



MONTHLY MEANDERS

PREZ SEZ

Can we make a difference? I believe we can! I'm talking about staying on top of the people we put in office to represent our interests.

We tend to be a pretty reserved about making a little noise to let these folks know we want a little help with bicycling related issues and I certainly count myself among that group. But this year I'm making a resolution to respond to at least two calls from the LIB/CBF by contacting my representative and asking for his support. I'm asking that you join me. Let's see if we can get some of our tax dollars steered our way for a change.

Well I've run out of time and ideas for this column so here are a couple of poems I ran across to fill in some space.

Ah, the weather para-

graph: A fine day for a ride,
with a back-wind rolling off the hills,
like a child losing his marbles
down a flight of stairs.

"I love to ride my bicycle;

I love to ride my bike."

The uncontrollable illusion created by the whirring spokes of a bicycle wheel like trying to get a song unstuck from your head.

Hope to see you at the ethnic dinners, show and go and other Wheelmen events.

Later

Rich Drapeau

FEBRUARY CLUB MEETING

The meeting will be on Thursday, February 1, 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.

Laura Anderson from the Fox Valley Chapter of Trips for Kids will present the world of cycling they provide for disadvantaged kids and accept our club donation. Susan Reed will present her 2006 Pac Tour ride from San Diego to Georgia. Pac Tour is rated the toughest tour in the world by *Bicycling* magazine.

February, 2007

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Brian Blome (847)358-4807

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Treasurer

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Chairmen

Banquet

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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

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.

2007 MEMBERSHIP RENEWAL

Renewal date is February 1.

If you have not renewed this is your **last newsletter**. If you misplaced your renewal form use the membership application on page 7.

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

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

RECALLS

TIME PEDALS: Time Sport International is recalling 15,000 pairs of RXS and RXE road pedals because the axle and body could separate. The recall involves pedals shipped to North America between October 2004 and July 2006. The company's MTB, CYCLO and new Road 2006/2007 pedals are unaffected. For ID photos of the recalled pedals and information about what to do if you own a pair, go to <http://www.timesportusa.com>

ROAD BIKE: Cannondale and the U.S. Consumer Product Safety Commission are recalling 145 high-end road bikes sold by 'dale dealers between July and November, 2006. According to a news release, the "C1" front brake can fail because the brake-mounting bolt (pivot bolt) on the affected bikes is 3 mm short. This results in inadequate thread engagement and the risk that the threads could strip and let the brake detach from the fork.

The solution is a longer recessed Allen nut. No failures or injuries have been reported. The affected bikes sold for \$3,200 to \$4,500 and include the Six 13 Team 1, Six 13 Team 1 / Compact Drive, Synapse Carbon SL1 compact Si crank and standard bottom bracket Dura-Ace crank. If you have one, stop riding it and contact a Cannondale dealer. Dealers have been provided with the serial numbers of the affected bikes

SHIMANO QUICK RELEASE

Shimano front wheel "quick release" assembly for bicycles **Originally used in DURA-ACE, ULTGERA, 105, XTR, DEORE XT, Sport Dynamo and tandem wheels/hubs**

(Continued on page 5)

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 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.

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

SIGN UP NOW

TOMRV 30, Bettendorf, IA.

June 9 & 10, Registration opens Monday, Feb 12. Contact Linda @ 563/388-8043. www.qcbc.org/tomrv/index.

Ride the Rockies, CO.

June 17-June 23, On Line registration opens Feb 4 ridetherockies.com For more information, 303.820.1338 or e-mail rtr@denverpost.com

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

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



SIGN UP FOR THE ST. PATRICK'S DAY RIDE

On Sunday, March 18, is the first invitational ride of the season! This year's St. Patrick's Day ride will leave from Wauconda High School at 555 N. Main St. in Wauconda. We will need your help to host this spectacular early season ride. Just think by signing up for one of the jobs below you can say that you worked the first invitational ride of the season in the greater Chicago land area!!

Road Marking: We are using signs again this year. The roads need to be marked the day before or the morning of the ride.

