



MONTHLY MEANDERS

DEC 2006 / JAN 2007

PREZ SEZ

Did you make it to the banquet this year? It was a gas! Kudos to Kris Woodcock and Ella Shields who put the agenda, venue and prizes together. Kris was her usual creative/hilarious self, keeping things rolling with the gag gifts. Thanks also to Cindy Schneider for the quiz to see who pays attention to the surroundings on our rides.

Although the ride season is officially over for earning club miles, the show and go weekday and weekend rides are off and running. Every Tuesday and Thursday at 10:00 from Willow Stream Park in Buffalo Grove. There's always a social gathering at the Deerfield Bakery even if the weather prevents a ride. Saturdays ride also begins at Willow Stream Park at 10:00 and Sunday will start at Cuba Marsh at 10:00 for a change of pace.

Keep an eye on the web site and an ear to the

ride line for trail hikes and X-Country skiing.

Once again our man Joe "Mr Stats" Irons came through with a year end spread sheet that would make a CPA jealous.

Our mileage leaders this year were Killian Emanuel, 5,871 miles

and Cindy Schneider, 3,994 miles. 165 of our members rode a total of 155,570 miles this year.

While that total is down a bit from last year, the average number of riders per ride was up from 13.1 to 14.5. We had 9 less rides this year versus last due to rainouts. The 5 most popular rides in order of average # of riders were Tuesday Bakery, Tuesday night working stiffs, Thursday bakery, Sunday short and the most popular ride was the Saturday Honey-Do with 25.2 riders per week. It took over 2,000 miles to make the top 10 for the ladies and 3,200 miles for the men.

Although our invitation-

als suffered from ugly weather this year we maintained enough in our account to make the following contributions:

\$500- League of American Bicyclists

\$1,000- League of Illinois Bicyclists

\$1,000- Chicagoland Bicycle Federation

\$500- Wisconsin Bike Federation

\$250- Thunderhead Alliance

\$500- Trips For Kids Fox Valley, IL

We added Kevin Moore, Pat Calabrese and Brian Blome to the Board this year and give a hearty thanks to Len Geis and Al Berman for their service over the past few years.

See you on the road

Rich Drapeau

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Seasons Greetings

Club Officials

Elected Officers

President

Rich Drapeau (847)808-1476

V.P./Ride Chair

Brian Blome & Pat Calabrese (847)358-4807

Pat Calabrese

Treasurer

Open

Secretary

Kevin Moore (847)577-8490

Membership

Betsy Burtelow & Jim Boyer (847)541-1325

Jim Boyer

Publicity Chair

Sheri Rosenbaum (847)368-1762

luv2bike80@hotmail.com

Appointed Officers

Harmon

Mary Kay Drapeau (847)808-1476

Newsletter

Ella Shields (773)594-1755

St. Pat's Ride

Tom & Deb Wilson (847)632-1412

Chairmen

Banquet

Kris Woodcock (847)520-6932

Harmon Data Base

Jennie Pfeifer (847)342-8823

Mileage Statistician

Joe Irons (847)359-0551

Newsletter Mailing

Jennie Pfeifer (847)342-8823

Picnic

Al & Cindy Schneider (847)696-2356

Refreshments

Frank & Pat Illy (847)923-5910

Ride Line

Art Cunningham (847)963-8746

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

Board Meeting

The next board meeting TBA

FINAL 2006 - TOP 20 MILEAGE

256 Rides by 165 Members
totaling 155,570 miles.

7932 maximum miles possible per rider.

1	Kilian Emanuel	5871
2	Paul LeFevre	5289
3	Dennis Creaney	4137
4	Frank Illy	3991
5	Al Schneider	3852
6	Brian Blome	3729
7	Daniel Wiessner	3432
8	Richard Drapeau	3385
9	Kevin A. Moore	3300
10	C. Brian Hale	3228
11	Art Cunningham	3179
12	Jim Boyer	3134
13	Leonard Geis	3094
14	Frank Bing	2688
15	Kurt Schoenhoff	2532
16	Tom Wilson	2452
17	Joe Irons	2162
18	Earle Horwitz	2026
19	Peter Guzik	2022
20	Len Fiocca	1806
1	Cindy Schneider	3994
2	Pat Calabrese	3881
3	Mary Kay Drapeau	3207
4	Betsy Burtelow	2668
5	Reinhilde Geis	2636
6	Deb Wilson	2557
7	Pat Illy	2482
8	Meg Ewen	2350
9	Barb Barr	2216
10	Sheri Rosenbaum	2036
11	Kris Woodcock	1814
12	Chris Wager	1811
13	Cindy Trent	1764
14	Pam Burke	1683
15	Mary Myslis	1372
16	Marianne Kron	1357
17	Virginia Savio	1326
18	Ella Shields	1053
19	Cynthia Brown	722
20	Fran Green	677

