



MONTHLY MEANDERS

PEDAL THE PLAINS

November, 2017

Summer was winding down so Mitch and I decided to plan one more trip for the year. We'd already been to California, Virginia, N. Carolina and Kentucky this year. So where to next? Then Kevin Moore sent us a link to Pedal the Plains (PTP) ride in eastern Colorado. He and Becky were planning to do the ride and after looking at the web site we decided to join them. With a week to go, it ended up being eight of us joining nearly 1000 other riders on this 3 day, fully-supported bicycle tour.

farming and ranching, while experiencing the culture, history and landscape of Colorado's high plains. The Tour incorporates interactive on-route experiences by staging rest stops on farms, posting educational points of interest and serving community meals composed of locally

prove the lives of Coloradans in the towns hosting the Tour. PTP and The Denver Post Community Foundation Grant Program provides a \$3,000 grant to a deserving organization in each host community along with a \$7,000 grant to Colorado 4-H and Colorado FFA Foundation. The



Grant Program funds nonprofit organizations that provide services for low-income children and youth through community programs that support recreation

PTP is an initiative of The Denver Post and the State of Colorado. This annual cycling event celebrates the agricultural roots and frontier heritage of the Eastern Plains of Colorado. The ride creates an opportunity for cyclists to learn about

sourced food. Host communities benefit economically through associated fundraising initiatives and the influx of riders and their families.

PTP is an event of The Denver Post Community Foundation and helps support nonprofit agencies that work to im-

and/or youth education.

Like many tours you had choices of accommodations. These included indoor or outdoor camping, Sherpa Campers and hotels. We all opted for the Sherpa Campers which allowed our group

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November 5

Club Officials

Elected Officers

President

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dave.waycie@gmail.com

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Picnic

Al & Cindy Schneider 847-696-2356

Web Page

Johannes Smits 630-935-4074

Newsletter Policy

We can always use information for the newsletter. I'd love to hear from you. E-mail your ride notes, stories or articles for the newsletter to me by the 10th of the preceding month
Ella Shields
eshieldsbike@yahoo.com
(Please include your name and phone number in case I have any questions)



Don't miss an issue of Monthly Meanders!! Contact Mitch Rosset with your new address or e-mail address at rrkite99@aol.com

TOP 20 MILES

Come to the Banquiday to find out the final mileage



BANQUIDAY

Our combination party
(banquet and holiday party)

Sunday, November 19

Join us for a great time; and celebrate
a fantastic cycling season

2:00 pm –6:00 pm

Arlington Club Condominium Clubhouse*

1610 Newburn Court, Wheeling, IL

Please RSVP to Pam Burke by November 5

e mail her at pamelaburke2000@yahoo.com
to find out what you can bring to the party. We are
asking for appetizers, desserts or drinks.
The club will be providing dinner.

Adults Only

*Directions: Closest Intersection: Buffalo Grove Road and Dundee. Go north on Buffalo Grove Rd and turn into the Arlington Club entrance on Cobbler Ln. At the T turn left onto Arlington Dr. The clubhouse is on the right. Guests must park on the WEST side of Arlington Dr.

WEEKLY RIDES					
Day	Time	Ride Name	Miles	Location and Directions	Ride Host
Tuesday & Thursday	10:00 AM new time	Deerfield's Bakery Ride	25-40	Willow Stream Park On Old Checker Rd, a mile west of the bakery. Turn west on Old Checker Rd. to parking on the right.	n/a
Saturday & Sunday	10:00 A.M.	Show N Go Rides	25+	Willow Stream Park See above	n/a

Be sure to be on the Yahoo group and/or Facebook for last minute changes

August 29, 2017
**Bicycle Traffic Bill HB1784
 Signed into Law**

This past spring, Ride Illinois proposed and successfully advocated for new legislation that will strengthen Illinois bicycle traffic laws. We're pleased to announce that House Bill 1784 unanimously passed both houses and was signed into law by Governor Rauner on August 25th. The new laws will go into effect on January 1, 2018. The amendments will:

- Allow motorists to pass bicyclists in a no-passing zone under certain conditions to improve cyclist safety
- Clarify bicycling on road shoulders
- Allow a rear red light instead of or in addition to a rear red reflector

“This new legislation legalizes some common motorist and bicyclist traffic practices,” said Ed Barsotti, Ride Illinois’ Chief Programs Officer. “The intent is to make the roads safer while improving car-bicycle interactions.”

