



MONTHLY MEANDERS

PREZ SEZ

I was on my way home from Long Grove recently, trying to ride no hands and steer my bike just like we did when we were kids. Something about those old 40lb cruisers with the fat tires made riding no hands a cinch. I recall riding home from the local A&P with a glass gallon jug of milk in each hand and never touching the handlebars. A bicycle was the vehicle that expanded a kid's world from his block to a 5-10 mile radius from his home. I don't see much of that today. Just an endless line of minivans and SUV's at soccer games and grade schools.

Once we reached magic age of 16 and could work and get a driver's license the bike was relegated to the back of the garage. I'm pretty sure I'm not the only one who had an interesting job while in high school or college. You know the kind of job that required hard physical labor, odd hours, or maybe your first experience working with members of the opposite sex. At any rate my first "real" job, other than delivering newspapers, was working at a tobacco farm in Connecticut. The application process

consisted of standing on a corner near my house at 6:00am waiting for the straw boss driving an old yellow school bus. If he needed a worker he waved you on and you were hired. Once we reached the farm I was paired up with a veteran picker and began one of the most interesting summers of my life. Picking tobacco leaves is dirty, hard work. You sit or kneel between two rows of tobacco plants and snap the bottom three leaves off each plant, setting them down in the empty row between you and your partner. Another employee places the leaves in a canvass bin and hauls them out to the dirt road where they are loaded on a truck and sent to the barns for drying. The fields were about 100 yards wide and what seemed like a mile long. It took about 10 yards worth of picking to fill up a bin, so you picked to mid field (5 bins worth) backed out and headed to the next unpicked rows to start over. Each team had to pick at least 80 bins per day or you weren't allowed back on the bus the next day. By the end of the day my hands were completely coated with black tar and every muscle in my body ached. I

made \$.65/hr and made through the entire summer. I turned 16 that September and went to work as an usher at a drive-in theater. That's another story.

Riding a bike all summer may be physically tiring and doesn't pay like tobacco picking but it's is a lot cleaner and healthier. It's been another great season for our club. I've seen a lot of new faces on our rides, which we need to maintain a healthy organization.

Many of you know that this is my last year as president. I'm excited about the future of the Wheeling Wheelmen. It's been a pleasure working with the other board members, committee chairs and other volunteers.

Adios for now
Rich Drapeau



November, 2008

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WELCOME NEW MEMBERS

Marcin Kadzielawski
Palatine

Su-Jen Leong, Elk Grove

Kyle Halkola, Long Grove

Mary Strandberg, Buffalo Grove

David Grundman, Wauconda

Club Officials

Elected Officers

President
Rich Drapeau 847/808-1476

V.P./Ride Chair
Brian Blome 847/358-4807

& *Pat Calabrese*

Treasurer
Johannes Smits 630/893-2835

Secretary
Kevin Moore 847/577-8490

Membership
Meg Ewen 630/540-1704

Publicity Chair
Sheri Rosenbaum 847/368-1762

luv2bike80@hotmail.com

Appointed Officers

Harmon

Open

Newsletter
Ella Shields 773/594-1755

St. Pat's Ride
Tom & Deb Wilson 847/632-1412

Chairmen

Banquet
Kris Woodcock 847/833-8127

Harmon Data Base
Mary Kay Drapaeu 847/808-1476

Mileage Statistician
Joe Irons 847/359-0551

Newsletter Mailing
Jeff Biedka 847/534-9003

Picnic
Al & Cindy Schneider 847/696-2356

Refreshments

Open

Ride Line
Frank Bing 847/634-1439

Web Page
Jim Boyer 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
 eshieldsbike@yahoo.com

(Please include your name and phone number in case I have any questions)



Don't miss an issue of Monthly Meanders!! Call Meg Ewen with all name, address and phone number changes at 630/540-1704

ANNUAL BANQUET

Don't forget the banquet on Sunday, November 9. Call Kris Woodcock with any questions 847/833-8127. Reservations are due by November 1.

TOP 20 MILES

Come to the banquet and find out

Cindy Trent was recently featured in a magazine voted a Healthy Hero. Check out the article at www.nch.org/you/pdf/you_fall08.pdf

If you would like to put on an activity (rides, hiking, dinner, x-c skiing, etc) this fall or winter call a board member and they will have it put on the ride line. Or send it to me for the newsletter. Call the ride line for fall and winter activities 847/520-5010

Board Meeting

The next board meeting is Wednesday, November 12, 7:00 p.m. at the home of Meg Ewen.

