



MONTHLY MEANDERS

NOVEMBER, 2006

PREZ SEZ

“It was the best of times; it was the worst of times”. Charles Dickens may have used this to describe a week-end of riding in and around Mt Horeb rather than “The Tale of Two Cities”. Nine WW club members joined twenty six Quad City Bicycle Club members for a “Fall Foliage” excursion ride in early October. The best of times far out weighted the worst of times. The weather was fabulous, a little cool starting out but gradually warming to around 70 degrees both days. This ride can be challenging if you take all the extra loops our ride host, Dean Mathias, maps out for us. The first day covered about 70 miles with nearly 5,000 ft of climbing. Sunday was a bit shorter at 50 miles with about half the amount of climbing as Saturday. Both days have several options to reduce the hill work considerably. Anyone who has cycled the Harmon route or TOMRV could do this ride. Another option is the Military Ridge Trail. Several QCBC members took this option. It’s a 40 mile flat trail from Madison to Dodgeville with Mt Horeb about mid point. The scenery was spectacular and I’m pretty stingy with that adjective. The best part of climbing to the top of several ridges, other than 2-3 mile downhill coast, was looking out 10-20 miles in all directions at an endless array of

trees in shades of red, yellow and orange. Saturday night we regrouped for dinner. What a feast it was. All you could eat salad, pasta, and desert for \$15. Sunday we started at 8:00, returning to our hotel in time to shower before check-out. Most of us caravanned to New Glarus for Oktoberfest brats & beer and a live polka band. This is a great weekend wrap up to the cycling season. Come and join us next year.

The Chicagoland Bicycle Federation hosts a club president’s council every quarter. The October meeting featured Elaine Nekritz, an Illinois State representative and avid bicyclist. Elaine gave us an update on the “Boub” legislation and insight on how the process works. Illinois is the only state that does not identify bicyclists as “intended” users of roadways. That means that if you crash while riding on a road not specifically marked as a bikeway you cannot hold that municipality liable since you are not an intended user of that roadway. This discourages cities from putting in bike lanes, signage, and even bike paths. Elaine sponsored a bill to designate bicycle riders as intended users or roadways. It took almost 3 years to get enough votes to get the bill passed in the Illinois House and unfortunately it died in Committee in the Senate. There are two

“800lb Gorillas”, as Elaine described them, who are on opposite sides of this issue. The municipalities do not want this bill passed because they fear it would open them up to increased liability problems, the Illinois Trail lawyers want it passed for the very same reason. It was through the efforts of clubs like ours, making calls and sending emails to our representatives that got the bill through the house. Once the mayor of Chicago said no way the bill was doomed in the senate. Elaine talked about what makes the National Rifle Association such a powerful force. It’s not their dollar contributions to various politicians; in fact they are a minor player from that aspect. What makes them powerful is the ability to get a majority of members to call and write local, state and national representatives on all issues that affect them. Think of the impact we could have if all of the members of all the bike clubs called his/her state rep to ask for support. Multiple that by friends and family members and we’d have a very powerful force. This is why our club supports the LAB, LIB, CBF and other like minded organizations.

Thanks for listening.

Rich Drapeau

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Welcome New Members

Joe Beemster, Wheeling

Club Officials

Elected Officers

President	
<i>Rich Drapeau</i>	(847)808-1476
V.P./Ride Chair	
<i>Len Geis</i>	(847)679-0279
Treasurer	
<i>Al Berman</i>	(847)541-9248
Secretary	
<i>Pat Gill</i>	(773)774-4132
Membership	
<i>Betsy Burtelow & Jim Boyer</i>	(847)541-1325
Publicity Chair	
<i>Sheri Rosenbaum</i>	(847)368-1762
<i>luv2bike80@hotmail.com</i>	
<u>Appointed Officers</u>	
Harmon	
<i>Mary Kay Drapeau</i>	(847)808-1476
Newsletter	
<i>Ella Shields</i>	(773)594-1755
St. Pat's Ride	
<i>Tom & Deb Wilson</i>	(847)632-1412
<u>Chairmen</u>	
Banquet	
<i>Kris Woodcock</i>	(847)520-6932
Harmon Data Base	
<i>Jennie Pfeifer</i>	(847)342-8823
Mileage Statistician	
<i>Joe Irons</i>	(847)359-0551
Newsletter Mailing	
<i>Jennie Pfeifer</i>	(847)342-8823
Picnic	
<i>Al & Cindy Schneider</i>	(847)696-2356
Refreshments	
<i>Frank & Pat Illy</i>	(847)923-5910
Ride Line	
<i>Art Cunningham</i>	(847)963-8746
Web Page	
<i>Jim Boyer</i>	(847)541-1325
Ride Line	
<i>Art Cunningham</i>	(847)520-5010

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 Betsy or Jim with all name, address and phone number changes at (847)541-1325.