WINTER RIDES TUESDAY/THURSDAY/ SATURDAY 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 and may or may not have cue sheets. 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.

SUNDAY

Show-and-Go rides will start promptly at 10:00 a.m. from Cuba Marsh. The rides may or may not have cue sheets. The mileage, destination and speed are determined by the weather and riders. Cuba Marsh is West on US12 to Ela Rd, south to Cuba Rd. West to parking lot on left

TUESDAY NIGHT 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

X-C SKIING



When we have snow this winter check the ride line and web site for x-c ski outings



WINTER RIDING

Dressing Strategy

Depending on the duration of the ride, there are several different strategies of dress that can be used.

LAYERING

Layering is an outdoor clothing strategy that is probably already familiar to you, using layers of clothing that can be added and subtracted as the temperature and your activity change.

You might start out with a warm wicking garment close to the skin, a warmth pile above that and a wind proof outer layer. As you start out on a winter ride, the temperature may be cold, and you will feel fine. As you heat up, or the day warms up you may want to remove a layer to keep from over heating.

You might want to add layers too, so carrying compact extra layer garments is wise. This may come in handy when you stop to eat or rest, and find that you are chilling. It is important to add clothing or subtract it before you get too cold or too hot.

You will find that you can control heat loss quite well by removing or adding headgear as your head is a very good radiator of heat.

ONE SHOT

The problem with Layering in Winter Cycling is that it just doesn't work very well. Many cyclists report that they just don't use the layering method at all. Here are some reasons:

1. Cyclists are loath to stop and change layers because it is often the under layers that must be changed, seldom the top layer. If you are getting too warm, you will still want your wind proof layer (the top layer), so what you have to do is remove that, then remove one of the under layers, find some place to stash it, then get back on the bike and get moving before you get too cold. This is easy for a hiker, or cross country skier, they can usually just add or subtract the outer layer, but a cyclist moving at 15 to 20mph can't spare the wind shell. Then there is the problem of storing the removed layer. Unless you have a backpack or panniers this is a hassle. Of course, we aren't even mentioning the problems involved in undressing and redressing in public or in a howling wind.

2. Cyclists generate a lot of sweat. By the time you realize you are too hot, you are already wet. (A wicking under layer helps a lot. If you don't remove the wet garment, you will chill yourself more than you think as upper layers are

removed.

3. Cyclists can regulate temperature by level of effort. Too cold? Work harder! Over heating? Drop 2mph for the next mile and it makes a big difference, almost immediately.

4. Winter commuters learn to dress for the temperature. They will start out **slightly underdressed**, and therefore feeling a little cold. In a couple miles they are warmed up and cranking along.

5. Once underway, most winter commuters will regulate temperature by work level rather than stop and change. Long range commuters (an hour or more enroute) report more frequent use of layering.

Recreational riders tend to be out longer, and have stops planned, to eat, chat or whatever. In these cases, where major changes of activity are planned, the layering principal comes on strong. Unlike commuters, trail riders can not plan on ducking into a store to warm up and must be prepared for breakdowns and changes in the weather.

WICKING FABRICS

One of the great boons to winter cycling, especially below freezing temperature, is the advent of wicking fabric. Sold under various trade names (Capilene, Thermax, etc) these are usually a blend of polyester and perhaps up to 10 percent lycra thrown in for fit..

With these fabrics it is not unusual to go out for a fast ride on a very cold day and have your outer layer be wet (not from rain) but the layer next to your skin be quite dry. The polyester fabric wicks the moisture to outer layers where it condenses. The important thing is that you are warm and dry.

