



Wheeling Wheelmen

An Affiliate of the League of American Bicyclists

# Monthly Meanders of the Wheeling Wheelmen

May 1995

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- \* May Meeting
- \* Thursday May 4, 7:00PM
- \* Wheeling High School
- \* Presentation: Al & Cindy Schneider
- \* slide show of their trip to Italy

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PREZSEZ

By Wayne Segedie

Happy Spring! Happy Mother's Day! Happy Memorial Day!

If you have not been to a meeting in a while, it's time to check us out again. We've been having some great turnouts, and some forgotten faces have re-surfaced again. We have had lots of new members and guests. Thanks for everyone's support. It really means a lot to have everyone show up. Plus there is always a great after meeting activity (Just ask Bill or Ella). Then there is also the presentation after the business part of the meeting. Don't forget about seeing Rick with all his lights, or you can watch Dennis carry all the books from the club library in and out of the building. Actually, those books, videos, and tools are for you benefit. They can be checked out by any club member and it would really make Dennis feel good that he had some customers.

Speaking of after meeting activities, thanks to Vince of Village CycleSport for his Spring conditioning tips at our April meeting. This month we will finally get to see Cindy and Al's slide show from their trip to Italy. This will be a fun way for us to share in the joy they had on their trip.

May 16th is bike to work day. So if you can participate please show some support for this day. If you have never commuted give it a try. Some of us have or still do. If you have any questions, or concerns give me or Rob a call and we would be glad to help.

Some other things this month are: Lenore Goldman's memorial ride on May 13th which helps benefit LARACOI. This is a worthwhile cause. Remember, you must pre-register. Lenore was a longtime club member and a super person. Also this month is our annual Janesville weekend over Memorial day. This is a real fun weekend. We ride a lot and then eat a lot. What more can you ask for?

Grapevine has it that John Broadbent spent a long week in California riding and eating with some famous people like

Greg Lemond and Rebecca Twigg. I understand that you need a bungee cord to hang onto John now.

May starts our evening rides. Tuesday and Thursday from Daniel Wright school in Lincolnshire. And Wednesday nights from Country Gardens park in Prospect Heights. See, no excuses. We have plenty to offer, so come out and ride with us.

I trust you all have your master rides schedule in hand. Now you can plan out your summer around our rides. While I'm mentioning the schedule, I want to point out a correction on the schedule. The Windy City Pizza ride is **not** a club ride. We are not sponsoring this ride and club miles will not be given out for this ride or the Chile ride in October. In fact, the only invitational that we will give miles for is Lenore's ride. I'm sorry for the confusion, and hope this will clear this up for you. Watch the monthly ride schedule or listen to ride line for the correct ride on that day.

One quick note on safety. I know that it is early in the riding season and we may be out of our normal routine, but we need to remember to signal our turns and call out road hazards. Pleaseeeee.

It is that time for me to close again. But I want to close with one of Lenore's favorite passages.

May the road rise up to greet you,  
May the wind be always at your back,  
And until we meet again,  
May the Lord hold you  
in the palm of his hand.

Have a great month!

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## SAFETY-STUFF

by Bill Bergeron

### "Interacting with traffic."

The weather has warmed up, and it's time to retire the trainer, hang up the skis and Hit The Road! In a perfect world, cyclists would be given the same respect that all other vehicles of the road enjoy. Unfortunately, in our less-than-perfect world bicycles are considered by many to be a child's toy that has no business being on a public road. A bicycle is a legal vehicle in all 50 states, but for many motorists they are just a nuisance that should be discouraged from using "their" road in any way possible. The attitude of the average driver

## Safety (Contd)

towards riders ranges anywhere from impatience to overt aggression. It is up to us to change as many attitudes as possible to insure that the roads are safe for all. One way of doing this is to adhere to the rules of the road.

In general, I believe our club presents itself on the road in an lawful and adult manner. To be taken seriously we must ride responsibly. When a cyclist blows a red light, sneaks in front of stopped traffic or makes an illegal turn, it justifies the belief that bikes do not belong on the road. The rules of the road apply to all street legal vehicles, bicycles included. That is why it is important, if not crucial, to demonstrate to motorists that we are legal vehicles and behave correspondingly. Even if we follow the rules religiously it does not mean we will be automatically given the requisite respect, but it is a start. One of the most important rules to remember on the road, whether in a car or on a bike, is that the concept of Right-Of-Way is a rule of thumb for certain conditions - not a law. You do not have the right of way in ANY situation unless someone YIELDS the right of way to you. Temper all your traffic decisions with caution.