Board Meeting

The next board meeting TBA

Top 20 Mileage



Come to the banquet and find out who ended up in the final top 20.

Bike Tips of the Month

Pump Them Up Often

Bicycle tires lose air slowly. It's just their nature. Because they don't hold a lot of volume of air and because that air seeps out over a relatively short period of time (a week for a road bike tire and about two weeks for a MTB knobby), there's a risk if you just ride without checking the tire pressure. If you bike on soft tires and you hit a pothole, rock or other obstacle, it's possible to damage or ruin, the tire, tube and worst of all, the rim. A too-soft tire also means that you're working a lot harder and on a mountain bike, it can make for a wobbly, hard-to-handle ride. So, be smart and check your tire pressure regularly: every week during the season for mountain bikes and before every ride for roadsters.

Prevent Those Ugly Grease Tattoos

A good way to end those embarrassing black marks you may find on your legs after every ride is to teach yourself to put your left leg down at stops. This way, the leg that's down is on the wrong side to touch the chain and other drive train parts

From www.jimlangley.net

Harmon Tee Shirts

Harmon shirts are available to members for \$5.00 each. If you would like a shirt contact Mary Kay Drapeau at (847)808-1476

Club Jerseys

The latest order of club clothing has arrived. If you ordered something, please contact Tom & Deb Wilson at (847)632-1412 to make arrangement to pick it up.

WINTER RIDES TUESDAY/THURSDAY DEERFIELD BAKERY RIDES

Rides with 25 / 45 mile routes leave the Willow Stream Park, **promptly at 10:00 A.M.** These rides are normally show and go with cue sheets provided if requested. Willow Stream 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 right. Phone Art Cunningham at 963-8746 or Earle Horwitz 374-1129 for more information.

SATURDAY & SUNDAY

Show-and-Go rides will start Nov. 4 at 10:00 a.m. from Willow Stream Park (see location above). The rides may or may not have cue sheets. The mileage, destination and speed are determined by the weather and riders.



Tuesday Night Indoor Rides

The Tuesday Night Rides continue indoors with Carmichael or

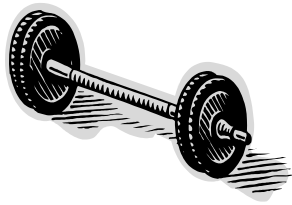
Spinergy video training sessions in member's garages. The location changes from week to week. Bring your bike, trainer, a fan and a sweat towel.

It's quite a workout. Last winter there was a ride every Tuesday except for 2 during the holidays. Most nights we have 3-7 men and women riders.

Send email to wheeling@wheelmen.com for information on upcoming locations.

Annual Banquet

Don't forget the banquet on Sunday, November 12. Call Kris Woodcock with any questions 847/253-9288.



WEIGHT TRAINING FOR BICYCLISTS

As the cycling season comes to a close, it's time to think about your winter workouts. Sure, hours of mind-numbing wind trainer work-

outs are great, but isn't there some way of building muscle without all the miles we get when the weather is nice? Sure there is! Weight training is a great way to build explosive muscle power.

STRENGTH TRAINING, NOT BODYBUILDING

As cyclists, we aren't trying to look like Arnold Schwarzenegger or Cory Everson. Our goals should be to not lose what strength we already have from riding and to work on our weaknesses.

Winter is a time to take a break from serious mileage, but keeping those killer thighs from atrophying can be a challenge. So, a lot of coaches have been keeping us cyclists in the gym from late October until March. Just remember, we don't want to bulk up by doing low repetitions of very heavy weights. We want to have high repetitions of lighter weights.

The exception to all of this is for the track sprinters, who want to bulk up to have as much explosive power in their legs as they can. Since they're not worried about carrying those extra pounds over hills, they can certainly feel free to get large. If you aspire to be like Olympic gold medal winner Marty Nothstein, then go right ahead and bulk up. If you'd rather do better on your next club ride, stick to the lighter weights.