Long no-passing zones on two-lane roads commonly present a problem for drivers trying to legally pass a bicyclist with at least three feet of clearance.

The travel lanes of most roads lack the width needed for drivers to safely and legally pass a cyclist with at least three feet of clearance while staying within the lane.

In this common situation, most motorists do cross solid centerlines to pass cyclists anyway. However, some drivers choose to pass the cyclist too closely to obey the no-passing zone, and in doing so, illegally squeeze by within the same, too-narrow lane – a scary maneuver sometimes leading to sideswipe crashes. For long no-passing zones, those drivers obeying both the no-passing zone and the three-foot passing law may not be able to pass a bicycle for a long time.

Under the new law, when there is sufficient distance to do so, drivers in this situation will be allowed to cross into the oncoming lane to safely pass a cyclist who is riding at less than half the posted speed limit. The driver must pass with at least three feet clearance and not exceed the speed limit.

The new legislation will also legalize bicycling on shoulders, a common safety practice of biking. Current Illinois law largely restricts vehicles driving on a shoulder, with some specified excep-

tions (e.g. farm tractors and equipment), and the new legislation will add bicycles to the list of exceptions. Having this legal clarity will benefit cyclists as well as road agencies desiring to sign or otherwise designate bicycle routes having paved shoulders. Bicycling on shoulders is not required, however, as there are situations for which cyclists should not ride on a shoulder.

The last provision of the new legislation will update current law and allow cyclists to use a rear, red tail light instead of (or in addition to) the currently required rear, red reflector when bicycling at night. Today’s improved bicycle light technology has much greater visibility than reflectors, and many bicyclists solely use rear lights already. Eight states and the City of Chicago currently allow either a light or reflector in their vehicle code, and now Illinois will join the group.

For details and exact language of the amendments please visit: rideillinois.org/wp-content/uploads/2017/02/2017_StateLegislation_HB1784.pdf

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to be together. In addition, the Sherpa Campers included tents, sleeping bags, air mattresses, camp chairs, towel service, baggage handling, coffee and the most coveted luxury...a charging station for all our electronics.

The drive from Chicago to Kersey was pretty easy. Being mid-September the roads were fairly empty of vacationing tourist. We made it as far as North Platte, Nebraska the first day. Then a leisurely morning and finished the drive to Greeley, CO just outside of Kersey. We had time to kill before everyone else arrived so took a hike on the Poudre River Trail.

Day 1: Kersey to Keenesburg — 50 miles

Approximately 1000 riders descended on the little town of Kersey to start the ride, almost doubling the population. We quickly learned about the nasty Goats Head thorns that inhabit the area. As we were directed where to park our car for the weekend, a sign warning of these nasty thorns was posted at the entrance. This meant you had to carry your bike across any field, as rolling would most definitely guarantee you a flat tire.

At check-in we received a pocket-size booklet with maps, elevation charts, points of interests en route, and schedule of the days/nights events. There was a section in the book for stamps that you collected from each education stop. Get all the stamps and you were entered in a drawing. Our registration fee also included a PTP bike jersey and insulated water bottle.

The organizers made the ride start a big party with a rocket launch to send riders on their way. With temperatures rising and winds picking up, we opted to leave early and avoid the mass start. Kersey is at about 4,600 ft elevation and we climbed gradually to Keenesburg. Coming from 500 ft in Chicago, we did feel the thin air the first day. Riding on the plains also meant WIND. Which we encountered every day of the ride.