One item we all have to be more aware of is :Intersection etiquette. According to Illinois Department Of Transportation, when a group of cyclists are stopped at a light, it is recommended to line up single file so you don't slow down or block other vehicles. Remember, the 10 to 20 seconds it takes for a clot of riders to get back in the saddle, clip in to pedals, begin to move forward and get up to speed will seem like an eternity to a line of waiting motorists. (The next time you are in your car stopped at a light with no other traffic in sight, count to ten before moving forward when the light turns green, you'll see what I mean.) Another point of courtesy at an intersection is to allow room for traffic to turn right at a red light. The more we contribute to the smooth flow of traffic, the more likely we will be treated as vehicles.

One disturbing practice that I have witnessed on a few club rides this year, are blatantly illegal (and dangerous) left turns. I have seen a few riders make a left turn at an intersection by crossing the center line and riding ON THE LEFT SIDE ON THE ROAD so as to complete the turn before oncoming traffic. Please, please, please, let's discourage this type of riding before someone gets hurt. If you want to be treated like a legal vehicle on the road, you have to act like one. Behavior like this will only reinforce the negative image that some people have of us. We want to prove to the public that not all cyclists are arrogant scofflaws and that the cyclists of the Wheeling Wheelmen are adults and behave accordingly.

Marketing Director's Report - April 10, 1995

## (Newsletter Article Draft)

### Recap of Previous Decisions:

#### M.E.'s Marketing Endeavors

Just by way of introduction, my name is Mary Elizabeth Ferraro, and much to my surprise I am your newly appointed marketing director. My nickname M.E. has stuck pretty well with this group, mostly because 'Mary Elizabeth' just has too many syllables and M.E. is much quicker to say out on the road as in 'CarBack, M.E....'

As your newly appointed marketing director, I thought I'd give you a summary of what my focus for '95 will be. In thinking about how I could have the best impact for this great club, given my current time constraints, I thought the best way to contribute to the marketing aspect of the club would be to focus on what I thought would be the most effective aspects first. Since this is a new position, my first question was, "What is the role of the marketing director?" Since I didn't receive a definite answer in reply, I decided it would be best for me define the role/responsibility and to outline the focus as I saw it and then ask for feedback. My proposal, outlined below, was defined and since I received no show-stopping feedback, this will be the path for this year's Marketing Endeavors.....

The Marketing Director's responsibility will be to market the name, image, and products of the WW Bicycling Club.

Marketing Efforts Focus for '95 will be limited to the following:

Support for the Harmon Hundred

Setting up the framework for the Marketing Plan in response to the Strategic Plan of the Club.

Identifying, clarifying and defining the image and the products of WW which are to be marketed. This will be accomplished through the development of a strategic plan and architecture framework for the club. (see Strategic Planning Sessions detail below.)

Other significant efforts as occasionally necessary

Building a Marketing Committee

Initial Efforts Underway

Harmon 100 Application, soliciting and marketing for goodies, gratis Public Announcements

Investigating marketing to Netters via the Internet. Discussing with Rob, our Newsletter Editor about the possible composition of WW home page for availability on Internet. Picture it: WW on WWW (Wide World Web).

New Items:

New News: Welcome new Marketing Committee Members! Ed Leidecker and Andy Dane have accepted positions on the newly formed marketing committee. I didn't have to twist their arms too far back. Thanks to both of you on your bold move into the exciting world of WW Marketing. Your talents



## What the Heck is Hell Week?

by  
Rob Schaller

Hell week is an informal gathering of cyclists from around the country who want to get a jump on some early season training miles. The experience levels of the riders ranged from the casual recreational rider to the fully sponsored RAAM rider. In fact, we had one rider who was still recovering from a 24 hour stair climb record attempt he did the month before! You have a choice to ride as hard or as easy as you like. During the evening we had the chance to dine out as a group and share stories and pick up some technical tips about cycling equipment and training strategies. This year's event had the largest turnout with 55 riders and we had several tandem teams, I also had a chance to personally meet some cyclists I've been conversing with via email. When I arrived in Fredricksburg I knew I was at the right motel just by looking at all of the minivans in the parking lot!