All Board members are requested to attend.

MEMBERSHIP RENEWALS

Attention Members

The club membership renewal form will be in the December/January Newsletter rather than a separate mailing. Be sure to watch for the renewal application in your next newsletter.

Holiday Party
Sunday, December 7
Time: 3:00 - 7:00 p.m.
Location: Wildberry Club House
220 Green Knoll Lane, Streamwood
 (intersection of Quaker Hollow Lane and Green Knoll Lane)

Call Pam Burke at 630-872-9238 or e-mail pamelaburke2000@yahoo.com to let her know what you will be bringing; appetizer, dessert or beverage.
 The club will be providing dinner.

Directions: From the intersection of Barrington Rd & Bode Rd. Turn east on Bode Rd to the 1st street [right behind the 7-11] turn Right on Green Knoll Lane. Stay on Green Knoll Lane - The clubhouse/pool will be on your right hand side. Parking is available at the clubhouse as well as the streets.
 [Bode Rd is South of Golf Rd & North of Schaumburg Rd].

All Riders Should:	*wear a helmet *bring water *bring a pump	*have a bike in good condition *bring a spare tube and patch kit *arrive early...15-30 minutes	*bring an ID card *carry a cell phone *bring money for lunch/snacks
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WEEKLY RIDES

Day	Time	Ride	Miles	Start/Directions	Ride Host
Saturday	10:00	Show N Go Rides	25 +	Willow Stream Park - The park is on Old Checker Rd. a few tenths of a mile west of the bakery. Turn west on old Checker Rd. to parking on the	n/a
Sunday	10:00	Cuba Marsh Show N Go Rides	25 +	Cuba Marsh is West on US12 to Ela Rd, south to Cuba Rd. West to parking lot on left	n/a
Tuesday & Thursday	10:00	Deerfield Bakery Ride	25-45	Willow Stream Park - The park is on Old Checker Rd. a few tenths of a mile west of the bakery. Turn west on old Checker Rd. to parking on the	Art Cunningham 847/ 963-8746 Earle Horwitz 847/374-1129

SHOW & GO TRAIL RIDES

Date	Time	Ride/Start	Miles	Start/Directions	Trail
Sunday 11/16	10:00	<i>Super Dawg Ride</i> North Branch Trail— Botanic Garden	36	Caldwell Woods— located at the corners of Milwaukee & Devon Ave, Chicago We'll go to Super Dawg after ride	Paved
Saturday 11/22	10:00	<i>Ride to Old School</i> — Half Day Forest Preserve	40	Off Milwaukee Ave. 1-1/2 mi. north of IL-22 – park at the 1 st lot on the right	Crushed stone/ paved paths

*** approved for narrow tires ** wide tires recommended * wide tires required. Bring snacks and plenty of water to drink.
We will stop for lunch on the route or after the ride, bring a lock and \$\$ with you.

SUNDAY HIKES

Date	Time	Location	Directions	Distance
11/2	10:00	Grassy Lake Forest Preserve Located in southwest Lake County near Lake Barrington	Park at the Lake Barrington Village Hall, located on Old Barrington Road just west of Miller Road in Lake Barrington	5-7 miles
11/30	10:00	Cuba Marsh	Cuba Marsh is West on US12 to Ela Rd, south to Cuba Rd. West to parking lot on left	5-7 miles

Plan on going out to lunch after hike

ODE TO THE TRAIL RIDE

By Kris Woodcock

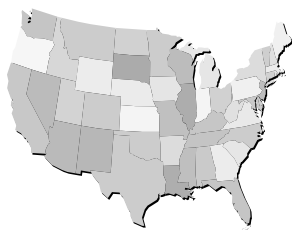
Like most of you in the club, I consider myself an inveterate roadie—a “princess” biker who doesn’t like to get wet, dirty, or heaven forbid. . . break a nail on a trail! However, with time on my hands and the delightful summer breezes beckoning, I decided to venture out on the trails with Art this year. And what an adventure it was---living in Chicago for 30 years, I discovered there’s so much in the surrounding suburbs that I had missed and sometimes felt like a tourist in my own backyard. Joliet, with its tall bluffs, impressive bridges and Victorian homes; the charming river towns of Geneva, Batavia and St Charles; historic towns like Frankfort, the fascinating history of the I & M canal—just a taste of the interesting places we visited this summer. While the ride starts may be a bit far-flung, it’s energizing to get out of your local riding “rut” and see something new. Unlike road riding, where you’re looking at the woods from afar, on the trail, you’re IN the woods or in the middle of a prairie landscape with flowers blooming all around you---a fresh perspective on the great outdoors. Art is the amazing proprietor of these rides--he researches the trails, maps out the connections from trail to trail, selects the ride starts, plans the lunch stops and figures the mileage—talk about your tribal knowledge! He is always the perfect host and vastly under-appreciated for all the time and research he has put into these rides!