There were very few turns on the route and it was extremely well marked. Every turn either had a flagger or a trooper...sometime both. You had to be an idiot to get lost on this ride. Along the route there were educational signs and stops. The main one I was looking forward to was a Wildlife Rescue Sanctuary. Mitch and I arrived there around 1pm and it was really hot. So as I walked

the elevated platform looking for lions, tigers and bears...below is the only big CAT I found.



Folks that arrived later in the day, when it cooled down, saw more animals. But I was content with petting the dozen rescue dogs the owners had, including huge Irish Wolfhounds, mastiff and two tiny dogs that ruled the roost.

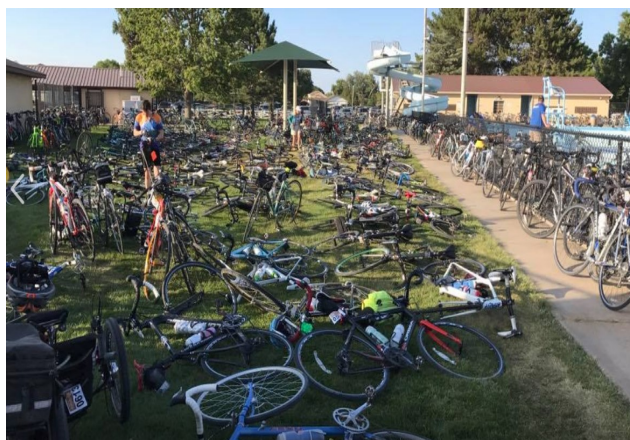
We arrived at Keenesburg about 230pm once again doubling the population of 1200. The Sherpa Campers had our tents up, so we grabbed towels and headed off to the shower truck before it got too crowded. Once the charging station was up we plugged in our Garmin's, phones, headlights and tail lights. Multiply that by 100 people in Sherpaville and that's a lot of devices.



During the evening there was a Community dinner, vendor fair, live music, beer garden and other events to keep you occupied until bedtime. Once tucked away for the night a wind storm came in. Winds were 25 mph with gust way beyond. The next morning there was lots of chatter about how everyone was worried the tents would come down. But thankfully we all made it through unscathed.

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Day 2: Keenesburg to Brush! — 62 miles

While the elevation map showed mostly downhill for the day with a few climbs, we had headwinds the whole time. So any downhill we had, felt like an uphill. This day also included a 114 mile Century-Plus option we all opted out since the headwinds were so challenging.

On this day I got to learn firsthand about Goats Head thorns. Shortly after one of the rest stops I thought the wind was causing me to wobble. Then I noticed my front wheel was flat. After picking out the thorn and inserting a new tube, we were on our way.

Fairgrounds in Brush! would be our home for the night. Real indoor showers and flush toilets were a welcome sight. Some unique facts about Brush! are: exclamation point was added in the late '70s, jockey Pat Day was born there and the high school mascot is the Brush Beetdiggers.

There was a bike corral each night where riders could store their bikes. This one was very unique. Never thought a



diving board would make such a handy bike rack.

After battling headwinds all day our group decided not to stand in line for the community dinner and walked the few blocks into town for some home cooked Mexican food and libations. Around 8pm it started to rain and continued on and off through the night. The sound of rain on the tent was soothing so everyone slept pretty well that night.

Day 3: Brush! to Kersey – 70 miles

The final leg of the ride was pretty much all uphill. They rerouted us over concerns of putting so many riders on a busy highway. Rt 34 had a nice shoulder with rumbles between the riders and traffic. When the highway became four lanes, they closed off one lane to keep us even safer.

As I mentioned the route was mostly uphill. Today it was windy, yet again. The tailwinds were amazing, but the crosswinds and headwinds were very challenging.

Back in Kersey there was a beer garden, Broncos vs Cowboys game on the big screen and live music. Mitch and I headed to the shower truck, packed the car and headed to Denver to visit my nephew. From there we headed south to Colorado Springs to meet back up with our group. The next couple of days were spent hiking and biking in the "Springs."