I must admit that riding in the Hill country of Texas is a lot different than the riding here in the Midwest. The first thing I noticed on the roads is that the motorists wave to you, with 5 fingers! That was a real nice surprise. In addition to sharing the road with motorists, we also had to share many roads with loose livestock. On the first day, the pack I was ridding with got split up because a herd of cattle decided to cross the road. I jokingly asked if they had time handicaps for riders who have to yield to cattle crossings. We had one rider who had to turn around because a longhorn steer was in the middle of the roadway and was making a charging gesture towards him. On his second passing the angry steer had disappeared. Cattle guards were another road hazard to be aware of. They are made of metal rods separated a small distance apart to prevent cattle from drifting from one ranch to another. Most of them were in good shape but a few had broken sections and crossing them at high speed could trash a wheel or send you flying.

The first day of riding I completed 112 miles with the group and discovered that the "Windy City" does not even come close to the winds encountered in Texas. There are very few obstacles to stop the winds from blowing. On one section of the route I was costing at 35MPH on the flats! The hill climbs were not that difficult in terms of grade but when you coupled the climb with a gusty headwind it got downright tough. My lowest gear was a 42x21 and believe me I used it a lot. Around 70 miles I bonked and had trouble maintaining a consistent energy level. I might add that in Texas the towns are few and far between. This ride had two food stops at mile 48 and mile 92. Notice that I bonked half way between these two stops. Murphy's Law I guess.

On day two I had a chance to take out the tandem with a friend I made over the tandem email list. Unfortunately I left the granny gearing at home and that intimidated many other potential tandem partners from riding with me in the hill country. We debunked the myth that "tandems can't climb" by leaving many half bike riders in the dust. After warming up for 10 miles we headed east on 290 and with a little tailwind we decided to put the hammer down and our cruising speeds was between 32~36 MPH on this section of road. The pack split apart and we had about 10 other riders in our draft. One of the riders was riding a bicycle with 20 inch wheels, Bike Friday, and he was keeping up with us. I have to admit it looked funny seeing a bike with 20 inch wheels and a 60 tooth front sprocket riding in the pack with us. I was convinced that Bike Friday could ride with us any day of the week! Around the 50 mile mark we suffered a most peculiar rear tire blow out. Instead of the more traditional "boom" sound of a tire blowing ours sounded like a tea kettle blowing full steam. After the second roadside stop we finally got it fixed and made it back to Fredricksburg. Fortunately I bought a new set of tires for the tandem so we decided to put them on when we got back to the motel and 10 minutes later we were rolling again till a second blowout occurred less than half a mile from the motel. At that point we were in disgust so we walked back to the motel and got on our half bikes to finish the last 18 miles. During the ride we had several water crossings and in one case we were ankle deep in water while we carried the tandem across the overflowing stream. Water crossing are *\*very\** tricky because the pavement often gets coated with a thin layer of slime that could cause a crash even at 2 MPH.

Well after two days of 100+ mile rides it was time for a little rest so several of us decided to take it easy and ride 70 miles instead and do some sightseeing in downtown Fredricksburg. To my amazement, Fredricksburg (70 mi west of Austin) was quite a tourist town with numerous craft stores and restaurants. The town did not have a "cowboy/western" flavor like I had imagined it would. The town had more of a German flavor to it.

The fourth day was to be the challenging "Leakey Death Ride" but early morning rains put an end to that ride and so we played the waiting game till the rains ended. I decided to do some solo riding and explore some new roads. On the way back from Harper Texas I clocked a Dalmatian dog chasing after me at 27 MPH. Fortunately he was in a fenced in yard. The skies turned threatening again so I decided to head back to the motel room where I watched reruns of "Lets Make a Deal." Did you know that the Chevy Vega Hatchback behind curtain #1 costs less than what I paid for my titanium road bike? Either inflation or my obsession for cycling equipment

What the Heck (Contd)

has gotten out of hand! Anyway, coming back to the motel was a smart move because within 10 minutes it started pouring rain outside. I was happy with my 70 miles for the day.