Certainly, we would like to build strength in our quadriceps, hamstrings, calves, and glutes. Those are the main muscles we think of when we think of cycling. But, we can't ignore the rest of the body, either. For climbing, strong legs and butt are required, but to climb out of the saddle requires your arms do a lot of the work, too. The same goes for sprinting - you need the upper body strength to support what the legs want to do. Ever have a sore back? Then work on your back and abdominal muscles. And don't forget the triceps on the back of your arm, as these muscles hold up your torso for hours on end on the bike.

START EASY, WORK HARD, THEN EASE OFF

As you ride less and less around October and November, you can slowly work in weight training. Lift once or twice a week, and lift lighter weights than you think you should. Do 12-15 repetitions (reps) of each exercise using a weight with which you could easily do 25-30 reps. Make sure you know what you are doing! Go to a gym and have somebody show you how to properly use the equipment. Cyclists just seem to hurt ourselves too easily, probably from doing very specific and repetitive things most of the year like riding a bike. So, please, please be careful. And, if any exercise you do makes your knees hurt, don't do it!

Late November through December 15th: Once you spend about a

month getting your body used to the routine, you'll be able to increase the weight by five (5) pounds at a time as needed to get you in the 12-15 reps range. If you can do 16+ reps of the exercise, add 5 pounds. For exercises that use the thighs, you can try adding 10 pounds at a time. The idea here is to be lifting the right weight by the time December 15th rolls around. If the weather is so bad that you are no longer riding, then start lifting three times a week.

December 15th through February 15th: If you still need to concentrate on getting your body used to weight training, stick with the current routine, increasing the weight as necessary. If you are feeling pretty strong already, try alternating your regular lifting with lifting lighter weights at higher (15-20) reps. This technique, which the bodybuilding types call *cycling* can help you improve if you've reached a plateau.

February 15th through March 15th: Taper off. You should be back on the back getting in some good mileage. I know the conventional wisdom is to stay out of the big chain ring until you have 1000 miles for the season, but you don't want to lose your muscular gains. Go ahead and do some intervals, and don't completely avoid the hills.

EXERCISES

Get professional instruction before trying these! Don't just go to your gym and try them on your own. You really do need to have proper form on these so your knees won't fall apart. This is not a complete list. There are always more exercises you could do, especially if you bring free weights into the equation. And, as with any exercise program, ask your physician (and your coach) first.

THE LOWER BODY

- **Squats** - Works quads and gluteus. This will really help you build those legs.
- **Step-ups** - Upper quads. As a starving grad student, I used to do these on the stairs in my apartment with my roommate giving me odd looks. You want to have one foot on a platform (or stair) out in front of you so that your thigh is parallel to the ground. Then raise yourself up to the platform. Don't bounce up there. Use the leg out in front to lift you there. Hold free weights when you are strong enough.
- **Leg Press** - This will work most of your leg, especially the upper quads. As a cycling exercise, you can modify the standard leg press by mimicking the motion of pedaling a bike by adjusting the seat to put your legs in the same position they'd be at the top of the pedal stroke and push until the knees are still slightly bent.
- **Leg Extensions** - These are hard on the knees. If you have chondromalacia, either use a very, very light weight or don't even

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WHEELMEN RACERS

More and more of the Wheeling Wheelmen are taking up racing. I started about four years ago after Bob Pletch talked me into doing an indoor time trial. The racing bug has also hit a number of other club members. A team of Wheeling

Wheelmen, Louis Greene, Brian Hale and Frank Illy, raced in the Elk Grove Classic's Governor's Cup this year and took second place. A number of geezers also took part in the Senior Olympics this year in Park Ridge. Len Geis and Frank Illy won a ton of medals. I heard heavy-duty suspension was required for their cars to tote all the medals home. Jeff Biedka is another Wheelmen who thought he would never race, but this year the bug bit him too. He is racing, getting faster and enjoying something he never thought he would. Some club members are more serious than others, and race most week-ends. Take Garry McGovern, except for an occasional Wednesday night ride; we haven't seen much of him. That's because he is racing almost every weekend. You will find a host of other Wheelmen also racing: Jim Flechsig, Peter Guzik, George Ganas, Reed Oliff, and Jim Lewandowski to name but a few. And, let's not forget the Wheeling Wheelmen ladies. The trio of Mary Myslis, Marianne Kron, and Nancy Beck, are winning or placing very high in their respective classes. Barb Barr also raced in the Senior Olympics in Park Ridge and won several gold medals.

