

Monthly Meanders

DECEMBER



Wheeling Wheelmen

P.O. Box 581-D
Wheeling, IL
60090

THERE WILL BE
NO DECEMBER
MEETING



INSIDE:

"SEE THE LIGHTS"



"PEDAL FOR
POWER"



FROM THE REAR



WINTER RIDE INFO



SEASON'S
GREETINGS!!



Prezsez

by Reid French

I promise not to wax poetic or be profound, (not that I could anyway) because that is not my style nor a prerequisite for this position. I have enjoyed many experiences with the club and serving as President to our club will be both a privilege and an honor. For the benefit (or detriment), of those who do not know me, I look forward to meeting all of you on future rides. I reside in Woodstock, Illinois and have been riding recreationally for about ten years. I have been a member of our club for two years.

I am an average cyclist who enjoys biking immensely and I am now beta testing a new tandem. Any victims? Or is it stokers?

As the holiday season is upon us, I feel thanks are in order to some people whose camaraderie and friendship have helped me grow as a person and a cyclist (I'm normally not this mushy). My good friend and confidant, Mike Imhoff invited me on a couple of club rides which quickly proliferated into

an addiction. I was instantly clipped in. Thanks Mike, for that and many other things (shiny custom made tandem-THANKS Rhonda). My campaign manager-Jeff, Ralph, Andy, Gina, Dave, Woyteck, Carol, Donna, Ella, Bill, Mike O., Craig, Rick, John, Cindy, Al, Judy, Ron, Steve, Karen, M.E., Wayne, Joan, Julie, Walter, Frank, Judy, Sue, Sandy, Mary, Brian, Phyllis, Bob, Virginia, Lotti, Peter, and all of the other fine cyclists in this club for their dedication and support.

There are many exciting opportunities for this club and the first item on my agenda is to survey our members and find out what you would like. From this survey information, we can formally plan our club's future, and construct a tactical and strategic plan, both short and long term. For instance:

- * What is our mission statement?
- * How large of a club should we be?
- * Should we actively market ourselves?
- * How politically active should we be?
- * What ride distances and paces should we offer?

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Safety First

by John Loesch

COLD, COLD, COLD

Yes, winter riding is upon us. It really is possible to enjoy cycling when Jack Frost is nipping at your nose and toes and fingers and all of the rest of your varied body parts. To ride under these conditions safely, one must take the proper precautions. This means having adequate insulation that is also protected from wind and moisture.

Insulation works on the principle of creating a layer of warm air around your body to trap your body heat. Most insulation works by forming very small air pockets that air moves through very slowly if at all. It is essential that the insulation be isolated from both wind and moisture. Wind will increase the rate at which the layer of air warmed by your body heat is drained away. This increases heat loss by convection and radiation. To avoid this a windproof jacket and pants over your inner

insulating layers is a must. Gore-tex is particularly suited to this application because it is not only windproof, it also allows water vapor to escape. This protects you from the buildup of moisture from your own perspiration. Wet insulation does not work for three reasons. Heating water to body temperature requires much more body heat than heating air, the water conducts heat away much more rapidly and the water also collapses the insulating pockets flat. This is why cotton is nice and warm when dry but is dangerously cold when wet. Wool is better because it remains springy when wet but it still holds moisture close to the skin. Polypropylene hates water and can wick the moisture from sweat away from your skin, keeping you drier and warmer.

Layering your clothes also allows you to adjust your body temperature to minimize sweat buildup in the first place. This is important as you warm up from the exertion of cycling. Ideally you want to work hard enough to keep warm but not so much as to become sodden with perspiration.

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Winter Ride Schedule

by Ralph Pedraja

Winter rides are on a show and go basis with differing times and locations. All necessary ride information will be announced on the ride line (708-367 6472) every Thursday evening. Cancellations will be announced at least one hour before the start of the ride. ATB's are recommended but not always needed. The pace is usually medium touring(13-16ph.). Also check the rideline for scheduled weeknight offroad rides.

Mileage Notes

Based on requests from numerous club members over the last bicycling season to eliminate the mileage count, winter miles will not be counted as a pilot study.

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



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

END OF THE SEASON TOP TEN MILEAGE

MEN

- 1) Jeff Epstein...5252
- 2) Ralph Pedraja...4385
- 3) Wayne Segedie...4053
- 4) John Yuill...3876
- 5) Rick Arnopolin...3291
- 6) Dennis Berg...3223
- 7) Bob Neuman...3177
- 8) Woyteck Morajko...2934
- 9) Curt Schoenoff...2347
- 10) Bill Lorenzen...2335

WOMEN

- 1) Dolores Fischer...3980
- 2) Joan Segedie...3811
- 3) Janie Neumen...3600
- 4) Ella Shields...3486
- 5) Lotti Dolce...2879
- 6) Carol Passowic...2519
- 7) Julie Smith...1808
- 8) Sandy Holzrichter..1767
- 9) Judy Hattendorf...1263
- 10) Cindy Schneider...1050

FROM THE REAR

by Jeff Epstein

As we head into November, there has been a substantial change in temperature and road conditions. It is time to dress warmer and take out the mountain bike because winter riding is here.