Well after a restless nights sleep due to nervous energy we rolled out of the motel parking lot at 7AM in caravan fashion heading for Bandera where we would start the challenging "Leakey Death Ride." As we made our way south the terrain got even more hilly and I knew that the most challenging sections were yet to come. The contrast in the music I was listening to on the way down, Led Zeppelin's "Kashmir" to the theme song of Laverne & Shirley, was symbolic of the contrast in cycling speeds I would obtain on this ride. The first 20 miles of this ride was really no different than what we have gotten accustomed to around the Fredricksburg area but around the 25 mile mark we saw one of the steepest hills that Texas has to offer. Those who have done this ride in the past referred to this hill as the "elevator shaft" It is about a 12% grade and about a mile long. When I told some of the riders in the pack about my lowest gear being a 42x21 they laughed a told me that I'd be walking up part of the hill. I climbed the entire hill while standing out of my saddle otherwise I would have gone in reverse! I was the first in the pack of about 20 riders to crest the top of the hill where it got quite windy. After a mile or so of recovery I saw one of my favorite road signs saying "Steep hill-trucks use lower gears" so I shifted into my largest gear and easily spun out at 53 MPH. Towards the bottom of the hill I lost the shelter of the rocky cliffs on both sides of the roadway and the winds combined with my speed made for a very shaky ride. I sometimes think about how vulnerable I am to an accident at those speeds but while you are doing it you are so wrapped up in the exhilaration of it all. Our first rest stop was in the town of Vanderpool, which was nothing more than a general store at the junction of two roadways. It's a good thing that I didn't load up on bacon Cheeseburgers because within the next two miles we faced the second toughest climb of the ride. This hill wasn't as steep as the first but it was definitely longer and I actually had a chance to stay seated while doing some of this climb. By the time I crested this hill I was bathed in sweat which made for a very chilly decent The downhill side of this climb was much different than the first. There was a lot more cornering on the descents and we did not obtain the high speeds of the first descent. I am glad that the weather cooperated with us because we had some of the most beautiful scenery that the hill country has to offer. I also had a chance to talk with Lon Haldeman who is now running his own cross country touring events. In 1996 he is planning a bicycle tour of the old Route-66 which runs from Chicago to the LA area. The ride will be filled with a lot of American history. At the end of the ride someone mentioned that we did over 6000 feet of climbing in the 107 miles we rode. On the way back to Fredricksburg we

invaded an all you can eat pizza/pasta restaurant where we kept the workers busy replenishing the food trays. Compared to the way I felt at the beginning of Hell Week I was much stronger on todays ride.

Unfortunately all good cycling vacations must come to an end and so I had to cut the last ride short, only 80 miles vs 100+. The weather was beautiful, near 80 and sunny, and I had great riding company for the first 50 miles. I had one last chance to get some great group photo shots. Riding 600 miles in a week in the Hill Country of Texas is great way to get in shape for the cycling season. The only thing that I didn't like about Fredricksburg is that I could not find any Ben and Jerry's cookie dough ice Cream!

### Upcoming Events

RIDE: LARACOL

DISTANCE: 21,40,62mi

DATE: Saturday May 13, 1995 (8AM)

START: Huntley IL

NOTE: This ride requires pre-reg. use the photocopied form in newsletter

RIDE: Ogle Oddesey

DISTANCE: 80 mi

DATE: Saturday May 13, 1995 (9AM)

STARTING PLACE: Meridan Jr. High School(Stillman Valley)

DIRECTIONS: I-90 west to I-39 south to IL-72 west. 8 mi west to Stillman Valley. Right turn by Casey General Store(Stillman) then right on Main.

FOR MORE INFO: Rick Arnopolin (708) 520-3136

**Spring Green Weekend Ride: June 24,25,26**

The cost is \$85 per person and includes 2 nights lodging, two breakfasts and one dinner. Staying at the Wildwood Lodge. If interested contact:

Al Berman  
340 Redwing dr.  
Deerfield, IL 60015  
(708) 541-9248

Please let Al know if your coming ASAP so reservations can be made

R. HATTENDORF  
1705 GLENMORE RD.  
LIBERTYVILLE IL 60048

Marketing (Cont)

and long-time contributions to the club will be key assets in helping to build and market the WW reputation.