Since Bob Pletch got me hooked, I have been focusing on criterium races. A criterium is a short fast race over a one-mile loop. The typical race is 30 to 45 minutes plus 2 or 3 laps. For me, racing adds that extra push to stay fit and be-

come a better bike rider. But make no mistake, the main reason I race is because it's so much fun. I fly down the road in a pack of 20, 30 or 40 riders. I am going 25 maybe 30 miles per hour. I don't think about my heart pounding or my breathing. Instead, I'm thinking about the race. I'm watching the wheel in front of me, and the riders on my left and right. It's a blast....

I go hard into the first turn and up the hill. I pass two riders, then another. Oh no, I'm going to be in the front. It's too early. Do I drop back in the pack? Do I take a short pull? Do I make them chase me? I swing to the right as a rider comes through. I jump on his wheel, and head down the front stretch. I can't hold this pace much longer. The pack slows. Good. Will someone lead another attack or will we hold this pace? A rider from the back makes a break. I know him. He's a strong rider. We can't let him go. The pack starts the chase. We catch him, but another rider attacks from the other side. The pack picks up speed through the turn and down the backstretch. We catch him, but there's no let up as we go through the next turn. I pass three riders as we go up the small hill again. As we go through the fourth turn, the pack slows. I check the clock at the start/finish line, 18 minutes left to race. I feel pretty good. I'm setting in the middle of the pack as we go through turn one. Another rider attacks from the back, the pack takes off. I wasn't ready and a gap opens up. I'm falling off. If I don't go now, I'll never catch them. I'm out of the saddle and sprinting for all I'm worth. I must catch them or I'll be dropped. I close the gap, out of breath, but I'm on a wheel. I take three or four deep breaths, a squirt of water. The pace picks up again, but I'm hanging on. Wow! Is this fun or what?

Tom Wilson

(Continued from page 3)

try. These work the lower quads. Even with good knees, I'd go easy on the leg extensions.

- **Leg Curls** - Works the hamstrings.
- **Toe Raises** - Step up on a platform (or stair), on your toes with your heels dangling. Lift yourself up on your toes as high as you can, then lower yourself slowly, letting your heel drop below the level of your toes. Do not overdo this exercise. As a cyclist, you might have strong calves, but if you fatigue them, you may not be walking too well tomorrow.
- **Hip Flexion** - Works hip flexors. If you have a machine specifically for this, great. If not, then you might be able to use a Nautilus-style leg curl machine, by laying on it face up. Grab the

bar by the foot, and pull your knee toward your chest

THE UPPER BODY

- **Crunches** - Works abdominals. These days, you can even use one of those nifty ab machines, as seen on TV. Don't forget to try some obliques - just twist your legs to one side and crunch.
- **Back Extension** - Works back muscles. You can do these on the floor, or better yet, on equipment or a bench.
- **Triceps, Biceps, Shoulders** - There are lots of exercises for these parts. See what's available at your local gym.

From: bicycling.about.com/od/training

WHEELING WHEELMEN

2006 - 2007 BOARD

PRESIDENT Rich Drapeau or _____

VP/RIDE CHAIR Brian Blome & Pat Calabrese or _____

TREASURER OPEN or _____

SECRETARY Kevin Moore or _____

MEMBERSHIP Jim Boyer & Betsy Burtelow or _____

PUBLICITY Sheri Rosenbaum or _____

Please mark accordingly: Individual Family

Please return ballot by **November 9, 2006**

Balloting Committee: Pam Burke, Meg Ewen and Ed Leidecker

Please mail ballot to: Ed Leidecker, 130 Kincaid Drive, Lake Zurich, IL. 60047-1363

BEST NEW RIDE

Other Side of the Tracks

BOB SAVIO GOOD SAMARITAN AWARD

MOST IMPROVED RIDERS

_____ Male

_____ Female

CRACKED HELMET AWARD

HARMON RECAP

Harmon 2006 was wrought with a rainy day. I guess we can say that we have been lucky that this is the first time we have had rain all day in the seven years I have been chair for the Harmon. We had 301 people brave the elements, 113 registered that day. We still were able to make a profit for the day. Any of the food that was leftover was donated to two food pantries, one of them right in Wilmot. Thanks to all of our volunteers the Harmon couldn't run without you. Special thanks to Vince, Jon, and Joe for taking care of all the rest stops. I also want to thank Deerfield Bakery and Panera Bread in Buffalo Grove for their donations.