Registration: We need people to start setting up about 7:30 am, Second shift starts at 9:30

Parking: Attendants should be on duty at 7:30 am, Second shift starts at 9:30

Food: Service will be open from 7:30 am to 1:00 pm. We will have an early shift from 7:30 am to 11:00 am and a late shift from 11:00 am to 1:00 pm. Typically the heavy crowds are from 10:00 am to 12:00 pm.

Cookies: We need about eight to ten people to supply 4 to 8 dozen cookies each.

Join the fun, sign up for a job! Contact Tom or Deb Wilson at 847-632-1412 or email us at

tomwilson@wideopenwest.com

WHAT IS VO2 MAX?

Your VO2 max represents your maximal oxygen uptake, or your highest capacity to consume and use oxygen. This is influenced by two variables: the delivery of oxygen to working muscles and the ability to take that oxygen from the blood and use it in your cells to create energy. Your VO2 max increases with aerobic training, as well as the point at which you start to become anaerobic during exercise. Generally, aerobic training improves your ability to deliver oxygen to the working muscles while anaerobic training (sprint intervals) improves your muscles' ability to extract oxygen from the blood and clear metabolic waste products quickly. What this all means is the more you train, the better your body will become at producing ATP aerobically.

Translation" The better shape you're in, the longer you'll be able to work at intense levels and remain aerobic.

UTAH TRIP

I wanted to share with the club one of the most beautiful places I have ever seen. The good news is that this place is only a 3 hour plane ride from Chicago and located in the US.

The locations we visited are Bryce Canyon and Zion National Park. Both places are equally gorgeous, yet very different. Both places offer miles and miles of hiking and camping, though hotels are very close. You can road bike around the periphery of each park, but mountain biking is limited. So I would suggest traveling by foot for the most part to really enjoy the beauty of these spectacular landmarks.

Bryce Canyon is like a huge series of sandcastles that rise up out of the earth sitting in the middle of no where. Absolutely gorgeous. The rocks look like miniature castles with different colors (white, red, and brown) that glow in the sunlight. This has obviously formed over millions of years and is quite the vision. The hiking trails allow one to walk through and around the structures; many of them have nicknames such as 'Windows' or 'Cathedral Rock' because of their shape. We hiked about eight miles and still missed more than half the park.

We then visited and hiked around Zion. Zion is equally as beautiful, but very different. It is much larger and the structures are larger, taller, and more majestic in many ways. Zion has a stream that runs thru it and the history behind Zion is probably better understood as it was occupied by both Indians and the Spanish several centuries ago. The hiking in Zion is very challenging as you actually are hiking and climbing up cliffs. We ventured up a trail called Angel's Landing and I have never witnessed a hike like this. You are literally climbing on rocks set against the edges of the earth with only a chain to hang onto in case you lose your balance. In many places you have to use all fours to continue upwards. There are several places where it would be very easy to fall several hundred even thousand feet, and they do lose 2-3 people per year. However it is well worth the effort b/c the views from the top of the canyon are absolutely spectacular. They also have some other hikes that wind quite high, but Angel's Landing is the most challenging hike offered. We hiked about 9 miles one day, and only saw about 30% of the park. This park is not open to cars unless you are camping, but the shuttle system takes you to the different hiking spots and runs every 8 minutes. They also have a museum which explains the history of the park and displays many of the artifacts collected over the centuries.

It was nice to see how they are attempting to preserve this park for the future.

So if you have an opportunity to visit Utah and spend several days in Zion and Bryce, bring your hiking boots and camera. We have nothing like this in the Midwest. If you want to bike there are plenty of places to do that very close to these landmarks, but take a couple days to enjoy the beauty.

Pat Calabrese & Brian Blome

WINTER RIDING TIPS

---**Ride with a friend or group.** Chatting and drafting helps the miles go by more enjoyably. But don't let group rides become ham-fests. Avoid hard, fast riding when the temperature is below 50F degrees (10C). Instead, stay steady and bank base miles.