A typical “day in the life” on the trail---the rides are usually small, 4-

6 people on average (unless free lunch is being served--then all the geezers show up); we stay in a pretty tight group---even though it’s a trail, there’s always turns and options so it’s best to stick together. I prefer paved trails but my thoroughbred Bianchi “roadie” has made it through many miles of crushed limestone. These rides are not always smooth sailing and you need to expect the “unexpected” like gravel patches, flooded puddles, (my tires still leak water from our last escapade), soft spots where your bike will “do the lambada” through the sand. If you’re unlucky enough to experience a rain shower while on a limestone trail, you’ll be cleaning grit out of every nook and cranny! While most of the terrain is flat, you’re not coasting much and with the constant pedaling, you will get a fantastic workout before the day is done—10 miles of trail riding is like 20 on a road. Whatever the challenges, it’s all good fun and adds to the adventure of the day!

One of the best parts of the ride is the lunch stop—yes, we actually stop for a nice sit-down lunch! Since I have started coming on the rides, we have taken the cuisine decidedly up a notch---bistros over deli’s, pancakes over bagels—we eat GOOD on these rides and it really adds to the festive nature of the day. When you’re sitting out in the sun with your fellow cyclists on a perfect summer day with a great meal, you realize life really IS good!

I hope I’ve whetted your appetite to try a trail ride next summer—play hooky, call in sick and shake up your local ride schedule and enjoy a “staycation” on the trail with the Wheelmen—you’ll love it!



Ranking the States

From First to Fiftieth, a Look at How States Stack Up

The League of American Bicyclists has announced our first annual ranking of Bicycle Friendly States, scoring all 50

states on more than 70 factors. The states were scored on responses to a questionnaire evaluating their commitment to bicycling and covering 6 key areas: legislation; policies and programs; infrastructure; education and encouragement; evaluation and planning; and enforcement. The highest and lowest scoring states overall were:

Top 5

1. Washington
2. Wisconsin
3. Arizona
4. Oregon
5. Minnesota

Bottom 5

46. North Dakota
47. Mississippi
48. Alabama
49. Georgia
50. West Virginia

Andy Clarke, president of the League, said, “While every state has room to improve in making bicycling a preferred mode of transportation and accessible form of recreation, Washington is making the greatest strides to make this a reality.” Clarke points to Washington’s model bike laws, signed and mapped statewide bike route network, dedicated funding from the state for bicycle related programs and projects, and an active statewide bicycle advisory committee as a few examples of why Washington ranked the highest.

The bottom end of the ranking paints a different picture. “West Virginia may offer some great trails and mountain biking resources, but otherwise fell short in every category,” said Clarke. “Their low bicycle usage rates and high cyclist crash and fatality rates are indicative of a state that does not adequately provide for the needs of cyclists.”

The annual state rankings are the first part of this new program. States are encouraged to further apply for award recognition of bronze, silver, gold or platinum status, similar to the League’s popular Bicycle Friendly Community program, now recognizing 85 communities across 32 states. Award recognition will be accompanied by technical assistance and further support as states work to become more bicycle-friendly.

The League of American Bicyclists promotes bicycling for fun, fitness and transportation, and works through advocacy and education for a bicycle-friendly America. The League represents the interests of 57 million American cyclists, including its 300,000 members and affili-

(Continued on page 6)

READ THIS BEFORE YOUR FIRST RIDE IN THE COLD!

Part I

It's inevitable. At some point in the fall you'll do your first ride in relatively cold weather. For the past six months you've been enjoying warm, sunny skies with mild temperatures around 75 to 85 degrees. But not today. Today the mercury has dropped by 20 or 30 degrees and the sun is nowhere to be found. Today is that day where you remember what it's like in the cold, but your brain could have used a few cobwebs dusted off first - in other words, you'll make the same mistakes as you did at this time last year. So I wrote this article to warn you of what will go wrong.

