. Most recently on a mountain bike ride he informed the other riders of the capacity of his lighting system, a solid 4 hours compared to their 2. Shortly after the ride started, much to Rick's chagrin, the system failed and the wild life in Old School Forest Preserve were treated to some new Anglo-Saxon terms.

To Walter Rosenbaum goes "The Way I Do It Is With My Big Muscular Thighs" award, which was his reply when he was queried regarding the source of his stamina, strength, speed and durability. Further, Walter plans to pen an article on the aerodynamics of effective drafting.

On a recent night ride through the Forest Preserve trails several riders learned the value of lights. Who was that red head who almost wrapped herself around that tree, Julie Smith? Or why was Al Dargiel on the ground after that last turn?

As the summer season closes and we move toward winter be careful and watch out for those cars, dogs, and lovesick deer.

DON'T FORGET THE BANQUET ON NOVEMBER 13TH!!! IT'S NOT TO LATE TO ATTEND!! THE COST IS \$18.00 PER PERSON. CALL HOWARD PAUL FOR FURTHER DETAILS AT 708-824-2941 OR SEND HIM YOUR CHECK MADE OUT TO THE WHEELING WHEELMEN. HIS ADDRESS IS THE FOLLOWING: 1102 JEANNETTE ST. DES PLAINES, IL 60016.



stays of your bike. Leave the red one on your rack or fender where if it is obscured by luggage or road spray it will be less likely to compromise your safety.

THE BEHAVIOR

Cycling at night requires that you use the same effective cycling techniques that you use during the day. It is the safest to cycle and behave like you are a vehicle. Remember that against the lights around you from other cars you may not stand out even if fully illuminated, so make sure that the driver HAS seen you before you put yourself in front of their car. Try to avoid getting stuck in intersections, especially while waiting to turn left. If you are in the intersection you are vulnerable to traffic from all directions. Waiting in the left turn lane only exposes you to traffic from behind. Beware

of the dark spaces in between street lights. You will be momentarily unable to see as you enter a darker area from a brighter one until your eyes have time to dark adapt. Avoid bike paths, sidewalks, and other dimly illuminated areas unless you have a very bright set of lights (e.g. the Nightsun) or your chance of colliding with an unlit and non-reflectorized pedestrian increase dramatically. Lastly, be extra careful on wet roads. They tend to smear the beam of your headlights, making it more difficult to see lane markings and other irregularities in the road surface.

Keep all of this in mind and don't miss a chance to ride just because it's dark. No recent reports of Organ Donors so...better safe than....

CHRISTMAS PARTY!!!

WHEN: Sunday, December 5th
WHERE: Ron & Judy Hattendorf's
 1705 Glenmore Rd.
 Libertyville, IL 60048
TIME: Bike, hike, or cross country
 ski starts at 10:00 A.M. Eat, party,
 and have fun at 12:00 P.M.
WHAT TO BRING: Call Ron or Judy
 (708)-362-5997
DIRECTIONS: Take I-94 North to the
 137 exit (Buckley Rd.), go North on St.
 Mary's to Lexington, left on Lexington
 to Glenmore, then left on Glenmore.
**PLEASE BRING A \$5.00 GRAB BAG
 GIFT. (NO PATCH KITS!)**