---**Beware of tight shoes.** Wearing thick socks can make your cycling shoes too tight. Feet freeze fast when circulation is reduced. If this is a problem, buy a larger pair of shoes for winter rides. Roomy booties are a good idea too.

---**Ventilate.** Your jacket should have a front zipper with a large tab that's easy to find and grip while wearing long-finger gloves. Zip down when climbing or riding with the wind, and anytime you sense body heat building up. The drier you stay, the longer you can ride without a chill setting in.

---**Wear bright colors.** They help motorists see you.

---**Use insulated bottles.** Polar is one brand that can lengthen the time it takes drinks to become slushy, especially if you heat the liquid. Insulated bottle covers are also available but don't seem as effective.

---**Install a taillight.** And carry a pair of reflective ankle bands. The sun sets with a thud in winter so you might get caught by dusk several miles from home.

---**Carry two tubes.** When your fingers are freezing it's easier to install tubes than it is to patch them.

---**Make stops brief.** The longer you're off the bike, the chillier it feels when you start riding again.

---**Beware of shade on roads.** It can hide icy spots.

---**Watch the clock.** If it's below freezing and you've dressed correctly, you can stay pretty comfortable for about 90 minutes. After that, comfort can decrease quickly, particularly if your base layer has become damp.

---**Start into the wind.** This is probably the oldest trick in the book for cold-weather rides. Do the hard work when you're fresh, then let the tailwind blow you home when your energy is waning and you're damp inside. You won't feel nearly as chilly with the wind at your back.

Edited article from RoadBikeRider.com



WHITE CEMETERY HAUNTINGS ALONG CUBA ROAD NEAR BARRINGTON

This small cemetery is located on Cuba Road, just east of Old Barrington Road, and for many years has been reported to be haunted by white, eerie globes that float and hover among the tombstones here. Witnesses range from the average citizen to even more reliable witnesses, like police officers.

The graveyard ghosts of Illinois are strange and often perplexing and the many stories run the entire gamut between entertaining folklore and authentic accounts of the supernatural. One such account, which seems to combine elements of both, involves a place called White Cemetery in northern Illinois. This small graveyard, and the surrounding Cuba Road area near Barrington, has gained a rather strange reputation in recent years.

White Cemetery is a small burial ground that is located just east of Old Barrington Road. It dates back as far as the 1820's, but no records exist to say when it started to gain the attention of those with an interest in the unexplained.

For many years, it has been reportedly haunted by eerie, white globes of light that have been seen to hover and float among the tombstones. Witnesses to these anomalies have ranged from teenagers to average passersby, many of whom have gone to the local police and have described not only the glowing lights, but hazy figures too. The lights are said to sometimes float along through the cemetery, drift over the fence and then glide out over the surface of the road. The hazy hu-

man-like figures have been spotted along the edge of the fence and lingering near stands of trees. They tend to appear and then vanish at will. Both types of the phenomenon have been investigated and studied by ghost hunters and researchers for some time, but no explanation has been discovered as to their source.

There have also been many stories told about nearby Cuba Road itself. Most of them involve a phantom black automobile that appears near the cemetery and an old house that is seen and then vanishes nearby. The house is believed to have actually existed many years ago and legends say that it burned down under mysterious circumstances. It has been repeatedly spotted over time, often by people who have no idea that the house no longer exists. Some of the sightings also involve a spectral old woman that carries a lantern and flags down passing motorists. When someone stops and tries to help her, she disappears along the edge of the roadway.

In her book "More Chicago Haunts", author Ursula Bielski adds another element to the strange legends of Cuba Road. According to local historians, nearby Barrington and Lake Zurich were often visited by gangsters during the Prohibition era. Looking for a little peace and quiet, they would come to the small towns to rest, fish, sun and often, to cause a little trouble. Local folks were afraid of these Chicago tough guys and the author believes that this unease remains in one of the ghostly encounters said to occur along Cuba Road. The stories say that the spectral image of a cigar-chewing gangster sometimes appears in the rearview mirror of drivers who pass along this roadway. Who this mobster might be is unknown, but those drivers who have seen him can testify to the fact that he was there!