We're well into winter here in the North East USA. Cold, rain, snow, sleet - anything that affects riding - we've had it. If you take the proper precautions, you'll be fine. But if you're not prepared, old man winter will get the best of you!

I'll start off with a little story about my first ride in the cold back in October 2004. It was about 52 degrees and cloudy, which seems nice and warm as I look back on it, but it was a little chilly at the time. Being used to 80 degree weather, today's ride warranted tights, a thick long sleeve undershirt, and a windbreaker... or so I thought. Starting out I was a little chilly. And I didn't like it. But I kept going. And after about three minutes I was burning up? today was not the day for a windbreaker. I had to stop, take it off, roll it up, and then try to stuff it in my jersey pocket without catching it on my Camelback. Which leads me to...

Lesson #1: It's not as cold as you think it is. 52 in the spring feels like 70, but in the fall it feels like 30. So in the spring you shed all the layers except your shorts and jersey, even if there's still snow on the ground. And in the fall you pile on everything you have. But that's not a good idea.

52 warrants tights and a long sleeve jersey, but that's about it. If you're unsure, stash some extra layers in your jersey pockets - you can put them on after 15 minutes if you're still cold. (Remember, you should be a little chilly for the first few minutes of your ride. Then once you warm up, you should be cozy.)

Once I shed some clothing I felt pretty good. The crisp air was refreshing, too. I really enjoyed the ride for the next hour. But then, knowing I would need some more energy for the next hour, I grabbed the Power bar out of my jersey pocket. The same thing I had been eating successfully all summer. But it wasn't the same today. By "wasn't the same," I mean it was rock hard! I bit into one end, expecting it to melt right in my mouth, but instead it shocked my whole jaw. I had to check for loose teeth after that!

Lesson #2: When Power bars get cold, they get hard. Rock hard. They'll break your teeth if you're not careful. They're ok down to 45 or 50 degrees, but you should still be really careful when you bite into them. I suggest switching to Power bar Harvest or Pria bars in cooler weather. They're a little lighter, so they don't freeze as easily. And try to keep them close to your body.

Or go with an energy gel like GU. They get thick in the cold, but it takes a while for them to freeze. Personally, I kind of like them when they're extra thick! The cold really brings out the full flavor.

That's about it really. Two lessons. Cool weather isn't bad. It's the really cold stuff that you need to watch out for.

Part II

So what didn't I cover in Part I? I didn't cover what to do before your

first ride in the freezing cold!

Once the temps hit 25 degrees, it gets a little more complicated. Now is the time to pile on every piece of gear you have! Well maybe not that extreme, but this weather calls for fleece lined tights, a thick base layer, a windbreaker, a balaclava, thick socks, shoe covers, and big insulated gloves.

But this doesn't guarantee anything. Climb a hill and you'll overheat. Get to the top of the hill and it will be 10 degrees cooler. You'll freeze. Riding outside in sub-20 degree weather should, at least in my opinion, be avoided at all costs.

Ride a trainer. Ride some rollers. Run. Lift weights. Rest. Whatever you need to do. You'll get a better workout that way.

Lesson #3: Going outside on a freezing cold day won't help your training. It will be hard to move when you're weighted down by 10 pounds of restrictive winter gear. And if your body is that cold, it will be hard to move anyway. Your form will be horrible. And then if you get used to it, your form will stay horrible into the spring.

Beyond clothing, you need to carry food and water. But if Power bars are only good to 40 degrees, what do you do?

Lesson #4: For food, when it's real cold, just bring gels. No bars. Gels will freeze eventually, but if you keep them next to your body, they should be ok for a while.

Lesson #5: For drink, ditch the water bottles. They're no good. The lids will freeze shut. You'll need a Camelback, which should be kept inside your outer layers. Be sure to keep the tube tucked away too, and sip occasionally to be sure the water in the tube doesn't freeze. Replacing water with Gatorade might help, too. All the additives lower the freezing point, so it stays warmer a little longer than plain water does.

Another thing to be aware of is that you need your hands to be able to eat and drink. This means some thick gloves to keep them warm. But thick gloves mean you can't easily open a gel pack. And some balaclavas block your mouth.

Lesson #6: Eating and drinking in the cold is a pain in the ass! There's no miracle cure. You have to take off your gloves for a bit, pull down your balaclava, eat, and then bundle up again. Just one more reason you might want to buy some rollers!