I would like to take this forum to announce that after seven years of being the chairman for the Harmon, I have decided that Harmon 2007 will be my last. We are working on creating committees to break up the responsibilities. If you would like to mentor with me this year, please give me a call.

Mary Kay Drapeau



MEMBERSHIP RENEWALS

Attention Members

To reduce costs, the club membership renewal form will be in the December / January Newsletter rather than a separate printing and mailing. Be sure to watch for the renewal application in your next newsletter.

Also note that 2007 membership dues will increase by five dollars to \$20 for a single membership and \$25 for a family.

WHERE DID THAT RIDE GET ITS NAME?

Ever wonder where the Wheelmen rides got their names? Well each month we'll reveal just that. First up is "Who Let the Dogs Out." Ella put together this ride in 2000. She convinced a few of her riding buddies to test ride the route before it became an official Wheelmen ride. By the second test ride they had been chased countless times by those pesky dogs. Hence, the name. Even today it continues to live up to its name. Just this past season, we were chased twice. Woof, woof.



HOLIDAY PARTY

Sunday, December 10
3—8 p.m.

Hosted by
Pat & Frank Illy
846 Beacon Drive
Schaumburg, IL

Call Pat @ 847/359-9085 to see what you can bring to the party

Please RSVP by
December 5

If you would like to put on an activity (rides, hiking, x-c ski weekend, etc.) this fall or winter call a board member and they will get it on the ride line.

CALL THE RIDE LINE FOR FALL & WINTER ACTIVITIES.....847/520-5010.

Newsletters are available on line @ wheelmen.com.
Click on the Hot News link to access the newsletters.



Each year the Harmon attracts Scout groups from all over the Chicagoland area as they try to secure their Cycling Merit Badge by completing a 55 mile ride. On September 10th, four 12 year old Scouts and two adult leaders from Troop 191 braved the cold and rain to ride the 36th annual Harmon. Our helmets go off to these young riders.

But what does it take to prepare for the ride? What were the high and lows of the ride? Will they continue to embrace cycling? Below is an interview with Tony Wozniak, Carol Stream Troop 191 Cycling Merit Badge Counselor.

Sheri: What do the Scouts need to do in order to earn a Cycling Merit Badge?

Tony: The requirements include an understanding and demonstration of first aid, bicycle repair and maintenance, and rules of the road applicable to cycling. Along with these skills Boy Scouts are required to complete two 10 mile rides, two 15 mile rides, two 25 mile rides and one 50 mile ride. In the case, our group of boys were challenged to train harder and longer than the minimum requirements.

Due to weather conditions the day of the Harmon, for safety reasons I made the decision to stop after the 25 mile leg. The boys were given credit for this badge because of their willingness to continue and their prior training.

Sheri: What do the Scouts do to train for the ride?

Tony: This merit badge is one of our most physically challenging. During the three months leading up to the Harmon our group met at least twice weekly and trained numerous times at distances up to 35 miles, logging around 300 miles.

Sheri: Why did you pick the Harmon for the "Badge" ride?

Tony: We picked the Harmon because having completed the Hundred several times over the years and finding it one of the nicest and best supported rides in the area, I thought it a perfect event to introduce these boys' to organized cycling.

Sheri: What was the best part for the boys? And what was the toughest?

Tony: Our whole group enjoyed the route, hills and all the scenery around the lakes, and the SAG stop. The toughest part of the ride for everyone was the cold rain and spray from cars on parts of the route. (Not a problem in better weather).

Sheri: If someone from the Wheelmen club wants to become a Cycling Merit Counselor or help out with a local troop, what do they need to do?

Tony: If any adult from the W.W. would like to get involved as a cycling merit badge counselor or any of our other dozens of badges ranging from Art to Zoology, one must join a local boy scout troop (yearly charter fees are around \$30.00), and sign up with your troop as a merit badge counselor. Have fun, and meet other parents and adults who share a common interest in providing a positive influence and values to our youth.

Thanks for having us and see you next year.

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: \$20 Individual dues: \$15

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
January, 2007



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

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

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

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

SHAMROCK CYCLERY
344 Old McHenry Rd, Long Grove
847/913-9767

SPOKES
223 Rice Square at Danada
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

We support:

- *The League of American Bicyclists
- *The League of Illinois Bicyclists
- *The Chicagoland Bicycle Federation
- *Buffalo Grove Bike Rodeo
- *Bicycle Federation of Wisconsin
- * Adventure Cycling

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 \$30 for individuals, \$35 for families 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