Strange things, as they say, happen along Cuba Road.

From <http://www.prairieghosts.com/whitecem.html>

LACTATE THRESHOLD 101

Lactate threshold is the glass ceiling of cycling performance - it's an invisible barrier that keeps you down. When you do crack through, the rewards are sweet. "For the longest time, everyone focused his or her training around max heart rate," says USA Cycling expert coach Margaret Kadlick. "Now we know lactate threshold is much more important. When you raise your LT, you can produce more power at a comfortable heart rate, and that makes you a better rider and racer in every situation." Here's everything you need to know about lactate threshold - including how to raise yours to be the best rider you can be.

WHAT IS LACTATE THRESHOLD?

Lactate, your body's buffering agent, neutralises the acid that builds up in your legs and makes them burn during heavy exertion. The harder you turn the cranks, the faster acid accumulates. Eventually, your muscles generate more acid than you can neutralise and your searing muscles force you to ease up. The point at which you begin to accumulate acid more quickly than you can dissipate it is your LT, or, in riding terms, the fastest pace you can maintain for 30 minutes without feeling like your legs are on fire.

HOW TO FIND YOUR LT

Most likely, you won't find yourself hanging with the pros in a laboratory, where they pedal against ever-increasing resistance while technicians take blood samples to measure the increasing lactate levels. But you can find

your LT with a do-it-yourself time trial. Map a 5km route that you can ride without stopping. Strap on a heart-rate monitor, warm up for 20 minutes, then ride the route at the fastest pace you can sustain. Recover for 10-20 minutes (ride back to the start of your route at an easy pace). Repeat the test. Your LT is approximately the average heart rate of the two efforts. (More accurately, it's 103 percent of that figure.) Jot down your times and average paces; repeat the test in eight weeks to see your progress.

HOW TO RAISE YOUR LT

Like most things body-related, LT is partially genetic. But it's also quite trainable. By systematically pushing your limits, you can help your body become more efficient at clearing and buffering lactic acid. The trick is riding that razor-thin edge between the point where you can ride comfortably for hours and where you can sustain only a few minutes before frying. "It's important that you have plenty of base miles and some speed work under your belt before you start LT training," says Kadlick. The bigger your aerobic engine when you begin, the better your results will be. The following drills are designed to raise your LT. Choose one drill per workout, and do LT training no more than two days a week, preferably not on consecutive days.

STEADY STATE INTERVALS

After a good warm-up, ride 10 minutes at a steady effort, keeping your heart rate three to five beats below your LT heart rate. Re-

cover for 10 minutes, then repeat two more times. "Once you're comfortable at this level, do two 20-minute steady-state efforts, recovering for 20 minutes between. Eventually, work up to one 30-minute effort," suggests Kadlick. "This is the most effective way to increase power at LT."

UP AND DOWN INTERVALS

These intervals blend LT and VO2 max (your body's ability to process oxygen) training to simulate the effort you need when racing on a hilly course, where you have to push beyond your lactate threshold for short surges then clear the acid and recover quickly. First, warm up. Then pick up the pace to your LT heart rate and hold that intensity for five minutes. Push it to about three to five beats above LT for one to two minutes, then drop it back down to LT. Continue for a total of three cycles, or about 18 to 20 minutes. LT Tolerance Intervals Kermesse specialists and mountain bike racers need to elevate their ST (suffering threshold) as well as their LT, because those situations demand pushing past LT and holding it there for extended bursts over and over. By training at an intensity where your body can't clear the lactate, you'll boost your ability to keep riding hard in the face of high lactate levels. After a thorough warm-up, increase your effort to about five beats above your LT heart rate. Hold it there for two to three minutes. Reduce your effort for 60 to 90 seconds, just long enough so you feel partially recovered, but not quite ready to go again. Repeat three times.

From: www.supercycling.co.za

(Continued from page 2)

Shimano had identified a potential safety issue concerning a "quick release" that is fitted to front wheels of certain road and off-road bicycles. In certain cases, it is possible that after the quick release is locked into position, the quick release axle could fail or break spontaneously.