What else can happen in the cold? Well, if you wear contacts, they may just fall out! If you have any sense, you'll be wearing some sort of eye protection in the cold. Sunglasses at the least, and maybe even opting for ski goggles. But even then, your contacts will get cold. And like Power bars, they'll get hard. And then they might fall out. But even if they don't fall out, your vision will probably be quite blurry and they'll be a very good chance of riding off the road or into oncoming traffic.

When my contacts were about ready to fall out one day, I tried to close my eyes for a while and warm them up. But that didn't do much, being that my face was so cold that I couldn't feel it anymore, let alone control my eye lids.

Lesson #7: Get some goggles. It doesn't matter what you look like, everyone already thinks you're an idiot for being outside in this weather!

If you still want to ride outside, please follow at least some of my advice. If you enjoy riding in temperatures below zero, though, you may want to get advice from a psychiatrist.

<http://bloombikeshop.com/articles/bikeridecoldwinter.php>

WINTER TRAINING

If you want to race or ride strong in tours, winter training is NOT optional. Winter training can be like watching paint dry and for the most part will never offer the enjoyment of spring, fall and summer training. The following are some tips to make winter training more enjoyable, keep yourself focused, and improve next year's performances.

Start with a set of goals. You should have your training program/plan and your goals written down. Set both long term and short range goals. Keep a log book to track your training progress. Many books have training guidelines such as those by Eddie B., Burke, Van der Plas, and many of the great cyclists (Lemond, Henault, Phinney, etc.) provide interesting reading along with their training methods.

No one training method/system is for everyone. If you can't stand a training system, you won't consistently train. Keep an open mind, and try new training methods until you find the one that fits you. Many of the club members have successful training systems and are open to discussing them.

Winter riding is a lot more fun if you have a partner. Getting dressed for cold weather is a pain but with the right clothes and friends I can really enjoy it. Riding on snow is a real thrill. The snow keeps the speed down, and gives a great workout. Combined with beautiful snow-covered landscape, snow-riding can be hard to beat. Some caution needs to be used when it gets below 15 degrees. I gener-

ally don't ride outside when it gets that cold, since I can't be sure I won't get cold hands or feet.

Cross training, such as x-country skiing, can keep your overall fitness up and is much more interesting than riding any trainer. The club may have some x-country ski outings weather permitting that will help keep your winter training interesting. Keep in mind that in order to improve your cycling you will have to ride some during the cross-training season. The minimum that I ride during the cross training season is three times a week for 1 hour. This keeps your spin fresh and works the cycling-specific muscles.

Trainer Tricks: When riding the trainer I have come up with a number of tricks I play on my mind to convince myself this isn't the most boring thing I've done. You need written training goals even for the easy trainer riding days. These might be to work on increasing your cadence with low effort, smoothing the pedal stroke, or do some one legged spinning to get a better feel for using all 360 degrees of the pedal stroke. With a heart rate monitor you can monitor increased efficiency using various low and high cadences at the same resistance and odometer speed. If your trainer reads watts you can compare the various cadences vs watts vs heart rate. Do you ride better on certain foods or fluid replacement drinks? Is the saddle and handlebar position optimum.

Winter trainer riding is a much better time to experiment with them then during racing season as the conditions are fixed on the

trainer. Another trick is to watch TV. Yes, I sometimes watch TV when I ride the trainer. A lot of the race videos show many tactics that can be used in our races. Sometimes I sprint when they sprint (and I generally win!) Watch how the riding positions vary greatly from rider to rider as no one position seems to be ideal for everyone. Pay particular attention to the sprinters and the tactics they use. How do the same people get in the best sprint position time after time? The best climbers look super relaxed, smooth and wasting no energy going up the steepest climbs. In the early spring I do intervals during most of the TV commercials, (it gives me another reason to hate long commercials.) Since commercials come often and for unknown lengths they can simulate a hard race with many attacks.

Off-season weight training is one part of the exercise program that I really don't like. But to be competitive it's an essential part of your overall plan. The years that I have stuck to my weight training goals definitely gave me an edge in sprints and jumps and proved well worth the effort. Like other training, I have come to believe that no single weight training system is good for all. The system needs to be tailored to your goals, strength and style of riding.

For most of us the key to a successful racing/touring season is in keeping fit and trim during the off season. The keys to keeping fit and trim in the off season are written goals and a training plan/log that you can stick to.