Strategic Plan and Architecture Framework

The Wheeling Wheelmen Strategic Planning Sessions are in progress. Since I have experience from my profession in both Strategic Planning and in facilitating group sessions, I am leading the board through a prescribed set of activities which will develop and document the club's strategic plan. We could always use some extra assistance. If anyone has a penchant for creative "wordsmithing" (*all you English majors, professional writers, graphics artists or anyone with a clear mind or creative bone in their body could lend us a hand.*) or if you'd like to volunteer to act a scribe during the sessions, just let me know. *The duties of the scribe are to document the decisions during the meetings as they are in session, actually this is more fun than it sounds here. All of your board members who are at these sessions are playing a role as the working committee and the whole board will be serving as the steering committee for this series of sessions. The function of the steering committee is make decisions for any issues which arise, and to sign-off on (commit to) the deliverables, documents which are created. You, the club members, however will play a role in validating what the working committee builds. So, stay tuned for updates as they become available. The proposed overview for the Strategic Plan and Architecture Framework is outlined below. Notice the checkpoints with the Club Member's. THAT'S YOU!*

Strategic Planning Sessions

Mission statement

Goals, Objectives definition:

*Checkpoint: Communication/validation with membership*

Architecture Framework Sessions:

Future process definition: the basic functions, activities of the club: Including, but not limited to: ride scheduling, ride line, new member recruitment, development programs, board and club meetings, advocacy, awards, ride creation, etc.

*Checkpoint: Communication/validation with membership*

Role definition

Principles: Rationale and implications

*Checkpoint: Communication/validation with membership*

Informational Needs: Including information about such things as Member (Past, Current, Future), Ride Leader, Ride, Location, Program, Schedule, Invitational, Sponsor, Target customer for event, Resource (Tool, book, etc.), Social interest, etc.

Technology Strategy: Database design, applications, communications, phone system opportunities

The first session was conducted last month and there was lively discussion around the things which we thought were important. Among the things which came up as we brainstormed ..to ride, to tour, family rides, to see Illinois, Wisconsin, caring, community, keep membership growing, goals, mileage, great rides, lots of rides, to grow, high

participation, variety, good weather, friendliness, rider development, fitness, state of the art riding, new routes, safety, pride..... The list went on, the discussion went on, we see that we will be having great sessions in the months to come. We have used and will continue to use the current WW constitution and last years surveys as input to our sessions. More importantly we will be using your current input, so please keep those cards and letters coming..... If anything's on your mind, share it with me, or any of the board members.

The Mission Statement has been drafted. The mission of the Wheeling Wheelmen is:

**To Provide Quality Cycling Experiences  
for Our Members  
and to  
Generate Enthusiasm  
for All Aspects of the Sport  
in Our Cycling Community.**



FROM THE REAR

by Jeff Epstein

Well the Trek 2300 looked familiar enough, but who was that guy with Loti Dolce in the matching helmet on the Savio's recent ride from McHenry Community College? Oh, of course, it was Peter! Welcome back. By the way we've noticed Virginia and Bob Savio out quite a bit more this Spring. Maybe Bob's retirement gives them both a lot more energy.

Speaking of retirements, Kurt Schoenhoff, doing his pan-America ride has recently retired. Congratulations Kurt. Look forward to seeing you upon your return.

You know how you get stuck out there on a longer ride with a problem, and you don't have the knowledge or tools to take care of it. Well in my tenure with the club, I have to hand the AAA award to these folks for having the right stuff, equipment, knowledge and willingness to give a helping hand out on the road:

- 1)Woyteck Morajko
- 2)Tom Chambers
- 3)Wayne Segedie

- 4) Bill Bergeron
- 5) Lotti Dolce
- 6) Bob Savio
- 7) Rob Schaller

Shannon Braun is not bringing her horse on rides, that's her dog Buddy. He is very friendly when you meet him, but don't get too close to the car if she's not there. He is a bit protective and very strong.

Wasn't that Alex Halamaj out a couple weeks ago for both weekend rides? What is causing this break with tradition? Ella being out of town or in training for Pedal the Peaks.