A mountain bike with knobbie tires is useful for off road trails, or tires with a lighter tread (baldies) may be used for on road riding. Carry a good sized bag because it is not unusual to add or delete layers of clothing during temperature changes and you will have somewhere to store your additional clothes.

A good pair of Gore-Tex or polypropylene socks worn with a second pair of wool or cotton socks would be adequate protection for foot comfort. Shoes should be comfortable and neoprene booties are a big plus when the weather gets cold.

Most riders perspire during winter riding. For this reason, most articles of clothing should have a positive wicking property to move perspiration away from your skin. Head covering should include a Snell or Ansi approved helmet because the ground is harder in winter. Sunglasses or goggles are very useful. A headband or balaclava are also popular heat preserving items.

Gloves are essential. They can be either light weight or heavy. I personally prefer lobster mittens by Pearl Izumi. Many prefer the dexterity afforded by gloves. Go with what you like.

For pants there are many fine winter selections, but if

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Club Officials

President	Reid French	815-338-3381
V.P./Rides	Ralph Pedraja	680-7379
Treasurer	Lotti Dolce	398-3957
Membership	Lin Costagli	364-4569
Safety	John Loesch	312-225-0990
Secretary	Ella Shields	312-478-1625
Newsletter	Dolores Fischer	740-0647
Bike Books	Roy Erikson	381-5128
Harmon	Ron & Judy	
Chairpersons	Hattendorf	362-5997

(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

- *What is the make up of our club?
- * Should we count mileage or number of rides?

These questions are certainly not meant to be inclusive, but just a sampling of questions that come to mind. If you have anything that you would like to see considered in our up and coming survey, please send your question to me, or call me and leave a message. This is your club and your DOLLARS! Take a moment and think about what you would like to see added, changed, or deleted and forward your comments. We are a premier club in the Midwest and I would like to see it be the best in the nation! Bye for now and keep the rubber side down!



"SEE THE LIGHTS" RIDE

On Saturday, December 18th, we are leading the Second Annual Christmas Light Ride. Yes, it will be dark and cold but if you have a light for your bike (or a flashlight taped to the handlebars) and lots of layers of clothes, you should be fine. Afterwards we will warm up with hot cider and Christmas cookies while the bikes defrost in the garage. We will probably ride less than 10 miles (unless we have an unusually warm night) at a leisurely pace. There will be no cue sheets because it will be too dark to read them anyway. The ride will start at 7:00 P.M. at Wayne & Joan Segedie's at 2073 Charter Point Drive in Arlington Heights. Call 708-632-1472 for directions and to give us some idea of how many people to expect and how many cookies to bake!!

REMINDERS

There is no December club meeting. Join us again at our January meeting for a Cross Country Ski Clinic sponsored by Bikes Plus.

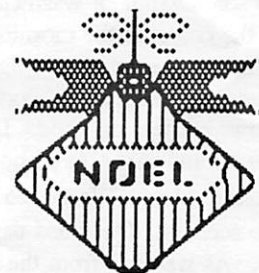
REMEMBER THE DEADLINE FOR NEWSLETTER ARTICLES IS THE 10TH OF THE MONTH!!!! ONLY TYPED SUBMISSIONS WILL BE ACCEPTED. PLEASE DOUBLE SPACE YOUR WORK. IF YOU USE WORD PERFECT, YOU CAN SEND OR GIVE ME A DISK (EITHER 5 1/4 OR 3 1/2) AND I'LL RETURN IT WHEN I'M THROUGH. DISKS SIMPLIFY MY LIFE, SO THIS IS PREFERABLE.

Generally your body stays warm but your fingers, toes, and head do not. Proper gloves, socks and booties, balaclavas, headbands and helmet covers all work to insulate these more delicate areas. Insulation only minimizes heat loss, so it is important to also provide adequate circulation to fingers and toes. Since up to 30% of heat loss is through the head, a warm head covering is very important. This can be enhanced by using a windproof helmet cover or by filling in the ventilation holes in your helmet with additional insulation. For men, keeping the genitals warm is also a priority. (Is this where the phrase "Put a sock on it" comes from?) Again, insulation, windproofing, and moisture control are the essential ingredients of protection.

When these protective measures fail the body can fall prey to frostnip, frostbite and hypothermia. Susceptibility to cold injury is increased by dehydration, drug or alcohol excess, exhaustion and hunger. So drink lots of water, just say no, pace yourself and graze your way to happiness. Frostnip shows up as firm cold white areas on the face, ears or extremities. Treat by warming with an unaffected hand or warm object. In frostbite, the area is cold, hard, white and without feeling; on warming it becomes blotchy, red, swollen, and painful. Treatment is again by warming, usually immersion in water at 100 to 110 degrees. In the field, frozen feet should not be warmed as travel on thawed tissue will increase the amount of damage and refreezing is even worse. Until you can get indoors, a warm drink, a warm companion, or a warm tummy or armpit may be all that is possible. In hypothermia the body's core temperature drops and leads to lethargy, clumsiness, mental confusion, irritability, hallucinations, slowed or arrested respiration, and slowed, irregular and finally arrested heartbeat. In hypothermia, once shivering stops and lethargy and other symptoms increase, a major emergency is imminent. Further heat loss should be prevented. If conscious, then warm by any means available. If not conscious, a hospital is mandatory.