On our way home we stopped for the night in Grimes, Iowa. Two years ago Ella and I stopped there on the way

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back from our South Dakota trip. The area is home to the High Trestle Trail which is known for the “nocturnal bridge”. I wanted Mitch to experience the bridge for

himself. Once again it didn’t disappoint. We arrived shortly before sunset on a warm evening. I stood on the bridge watching the colors in the sky change and the blue lights turn on. As I was looking west I hear the sound of large feathered wings flapping overhead. I knew from the sound it was a large bird. As I turned a bald eagle flew within 15 feet of my head. Chills literally went up my spine. I hadn’t seen a bald eagle in the wild since my trip to Alaska. That was truly the cherry on the vacation sundae.

In the morning we decided to go back and ride the trail in the daylight. We had time for about 26 miles before the 5 hour drive home and back to reality.

Sheri Rosenbaum

WINTER BLUNDERLAND: DON'T MAKE THESE WIN- TER CYCLING MISTAKES

Base mileage, keeping on top of your fitness and avoiding cold weather weight gain: winter training is critically important to the rest of the year — provided you navigate the snow-covered minefield of potential mistakes.

Winter is the start of the cycling season, the time of year when you do the work needed to prepare yourself for summer. It’s also the hardest time of year to train, though, and year after year we all make the same mistakes over and over again.

Get your winter cycling right and you’ll be on track for a great summer. Of course, it’s not always easy when bad weather, the party season and our own lack of planning is lying in wait to trip us up. Most of the problems are avoidable, though, given some preparation, a bit of good kit and the right mindset.

WRONG KIT

Not wearing enough kit, or the wrong kit, is a mistake made by many riders. A cyclist’s worst nightmare is a sudden change in the weather with no extra layers packed; you’ll gradually get colder and/or wetter, with nothing you can do about it. Killing your motivation for winter cycling, you end up riding cold, soaked through and wishing your hobby was chess or knitting.

To prevent you from resorting to hibernation, ensure you carry a decent waterproof and windproof jacket with you. It needs to have the capacity to keep you warm if you get caught out — insulation and wind proofing are essential features.

Taking an extra layer, whether it’s a waterproof or just a lightweight gilet, is always a good idea when out doing winter cycling, given the ever-changeable nature of British weather.

Your extremities, hands and feet, are likely to get coldest. Cold hands or feet are miserable, so invest in decent winter gloves, socks and overshoes. Decent clothes specifically designed to cater for

cold temperatures are available, so there is no excuse not to ride. It’s key to remember you can remove clothes but you can’t put on what you don’t have — so wrap up and take spares!

GETTING FAT

Either indulging too much or riding too little during the festive season has the same outcome: you put on weight. Over-indulge and under-exert and the result is worse: you get fat.

Motivation is the key to keeping you on the bike. The lack of racing and grim weather make riding a lot less appealing, but remember it is do-able with the correct kit.

Finding motivation to keep riding is important. Try switching to off-road riding or racing; cyclo-cross is an option, as is doing more group riding with a club. Anything that helps get you outdoors is worthwhile. Having someone whom you promise to meet up with helps — it’s a firm commitment, as you won’t want to let your training buddy down.

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Eating too much during winter is hard to avoid. There are parties with rich food and drinks to tempt you, and if you're not riding as much as usual, these temptations can cause disastrous weight gain.

Try to limit your intake of high-calorie treats. Instead of having chocolate or mince pies as a snack, opt for fresh fruit or a few nuts. While socializing, alternate between alcoholic drinks and water — which will also help prevent a hanger!

NO PLAN

If you want to get the most out of your winter of riding, you need a plan. The start of winter is the best time to think about your goals for next year, analyze your strengths and weaknesses and put together a training plan to get you there.