Will offer anyone a \$5.00 reward for a picture of Woyteck smiling or a tape recording of him either praising Chicago weather or doing a tribute to local traffic. Just remember, because of the unlikely event of either of these occurring, the results must be verifiable and the decisions of our judges will be final.

I recently spotted Bob Neuman cruising Libertyville in his car, however I must reiterate my concern relative to cycling, WHERE ARE THE NEUMAN'S?

Welcome to Regina Wilkins who occasionally accompanies John Yuill on rides. You can recognize Regina because during our early Spring rides she is slightly purple and waiting for the warmer climates, stating "I am primarily a summer rider." Really she is a good sport with a great sense of humor.

Good to see Paul Watts out again. Only get to see him a couple of times a year because of his work schedule. He recently led the Lakewood Forest Preserve Ride. Ditto for Pat Marshall who I've seen more in the early Spring than all of last year.

Congratulations to Walter Rosenbaum and M.E. Ferraro, winners of last years most improved riders. The way they've taken off this year it looks like both are after a double.

Couple of weeks ago when our ride crossed Crystal Lake Road, ran across Reid French on his way home (on bike of course) from the bank.

Finally donations are being accepted for the LET'S HELP RON HATTENDORF FINALLY DO A HUNDRED FAN CLUB & CHARITABLE TRUST. Please send donations to the club via this column. They are tax deductible, and Judy would be so appreciative of any time we could get Ron out of the house to help her.

Rob, this sure is a lot of fun, Jeff

## TOP CLUB MILEAGE

### MEN

### WOMEN

1) Jeff Epstein	233	1) Judy Hattendorf	150
2) Tom Chambers	199	2) Joan Segedie	138
3) Walter Rosenbaum	182	3) Virginia Savio	128
4) Dennis Berg	173	4) Carol Passowic	88
5) John Yuill	146	4) Ella Shields	88
6) Ron Hattendorf	135	6) Pat Marshall	81
7) Alex Halamas	128	7) Lotti Dolce	47
7) Bob Savio	128	8) Gina Interante	41
8) Wayne Segedie	102	9) M.E. Ferraro	40
9) Michael Ortman	88	9) Elizabeth	
		Krog	40
9) Woyteck Morajko	88		

#### NOTE:

Apparently the sign up sheet for the St. Pat's Ride was lost there. Please contact J. Epstein for mileage credit. Thanks.

## MAY SOCIAL OUTING

Now that we're all experts on 2 wheels (bicycles) and 4 wheels (roller skates and blades), how about trying 4 legs?!? You know all those 4-legged creatures we see in Wisconsin when we're riding 2 wheels? No, not the cows!! The HORSES! We'll have a guided ride for an hour for \$20 per person on Sunday, May 7 at 5:00 PM (after riding that 2 wheeler). Happy Trails is located in Wauconda on Route 12, the 2nd driveway after Old McHenry Road. Then we'll try to find a local restaurant that doesn't mind that "country smell" so we can eat dinner and complain about the different muscles that hurt! Children over 10 are welcome, as are guests. If anyone just wants to come and hear us complain, they can come around 6:00 for dinner. (Be sure to bring a clothespin!)

I need your RSVP as soon as possible (please call right now unless it's after 10:00 PM!!).

Joan Segedie  
708/632-1472



Events (Contd)

**Pedal Across Wisconsin**

Door County(6/9~6/11), Whitewater(6/16~6/18), Amish Farms and Lakes(7/7~7/9),BACRAC V(9/15~9/17),New Glarus(9/29~10/1) Weekends. Each event costs \$68 and includes camping, buffet dinner and breakfast. Routes are marked and includes cue sheets. Emergency support van available. Motel lodging costs extra. For more information on these rides contact:

Pedal Across Wisconsin  
PO box 365  
W. Dundee IL 60118  
(708) 695-7964

**Weekday Rides**

Tuesday/Thursday Nights:

Dan Wright Jr. High Lincolnshire. Approx. 1 mi north of rt-22 on Riverwoods Rd. 6PM start

Wednesday Nights:

1) 6PM from Country Gardens Park on Schoenbeck, two blocks North of Palatine in Prospect Heights. Runs May 3 through September 27. 25~30 mi ride distance. Contact Rick Arnopolin (708) 520-3136 for more details  
2) 6:30PM from the SW corner of Kelsey and Rt. 59 in North Barrington. Starting in May. Contact Frank Illy at (708) 924-5910

**ATTENTION!  
ATTENTION!  
ATTENTION!**

There is now a NEW phone number for the Wheeling Wheelmen ride line. The new number is:

**(708) 520-5010**

**FOR SALE**

Red Cannondale Hybrid, SH-600, 18 inch AL frame like new. Includes: side mirror, odometer, air pump, rear rack with bag, handlebar mount radio. Asking \$525. Call (708) 965-6103 and ask for Bobbie.