By being alert to your own internal environment and dressing appropriately, you can avoid having the external environment stop your winter fun cold.

I am hearing reports of groups of riders clumping up at intersections and blocking the lanes. To be an effective cyclist you need to act like a vehicle. So to those of you committing this violation, give yourself an anonymous organ donor award. Till next time, better safe than...



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you prefer color co-ordinated outfits expect to pay a high price. Winter or regular tights are sufficient. Remember that once you begin biking your torso heats up considerably. Keep this in mind when choosing shirts, jackets or outer wear. Most often I will use a wicking long sleeved shirt, a heavier shirt, and a winter poncho. This is highly personalized, depending upon your tastes (color co-ordination and style), your wallet and your tolerance for cold weather.

Many of these items can be purchased at sporting goods stores, through mail order, or at biking outlets. Key labels to be aware of are Gore-Tex and polypropylene. If your budget is limited, focus on warm feet, warm hands, and warm head because it is the extremities that become cold first.

Just remember that winter riding is a blast if you are well prepared for it. Last year the winter riders made all but three weekend days that required cancellation. If you get that itch to get away from the wife, husband, kids, or TV call the winter rideline at 708-367-6472 and join us for a fun filled day of cold weather riding.

NORTH-SOUTH "PEDAL FOR POWER" MEMORIES

By Bob and Janie Neuman

Now that our bike ride for Pedal for Power is behind us, Bob and I would like to take a moment to share with all of you some of our most memorable moments. We arrived in Portland, Me around 2:00 p.m., unpacked our bikes and proceeded to put them together with the help of "Tom" one of the ride leaders. We did not have too many problems except for some minor screw ups. We had with us three computers, none of which worked for the ride the next day.

Bob worked on them till the wee hours of the morning, to no avail. Next day, which was the first day of the ride, we got up early and joined our fellow bikers for a group picture. Finally we were off, destination Portsmouth, NH. It was a beautiful sunny day, the temperature was perfect but there was some wind. It wasn't bad though. We rode mostly along the ocean in the morning. We passed by George Bush's home, saw several light houses, and some beautiful foliage. We arrived in Portsmouth at 4:45 p.m., 94.5 miles, tired but feeling good. Day two the weather did not cooperate and rain poured on us from Portsmouth, NH to Worcester, Mass. We got so wet that it was hard to appreciate the scenery. Our third day started a little better, partly cloudy. As we rode from the hills of Massachusetts

to the hills of Connecticut, our luck did not last. The rain started at mid day and turned into a down pour as we made our way toward Cromwell, Conn. Our third day was much improved. With the temperature cool, and the sun shining, we pedaled up and down some very tough hills. It was 81.8 miles of good riding, consisting of some of the nicest country roads with "bike lanes" and arrived in Greenwich, Conn., tired but feeling good. The fourth day was a day I will never forget. We started the day riding toward New York city with all the commuters. We were escorted out of the city by the police and crossed into New Jersey via the Washington Bridge. We rode through a beautiful forest and climbed the "Washington look out" to get a clear view of New York City and the valley below. We biked our way through the country roads of New Jersey, crossed the Ben Franklin bridge into Philadelphia, and stopped by the Liberty Bell and the Independence Hall on our sixth day. We followed the Delaware river all the way to Dover, DE on day seven. The headwind got the best of us for the 100 plus miles to Cristfield, Md. We crossed the Cheseapeake Bay into Virginia and made our way to Williamsburg for a well appreciated rest day after nine days of riding. The next days were easy biking. We took a ferry across the St. James River and arrived in Emporia, VA. by early afternoon. With the wind at our back we flew into Wilson, NC and followed 301S along the peanut fields of North Carolina, to Fayetteville, NC. We met with the rain again on our way to Florence, SC. and rode with dense fog for a while through tobacco and cotton fields to St. George, SC. The temperature turned out hot and humid on the road to Savannah, GA. and another rest day. We continued on to Brunswick, GA. on our 19th day and biked by plantations, small churches. We crossed into Florida with an overnight stop at Fernandina beach. We rode along the ocean, took out times and arrived in St. Augustine, Fla. with plenty of time to spare to visit the oldest city in America. The rain got us again out of St. Augustine to Deland, Fla.; the miles were easy, the roads were flat, but we had some headwind. Our last day of riding was finally upon us. On the way to Orlando, Fla. we had some hills and the ride was not the best due to heavy traffic. We arrived in Orlando for one last parade into our motel as people cheered us on. Three weeks had come and gone too quickly but the people we met, the riders, camaraderie, and the memories we brought back will stay with us forever.

Lastly, we want to thank all of you for your support and words of encouragement during our long training period. Without your help we could not have "gone the distance."