If you are serious about making progress, now is the best time to undergo a fitness test. There is a tendency to put off having a test until you are fit, since no one likes to see low numbers and be forced to come face to face with their

lack of conditioning. It's more important, though, to establish a clear picture of where you are right now. So put your ego aside, test your fitness now, and start following a plan. There are numerous plans available in training manuals or online, and it's also worth considering getting some help from a coach.

WRONG TYPE OF TRAINING

There are two schools of thought about winter. The first advises lots of long, slow miles to help build up a decent base. You need lots of motivation for these long endurance rides — cold, wet, windy days are not fun. The other school of thought purports that maintaining some top-end fitness is important, whether that's strength, speed or a combination.

The truth is that both long rides and top-end training remain important. Neglecting one to focus on the other is detrimental to your riding. Getting in the base miles is necessary, but so too is throwing in a few intense indoor roller or turbo sessions. Mixing it up a bit is key. Use the off-season to focus on weaknesses and build strength too. Be

flexible, though, as going out in awful conditions too often can cause illness, and similarly too much high-intensity on the turbo can lead to burnout and demotivation.

BEING A HERO

Some riders love winter training and pride themselves on their dedication and ability to persevere in all weathers. Our message is simple: don't be a hero. There are days when conditions are simply too bad to ride, and missing a training session or replacing it with an indoor work out is better for you than being outside.

Ice and high winds should be avoided completely, no matter how skillful you are, unless your bike is fitted with ice-tires. It's not worth the risk. Icy days provide a good opportunity to go off-road, as the mud will have frozen, making it dry and fast — just avoid the road and hard surfaces.

High winds also make cyclists more vulnerable to accidents. A sudden gust can shoot you across your lane, putting you at higher risk of a collision. Car drivers may not even realize it is windy.
From: cyclingweekly.com

The **Wheeling Wheelmen Bicycle Club** 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 everyone'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: pgroups.yahoo.com-group-wheelingwheelmen



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 Buffalo Grove, Il.
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We are on the web
wheelmen.com



SAVE THE DATE
 Banquiday - Nov 19
 Feb club meeting—Feb 2, 2018
 St Pat's Ride—March 18, 2018



November 23

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.

AMLINGS CYCLE
 8140 N Milwaukee Ave.
 Niles 847-692-4240
amlingscycle.com

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

BICYCLE CONNECTION OF SCHAUMBURG
 1226 N Roselle Rd.
 Schaumburg
 847-882-7728
bikeconnection.com

GEORGE GARNER CYCLERY
 1111 Waukegan Rd.
 Northbrook 847-272-2100
 740 N. Milwaukee Ave,
 Libertyville, 847-362-6030
 575 Ela Road, Lake Zurich
 847-438-9600
georgegarnercyclery.com

MIKES BIKES
 155 N Northwest Hwy,
 Palatine, 847-358-0948
mikesbikeshoppalatine.com

RUNNER'S HIGH & TRI
 121 W. Campbell,
 Arlington Hts.,
 847-670-9255
runnershigh-n-tri.com

7 MILE CYCLES
 45 Arlington Hts Rd
 Elk Grove Village
 847-439-3340
7milecycles.com

SPOKES
 69 Danada Square E,
 Wheaton 630-690-2050
 1807 S. Washington, #112
 Naperville, 630-961-8222
spokesbikes.com

TREK BICYCLE STORE – HIGHLAND PARK
 1925 Skokie Hwy
 Highland Park
 847-433-8735, trekhp.com

VILLAGE CYCLESPORT
 1326 N. Rand Rd.
 Arlington Hts.
 847-398-1650
 234 W. Northwest Hwy
 Barrington 847-382-9200
villagecyclesport.com

WHEEL & SPROCKET
 1027 Davis Street,
 Evanston 847-864-7660
wheelandsprocket.com

We support:

- *The League of American Bicyclists
- * Ride Illinois
- *Active Transportation Alliance
- *Buffalo Grove Bike Rodeo
- *Bicycle Federation of Wisconsin

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