FREE used bicycle parts and frames for Huffly type 10 speed(mtn/road) bikes. If you rebuild bikes and donate them to a good cause I would like you to have these parts. Call Roy at (708) 381-5128.

**NEW MEMBERS-NEW FRIENDS**

**NEW ADVENTURES!!!**

Welcome to all the cyclists who recently joined us!

Bob & Robin Coseo	Lincolnshire
Pam Burke	Barrington
Scott Crawford	Buffalo Grove
Cathy & Mark Delfino	Lake Forest
Joseph Reichert	Morton Grove
Karen & Kevin Haworth	Northbrook
Ken Jarolin	Prospect Heights
David McKoy	Chicago
Linda M. Kronholm	Streamwood
Tom Burke	Barrington
Jack O'Callaghan	Bartlett
Janet Kolar	Lake Villa

From The Editor.....More Changes

In addition to a new ride line number we also have a new membership official. Lets welcome Jill Janov as she takes over Lin Costagli's post. Lin has done an excellent job with the membership and will be focusing more of her time on other pursuits. We hope to continue seeing her on club rides and other Wheeling Wheelmen functions.

On another topic, we are looking for people who would like to share a bit of Wheeling Wheelmen history in upcoming newsletters. This is a great opportunity for some of our long term members to contribute to a very motivated, and changing, cycling club!

Tailwinds and warmer weather for all,  
Rob Schaller

## LARACOL Registration Form

To register for LARACOL, complete this form and sign the waiver below. Mail this panel with your \$15 tax-deductible entry to: **LARACOL, 361 Bryant Avenue, Glen Ellyn, IL 60137.** Make checks payable to ALDA-Chicago. Please mail form by May 5, 1995. Please use a separate form for each person registering. Photocopies accepted.

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Age \_\_\_\_\_ Sex \_\_\_\_\_ Phone \_\_\_\_\_

**LARACOL T-shirt!** (\$10 each; please include payment with registration form).

\_\_\_\_\_ S \_\_\_\_\_ M \_\_\_\_\_ L \_\_\_\_\_ XL  
**Total LARACOL T-shirts:** \$ \_\_\_\_\_

**Donation to the Lenore Goldman Scholarship Fund:** \$ \_\_\_\_\_

(Does your employer match donations to non-profit organizations? Find out!)

**Total Amount Enclosed:** \$ \_\_\_\_\_

In signing this form for myself or the above named participant (if she or he is under 18), I hereby assume any and all risks associated with LARACOL. I understand and agree to absolve all of the sponsors, organizers and the Huntley Park District, be they individuals or organizations, singly and collectively, of injury, harm or loss suffered while participating in or traveling to or from this event.

\_\_\_\_\_

Parent/guardian if rider is under 18 years old

### Club Officials

President	Wayne Segedie <sup>1</sup>	(708) 394-1027
V.P./Rides	Ralph Pedraja	(708) 680-7379
Treasurer	Lotti Dolce	(708) 398-3957
Membership	Jill Janov <sup>2</sup>	(815) 385-7024
Safety	Bill Bergeron <sup>3</sup>	(708) 382-4704
Secretary	Ella Shields <sup>4</sup>	(312) 478-1625
Newsletter	Rob Schaller <sup>5</sup>	(708) 854-0153
Bike Books	Dennis Berg	(708) 296-4971
Harmon 100	Judy&Ron Hattendorf <sup>8</sup>	(708) 362-5997
Marketing	M.E. Ferraro <sup>6</sup>	(708) 657-7827

Send newsletter material to:  
 INTERNET Email: C12019@email.mot.com  
 USmail: 703 Longwood dr. Algonquin, IL 60102-3148

Contact Jill with any address changes.

**Government Relations Advocates:**

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