If this happens during cycling, the cyclist may lose control of the bicycle, which could lead to serious injuries. As all Shimano products should meet the highest industry standards, as a precautionary measure, and in the interests of putting the safety of its consumers first, Shimano has decided to undertake a voluntary recall of all affected

quick releases.

The quick releases are normally supplied with certain Shimano hubs and wheels. A small number of quick releases may also have been supplied as spare parts.

Only "quick releases" with a silver-plated axle and purchased after November 1 2005 are affected by this voluntary recall.

Visit their website for a the complete voluntary recall notice.

http://www.shimano.com.au/publish/content/cycle/saus/au/en/news_and_information/news/voluntary_recall.html

BIKE SHOP OWNERS....

Don't miss an opportunity to get more exposure.

Advertise in our monthly newsletter. The March issue will have extra distribution at the St Pat's ride. For pricing and details go to our web site

<http://www.wheelmen.com/advertise.htm>

FEBRUARY ETHNIC DINNER

Café Laguardia
2111 W. Armitage Ave.
Chicago, IL
773 862-5996

Sunday, February 25

6:00 P.M.

Come join us for a taste of Cuba at this atmospheric restaurant serving Exotic Cuban Cuisine. This restaurant was featured on WTTW Programs, Chicago Tonight and Check Please. Restaurant critics have said it has the best homemade Cuban Cuisine in Chicago.

If anyone is interested in ordering the Paella Valencia, a traditional Cuban food made with yellow rice cooked with an assortment of seafood you have to call ahead, as the preparation time is 45 minutes and it is for a minimum of 2 people.

Please RSVP no later than Feb. 21 to Al or Fran at 847 541-9248 e-mail: a_berman@sbcglobal.net

**EVER WONDER WHERE A WHEELMEN RIDE GOT ITS NAME?**

This month it's Vern's PITA ride. Popular opinion is that the ride host would serve Pita bread after the ride, maybe some gyros or humus. But that couldn't be farther from the truth. Seems that years back after this ride was completed, one of the members (not naming any names) had some problems in their southern region that touches the saddle (wink wink, nod, nod). They complained about the pain. So P.I.T.A. actually stands for Pain in the Ass. Hey, you asked!

WE GET CALLS.....

Thank you to the Wheeling Wheelmen for the get well cookie basket. The cookies were delicious and brightened my day.

I am recovering very well after my accident and will see you on the road in the Spring.

Chris Wager

CYCLING HALL OF FAME

Eddy Merckx is simply the greatest rider of all time. Nicknamed "The Cannibal" for his insatiable appetite for victories, he won virtually every important race, most multiple times

Born on June 17, 1945, Merckx rode for thirteen seasons, but thoroughly dominated cycling for a full ten years like no one else has before or since. Merckx won the Amateur World Championship Road Race in 1964 then turned pro in 1965.

His first major victory came in the 1966 Milan-San Remo at age 20. His last major victory was in that same race, ten years later. In his peak years, 1969 through 1975, Merckx won an astounding 35% of races entered

He won the Tour de France five times, the Giro d'Italia five times and the Vuelta a Espana once for a total of eleven Grand Tour victories.

He won each of cycling's five monuments (Milan-San Remo, Tour of Flanders, Paris-Roubaix, Liege-Bastogne-Liege, Tour of Lombardy) more than twice, for a record of nineteen victories in these races.

Of those races, he won the Liege-Bastogne-Liege a record five times and the Milan-San

Remo a record seven times. His record of 525 victories, including 445 as a professional, is untouchable

Between 1968 and 1974, he won a record eleven Grand Tours. He is the only rider to win all of the classifications (overall, mountains and points jerseys) in a single year at the Tour de France (1969) and the Giro d'Italia (1968).

He won the Tour de France - Giro d'Italia double in 1970, 1972, and 1974. He won the Giro d'Italia - Vuelta a Espana double in 1973.

He has 34 Tour de France stage wins (the record) including six stages in 1969 and 1972, and eight stages in 1970 and 1974.