WHAT TO AVOID

▪The general advice is to avoid cotton **next to the skin**. Some folks get downright adamant about this. Others just avoid it on long rides. The problem is that cotton soaks up perspiration and just hangs on to it, keeping it right on your skin. The minutes you slow down or stop working you get very cold very quickly.

▪**Avoid over dressing. Start out a little cold.** If you are worried about freezing take along another garment, but don't go out over dressed.

▪**Avoid the idea that if it wasn't made for cycling it isn't any good.** In fact, you will find relatively few "made for cycling" products that work well in winter. There are just now beginning to come available cycling tights that are warm enough, or gloves that keep your hands warm when they are in the same position for hours. Often ski equipment works well.

Clipless pedals and shoes generally don't cut it in really cold winters. Even if they did not get packed with snow and work poorly, the cleats are generally bolted to a steel plate directly

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HOLIDAY PARTY

Come and enjoy the fun
Sunday, December 10

3—8 p.m.

Hosted by Pat & Frank Illy

846 Beacon Drive
Schaumburg, IL

Call Pat @ 847/923-5910
to see what you can bring
to the party

Please RSVP by
December 5

WHERE DID THAT RIDE GET ITS NAME?

Ever wonder where the Wheelmen rides got their names? This month we are revealing the mystery behind "Mystery Miles." This ride was developed years ago while Ella was sitting at home using just a map. Yep, the low tech method. Ella knew all the roads by heart, but not the mileage. So she produced a cue sheet without mileage and told riders "just to watch for the roads." Even today when we do the ride, the host offers a cue sheet with or without mileage. So it is no longer a complete mystery to you.

TOURING THE TUBE

Premiering on the Fox Sports Network in January 2007: Bicycle World TV, a show focusing on the fun, freedom, and beauty of cycling. According to a communiqué emailed to Bike Bits by the Thunderhead Alliance, a national coalition of state and local bicycle advocacy organizations, "The show needs your help in proving to the networks and potential sponsors that cycling has a strong and passionate national following, [making the activity] worthy of more coverage." Toward that end, the show's promoters are asking avid cyclists to register and answer a few questions on their website. <http://bicycleworld.tv> from: www.adventurecycling.org/bikebits

TOUR DE FRANCE FILM RUNS THROUGH JANUARY 11, 2007

Race alongside two athletes as they attempt to conquer the Tour de France, one of the most grueling events in sports, by watching "Wired to Win: Surviving the Tour de France" at the Museum of Science and Industry's Omnimax theater. Travel through the spectacular landscape of the French countryside and watch cyclists as they try to avoid danger, deny crushing pain and fatigue, and remain highly motivated. For movie information, show times, and admission prices, visit www.msichicago.org/omax/omaxhome.html.

(Continued from page 3)

under your foot. This sucks the heat right out through the cleat and freezes the sole of your foot in no time. Clips and straps work better. A lightweight winter boot or hiking boot keeps you warmer.

What Else to Avoid

Ok, so you're ready to go. But you need to be aware of when you are ready to stop.

Unfortunately this is not always easy to know. Biology conspires against you. One of the really insidious things about cold weather is Hypothermia.

It's not that it sneaks up on you. You will know you are getting cold. You will be shivering. The next thing you know you have your hat off, your jacket unzipped and you think you are too warm. You don't seem to care about the cold anymore.

The bad part is by that time you may be too far gone to recognize the problem. You need to pay attention to the EARLY warning signs and watch your riding partners too.

Eat and drink. It takes energy to fight the cold. Don't go on long treks alone unless you are well prepared.

Edited article from www.icebike.com

RACING RECAP

Earlier this year, after many years of Wheelmen group rides and occasional time trials, I raced in a criterium. I quickly became hooked, and started racing nearly every weekend. I entered nine races over the ten week period from late June through the end of August. Rich noticed my enthusiasm and asked if I would write something for the newsletter. "Sure" I said, thinking it would be fun (and somewhat easy). Now that I am finished, I have a new found appreciation for the efforts of Rich and the newsletter staff.