Edited article from Ted Free, tfree@spacestar.com. @ bikesource.com

(Continued from page 4)

ates. For more information or to support the League, visit www.bikeleague.org

The Bicycle Friendly State program is generously supported by program sponsors [Bikes Belong](#) and [Trek Bicycle Corporation](#).

2008 State Rankings

- 1 Washington
- 2 Wisconsin
- 3 Arizona

4 Oregon

5 Minnesota

6 Maine

7 California

8 Illinois

9 New Jersey

10 New Hampshire

11 Utah

12 Michigan

13 North Carolina

14 Hawaii

15 South Carolina

16 Massachusetts

17 Vermont

18 Wyoming

19 Nevada

20 Florida

21 Iowa

22 Colorado

23 Virginia

24 Indiana

25 Kansas

26 Louisiana

27 Rhode Island

28 Missouri

29 Kentucky

30 Texas

31 Delaware

32 Ohio

33 Nebraska

34 New York

35 Maryland

36 Tennessee

37 Idaho

38 Pennsylvania

39 Arkansas

40 Alaska

41 South Dakota

42 Connecticut

43 Oklahoma

44 Montana

45 New Mexico

46 North Dakota

47 Mississippi

48 Alabama

49 Georgia

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203 West Northwest Hwy. • Barrington, IL 60010 • 847-382-9200

The **Wheeling Wheelmen Bicycle Club** now has an active Yahoo Group available on the Internet. The group works like a bulletin board and allows us to exchange email with other club members without having to know every-one's individual email address. You must subscribe to the group before you can send a message. Follow the instructions required by Yahoo to complete your registration.

NOTE: Due to spam and email address hijacking concerns, subscription to the Yahoo Group is limited to current members of the Wheeling Wheelmen Bicycle Club only. If you have questions about club membership, rides or events, please send an email to: wheeling@wheelmen.com

To Subscribe send an email message to:
wheelingwheelmen-subscribe@yahoogroups.com

To Unsubscribe send an email message to:
wheelingwheelmen-unsubscribe@yahoogroups.com

To post a message send your message in an email to:
wheelingwheelmen@yahoogroups.com

The group name is: **wheelingwheelmen** and is available at: groups.yahoo.com/group/wheelingwheelmen

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: \$25 Individual dues: \$20

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

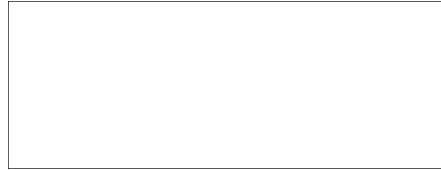


P. O. Box 7304
Buffalo Grove, Il. 60089-7304

Phone: 847-520-5010
Email: wheeling@wheelmen.com

We are on the web
wheelmen.com

Next Club Meeting
2009



CLUB DISCOUNTS

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

ALBERTO'S CYCLES
1770 First St., Highland Park
847/446-2042

AMLINGS CYCLE & FITNESS
8140 N Milwaukee Ave.,
Niles 847/692-4240

B&G CYCLERY
131 E. Rollins Rd, Round
Lake Beach, 847/740-0007

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

BOB'S BIKE SHOP
141 S. Vine St., Park Ridge

874/825-4438
CAMPBELL ST. BIKES
13 W. Campbell St.
Arlington Hts. 847/222-7887

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

OAK PARK CYCLERY
1113 Chicago Ave.
Oak Park, 708/524-2453

RUNNER'S HIGH & TRI
121 W. Campbell, Arlington
Hts., 847/670-9255

SPOKES
69 Danada Square,
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 CYCLESPORT
63 Park & Shop
Elk Grove Village
847/439-3340
1313 N. Rand Rd,
Arlington Hts. 847/398-1650
205 W. Northwest Hwy
Barrington, 847/382-9200

We support:

- *The League of American Bicyclists
- *The League of Illinois Bicyclists
- *The Chicagoland Bicycle Federation
- *Buffalo Grove Bike Rodeo
- *Bicycle Federation of Wisconsin
- *Thunderhead Alliance
- *Trips for Kids-Fox Valley Chapter

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 \$35 and should be sent to:

League of American Bicyclists,
1612 K Street, NW, Suite #401
Washington, DC 20006
Tel: (202)822-1333 Fax: (202)822-1334
E-mail: BikeLeague@aol.com
Web Site: www.bikeleague.org

In addition to government relations, they also organize many great cycling rides and rallies around the country. For information on these events call (800)288-BIKE