In 1974, he won the Giro d'Italia, the Tour de France and the World Championship Road Race to achieve the "Triple Crown" in cycling. That feat has only been repeated one other time: by Stephen Roche in 1987.

Despite his successes, Merckx was not immune to injury and accident as this race in 1969 illustrates. Merckx was in a derny-paced exhibition race toward the end of the season. These are races in which cyclists each follow their own motorcycle pacer around an oval track.

A pacer and cyclist fell in front of Merckx forcing Merckx and his pacer to fall.

Merckx's pacer was killed instantly. Merckx was knocked unconscious and was bleeding heavily from a head wound.

Merckx suffered a concussion and required stitches to close the gaping wound. The worst lingering effect from the accident was that Merckx cracked one of his vertebrae and twisted his pelvis. This made climbing painful and, despite his amazing victory record, may have limited his winning to some extent.

Merckx experienced other injuries, but was determined to carry on his winning ways. In the 1975 Tour de France on the climb up the Puy-de-Dome, a French spectator viciously punched Merckx in the stomach. A few days later, Merckx crashed and fractured his cheek bone, but still did not abandon the race. In the end, he lost the Tour to Bernard Thevenet: but by under three minutes.

Merckx's demanding schedule took its toll on him. He won his last Grand Tour in 1974 at the age of 29 and his last major classic in the spring of 1976, at the age of 30. He retired two years later on May 17, 1978, at the age of 32.

<http://www.cyclinghalloffame.com/riders>

CLUB JERSEYS

We would like to put in another order for club jerseys this spring. We need 25 items to make an order. You can order short sleeve jerseys, sleeveless jerseys, a thermal vests or a wind shell vests, any one of these count as an item toward the 25 total items needed. The jerseys are made by Voler Team Apparel and come in four cuts; men's club (a looser fit); men's race (a more fitted look); women's club and women's race. They come with a 20" zipper or for \$2.00 more you can get a full zipper. The jersey will run about

\$57.50, the wind shell vest \$52.50 and the thermal vest \$86.50. Club members who have ordered jerseys or vests have been very pleased with the fit, fabric, and design. You can see a color version of the jersey on the club web site. (www.wheelmen.com)

At this time we are putting together a list of people that are interested in getting a jersey or vest. If we have enough interest we will start taking orders (collecting money) in March. Call or email Tom Wilson now if you have any interest in getting a jersey or vest. (847-632-1412 or tomwilson@wideopenwest.com)

LIB Extra – from the League of Illinois Bicyclists

Share the Road Videos Sent to Driver Ed Programs

They've gone out to 900 high school Driver Education departments throughout Illinois. Another 900 have been sent to police departments and sheriff's offices all over the state. They've even gone to private driving schools for other drivers.

They come complete with teaching guides, test questions, cover letters from Illinois Department of Transportation Secretary Tim Martin and LIB's Ed Barsotti, and an endorsement from the Illinois High School and College Driver Education Association.

They're state-of-the-art teaching tools designed to fill an important gap in knowledge about the necessities of driving. That's right. LIB's bicycling safety videos are all about the rights, responsibilities, and awareness of drivers in relationship to bicyclists on the road.

Named "Share the Road: Same Road, Same Rules, Same Rights," the seven-minute DVDs were narrated by bike racer Robbie Ventura.

The videos were professionally produced and distributed through a grant from IDOT and contributions from LIB members and Illinois bike clubs.

Dean Schott, LIB's Outreach Director, took the reins on this project (or, if you prefer, the handle bars) and brought it to fruition. He noted, "The video is another tool to promote safe bicycling in Illinois. And it's helpful, not only to drivers, but to cyclists as well."

You can take a look at the production by going to www.bikelib.org/video. And – we ask you to call your local high school, to make sure they'll be using it!

MAY 2007 IS NATIONAL BIKE MONTH

Show your support of cycling with our Secretary of State-approved specialty plates. You may display them during the months of April and May 2007. You can download an application from the website www.bikelib.org/seasonal/2007bikemonth.pdf



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

Club Meeting
February 1, 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
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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