Criteriums, or crits, are multiple lap events held on short courses. The shortest courses I rode were approximately $\frac{3}{4}$ mile per lap and the longest course was 2.3 miles per lap. Unlike a road race where the distance is predetermined, a crit is run for a length of time. A typical crit may run for 40 to 45 minutes, plus 2 or 3 additional laps. Most entry level crits are 20 to 30 minutes plus 1 or 2 laps. In my limited experience, the course layout is much more significant than the length of time. The easier courses are simple four corner squares while the more challenging courses contain multiple left and right turns. A popular design is the double-diamond, which looks somewhat like a slanted figure 8. Unlike a true figure 8, the course does not cross over itself but turns away at the intersection of the 8. This type of course is referred to as technical, and is considered to be more difficult. Both Downers Grove and Bensenville used a double-diamond layout this summer.

In order to race you must have a license. Most of the races I participated in were run by the United States Cycling Federation and required a USCF license. I also raced in a few local events run by American Bicycle Racing, which required an ABD license. For beginners, you can buy a one-day license the day of the race. If you plan on doing more than a few races per year it is probably cheaper to buy an annual license. In either case, purchasing a license forces you to answer the most asked question in bicycle racing: "What cat are you?". Cat is short for category, which is the ranking system used to place racers within similar groups. Amateur racing starts at the top with category one, the fastest riders, and moves down until category five, the beginners. Some organizations call their cat 5 races a Citizens race, and most women's events begin with cat 4. Generally, after fifteen races you have to move up from cat 5 to cat 4. After that it is performance that matters. Winning or consistently finishing near the top will require a move up to the next category.

If top 5 finishes are what it takes to move up, I will probably be a cat 4 for life. Judging by my enthusiasm, one would think I've had some great results. In reality, I am king of the mid-pack finish. For me racing provides an incredible rush that carries far beyond where I place. There is so much excitement that comes from flying around a course for 45 minutes in a big, fast group of aggressive riders. It's like all the best moments from a Tuesday night ride happening over and over again. You have the thrill of moving up in the pack and the challenge of defending your posi-

tion, while watching the front in anticipation of catching the "right move" that puts you in a successful break. During a race there is a lot of moving around within the pack. On the straights, some riders are moving up as others are falling back, while most are looking for a good position to enter the next turn. The turns are where most of the action takes place. Entering a turn, the pack often bunches up as slower riders bring down the pace. The fast, aggressive racers somehow find openings to blast through, causing the pack to sprint after them when exiting the turn. All of this happens continually, on nearly every corner of every lap. Talk about a great way to clear your head!

When I first started racing it was a little intimidating so I focused on improving my skills and not on the final results. I figured I could learn something from each race and build on that. The first lesson I learned was that everyone is fast and strong. Nobody starts racing because they get dropped. To be competitive you have to be more than a fast rider. In fact, the top finishers may not be the fastest riders but the smartest. Very quickly I understood that a good start and holding my position within the pack were very important. Some of the races I entered had over 100 riders. A slow start puts you behind so many riders that it takes all of your energy just to work your way toward the front. If you are too far back you don't stand a chance, while riding on the front takes way too much effort. I found that holding a spot somewhere near 10th place worked best for me. Apparently everyone else has also figured this out, and most of the race is spent fighting for position. Another thing I learned is that you need a little luck. Throughout a race there are riders bumping each other, cutting off others, or flatting. Many times this leads to a crash. There has been a crash in almost every race that I entered, and a few races have been effected by a crash on the last lap. As the finish nears the pace picks up and everyone becomes more aggressive, leading to much closer riding. One small mistake can cause several riders to go down. Even if you are not involved in a crash it can slow you down enough to ruin your finish. On the other hand, if you are ahead of the crash it reduces the field for the final sprint. Now if I can somehow learn to be lucky...

Normally, when I reflect back on the season, my focus is on mileage. This year my mileage is down but it doesn't matter. Some of my best days this summer were less than 20 miles. Now when I look back, I think about my struggles: the hill in Winfield where I was dropped, my poor cornering in the Downers Grove cat 5 race, and my terrible start in Bensenville. I also cannot forget the crash I barely escaped in Elk Grove. Overall, the good offsets the bad, and I had a lot of fun. I feel that I made some progress and am much better prepared for next season. Like any true Chicago sports fan knows, there is always hope for next year.

Jeff Biedka

JANUARY 2007 CLUB MEETING

The meeting will be on Thursday, January 4, 7:00 p.m. at Wheeling High School in room 102. The high school is located on the north side of Hintz Road just west of Elmhurst Road (83) in Wheeling

We will discuss the St. Patrick's Day Ride and recruit volunteers. Our guest speakers will be representatives from the League of Illinois Bicyclists (LIB) and the Chicagoland Bicycle Federation (CBF).

2007 MEMBERSHIP RENEWAL

It's time to renew your membership. Please send back the enclosed renewal application. Also included on the back of the form is a handy volunteer wish list. Indicate which positions you are interested in helping the club continue its great support of bicycle advocacy efforts!

Please send your renewal form back as soon as possible so you won't miss a single issue of the Monthly Meanders or the 2007 Ride Schedule. Due date for renewals is February 1, 2007 (expiration will be March 2008).

New 2007 Membership cards will be mailed out with the March newsletter.

If you have any questions contact Jim & Betsy at 847/541-1325.



JANUARY ETHNIC DINNER

Handlebar Restaurant
2311 W. North Ave.
Chicago, IL. 60647
773-384-9546

Wheeling Wheelmen are hosting their first ethnic dinner of 2007 on Jan 28 at the Handlebar Restaurant on the north side of Chicago. The restaurant offers vegetarian cuisine and is moderately priced. Not sure bicycling is considered an ethnicity, maybe a handicap at best. Actually Pam suggested it, so if you do not like it, please blame her. (Sorry Pam!) I believe the Super bowl is the following Sunday and this is the practice week, so football is not an acceptable excuse. Brian and Tom promise to re-enact their angel/devil scene from the banquet if everyone buys them drinks....not sure it is worth the expense. :)

The restaurant requested reservations about three days in advance, so please e-mail or phone by Jan 25th, 847-358-4807 or bpbblome@sbcglobal.net. Let's plan to meet at 5:30 pm as it is a school night. The restaurant does have a website if you want to take a look at the menu before signing up (<http://www.handlebarchicago.com>). Though the restaurant is vegetarian, they do serve alcohol, so all is not lost. I would attempt directions, but everyone would get lost, so just Map Quest. Thx!



THIS RIDE STINKS

I've cut back on my long rides because of my upcoming surgery to replace my hip. But, I still need to get out and ride once in a while. So I've been doing my morning rides in Busse Woods when I feel up to it.

It was Monday morning and I met my friend Pat at the usual place at about five AM. We have lights on our bikes and helmet lights also. Well, Pat usually rides on my left since there are usually few people on the trail if any at that time of the morning and we can ride side by side. It's actually very dark. About a half mile into the forest we came upon a jogger who we see quite often running in the same direction as we were going. As we approached Pat took the lead and I followed as we passed the jogger on his left say "good morning". Before we could resume our normal positions, a skunk scurried across the trail from right to left in front of us. It happened so fast that Pat was unable to avoid running over the little critter with both wheels. It should have been dead, but no, it instinctively quickly recovered and tried to scurry back the way it came. Being so close behind and a little to Pat's right I also ran over this black and white pussy with both wheels. I'm not sure what affect the skunk had on the jogger who was close behind us, but Pat and I both got skunked. I'm worse than Pat I think. I put my bike on the patio when I got home. Not

wanting to smell up the garage. In the garage I took off my shoes. In the laundry room I took off all my clothes down to my shorts and put them into the washing machine. Water bottle smells to, it's in the dishwasher. I may toss it.

Because I brought my phone, battery for my lights, helmet and a couple of other things in the house, my house now smells like me. In spite of a good scrubbing in the shower I can still smell skunk. It started to rain a little so I put my bike and shoes in the shed.

It's not practical to wash down the bike in this weather today.

I have to say it's been quite a year for me and critters. This spring I was struck by a goose in flight, and then attacked three days in a row by the same goose. I changed my route to avoid any further confrontations with that goose.

By the way, if anyone is wondering, that of remedy of washing down with tomato juice to get rid of skunk smell doesn't work. Running my clothes through two wash cycles still didn't get all the smell out of my clothes.

That ride really stunk.

Tom Mulick



NEW YEAR'S RESOLUTIONS FOR THE CYCLIST

STAYING ON TRACK FOR THE NEW YEAR.

The New Year often brings about those nasty little resolutions we all make. The problem is that by the third week in January most of them have been forgotten or set aside. This tends to be a part of a never ending cycle that we set ourselves up for every year.

Here are some tips to prevent this cycle from taking over your life. Hopefully it will also help you keep these promises to yourself.

1. **Be Realistic.** There is nothing like setting yourself up for failure like setting unrealistic goals. Saying, "I will ride my bike 250 miles every week without fail..." is bound to fail... Set reasonable goals. Perhaps I will cycle three days a week, indoor or outdoor, would be more appropriate. It also takes into account the weather, illness and sometimes just life!
2. **Seek Support.** Don't go it alone! Ask for help. This doesn't mean that you want a personal nagger, but finding support

to help you get out and ride your bicycle can go a long way towards keeping your New Year's resolutions. Consider joining a bike club in your area for moral support.

3. **Do it Daily.** While you might not be able to ride your bike every day, that doesn't mean you shouldn't do something every day. Perhaps the weather is nasty and riding is out of the question. Maybe you're not feeling well and some stretching is about all you can manage. That works too! Maybe you only have the energy to pick up a book or magazine and learn a new bike handling skill. Even if you log onto the forums and give a piece of advice - stay involved! It helps bring you back to your goals.
4. **Have a Backup Plan.** Oh the weather outside is frightful... The gym is another option, have you thought of that spinning class? Maybe it's time to invest in a wind trainer? Whatever the plan, have more than one of them.
5. **Keep a Log.** Nothing is as frustrating as believing you're not meeting your goals. By keeping a training log or diary you can really help boost your confidence in how far you've come.

from <http://bicycling.about.com/library/weekly/aa010103a.htm>



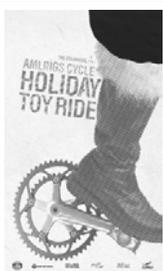
REINDEER RIDE

The 8th Annual Reindeer Ride will be Sunday, December 10th. Registration will start at 9 am at the Viking Park Dance Hall in Gurnee, Illinois and the 9 Mile ride will start at 10 am with a Pancake Breakfast following the ride benefiting the Warren High School Athletic Boosters.

Advance registration is encouraged and can be done online at www.mikesbikesgurnee.com, by phone at 847-662-8482 or mail.

Product recall:

About 650 **Cervelo R2.5 lugged carbon fiber bicycles and frames** are at risk of coming apart where the down tube meets the head tube. The bike company and the U.S. Consumer Product Safety Commission are recalling all 2005 R2.5's with serial numbers higher than R251700. The serial number is printed on the inside of the left rear dropout. The frames have a clear coat over the carbon and either red-and-white or blue-and-white "Cervelo" decals on the seat tube, head tube and down tube. The recalled bikes and frames were manufactured in Taiwan and sold in the U.S. from December 2004 through May 2005. If you have one, stop riding it and contact Cervelo for a free replacement frame. For more information, write to recall@cervelo.com or <http://www.cervelo.com/R25recall>



4TH ANNUAL AMLINGS CYCLE HOLIDAY TOY RIDE

Friday, December 15, 6:30 a.m.
Participants will ride their bicycles from Amlings Cycle (8140 Milwaukee Ave in Niles, 847/692-4240) to Mystic Celt (3443 N. Southport in Chicago, about 12 miles one way) to meet a waiting truck from the Marine Corps. Eamonn Vaughan, owner of Mystic Celt will be serving breakfast for the riders.

Those wishing to join the ride need to pre-register (on line @ <http://amlingscycle.com/index.cfm>), or stop in at the shop. There is no cost to ride other than bringing a new, unwrapped toy for a child. If you would like to help out, but don't want to ride your bike, you can drop off a new unwrapped toy at Amlings Cycle.

BIKE TIP OF THE MONTH

Consider a Mirror

Always looking over your shoulder to check the road? Worried about cars overtaking you and passing dangerously? Consider getting a rear-view mirror. There are tiny ones that attach to your glasses inside the lens that are just about invisible. Yet they give you a great view of the road behind. These mirrors are great because they let you watch traffic.

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.



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 4, 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