

MON-HEN MEANDERS



Christmas Party Dec. 4, 1982

Our hostess this year is Marie Liotine 658 Millers Road Des Plaines, Ill.

11:45 a.m. - 10 mile bike ride - then 1:00 p.m. - Lunch, grab bag, fun fest.

Bring a gift for the grab bag - this has always been a high point in our Christmas festivities.

A delicious baked ham will be provided. This is a Pot Luck party so R.S.V.P. Marie at 439-0452 for a food assignment.

Millers Road is about 1/2 mile south of Golf Rd. (Rt. 58) and 658 is about half a block east of Elmhurst Rd. (Rt.83)



THE PREZ SEZ

WHAT WILL WE BE DOING NEXT YEAR?

Ted Uhlemann, President

The major portion of what we will be doing during the next year will be decided and scheduled during the next two This is the most important period for members to voice their opin-ions and desires. Our 1983 Ride Sched-ule takes a lot of planning and must be compiled by the end of February for mailing with the March newsletter. We will need volunteers with new routes to share in addition to leaders to lead rides over the favorite routes. However, in addition to new routes, it has been suggested to me by several enthusiastic members that we add some new kinds of rides. Other local clubs enjoy some of the following: moonlight rides with sunrise picnics, training rides, time trials, in addition to social events like BBQs, theatre events and volleyball. (Speaking of what our club does and does not do compared to other clubs, the 4th page of this newsletter is a flyer from the L.A.W. showing just what other clubs are involved in. I've added an extra column to indicate how our club compares.) If you would like to see our club get involved in any of these activi-ties, make your opinions known; or bet-ter yet, call our Rides Chairman and volunteer to lead an activity. Also, our Program Chairman would appreciate any suggestions or offers to give a pro-

Ted



This Is Going To Be A Great Year!

by Phyllis W. Harmon

When I moved to Wheeling in 1970 and started the Wheeling Wheelmen in April it took awhile to get a nucleus of good workers for officers. Dick and Sue Dexheimer became president and secretary and 1971 had us really rolling! We had our first Century that fall. Dick and Sue moved to New York and Tom and Muriel Zahnle took office. In 1972 we had a Bike-A-Thon for the Wheeling Band and the 407 participants in our L.A.W. Century had us No. 1 in the country! For five years we had a Bike-A-Thon for the Heart Association - and always we have been fortunate to have a good group of dedicated workers always willing to pitch in to get a job done. But there comes a time when others sit back and expect the same workers to continue.

This year we have a number of new, enthusiastic members who have all joined eager to pitch in and help! Our president, vice president and membership chairman are all new. So is Ruth Harlow, Harmon Hundred Chairman, and our new official photographer. Don Handke will be the L.A.W. club delegate, Elida Rech will mail out the newsletters..and others offering to help...yep, it will be a great year!

WHEELING WHEELMEN
P. O. Box 581-D,
Wheeling, Illinois 60090
An 1 Affiliate

Year-End Wrap-Up - by Alan Zoller

What a great year we've had for cycling! Who can forget Mike's Show and Go Ride in March with mild temperatures and bright sunshine? And wasn't it great to have 97 out on our St. Patrick's Day Ride? How about our April rides with phenomenal attendance, light breezes and temperatures in the sixties? We were all thrilled to do the club's first metric century in May, even if it was the 60 Hill Killer. The Hills won.

In June we joined the Arlington and Mt. Prospect clubs with a total of 62 riders for a ride to Brookfield Zoo and had a wonderful time touring the grounds. The high point of the following month was the Wheelmen's first annual July Journey, covering 472 miles in 7-1/2 days. In August we rode everywhere from Chicago's North Shore to good ol'Bull Valley to southern Wisconsin training for the National Century Month.

We kicked that off with the Members Only Century; many riders did their first 100-mile ride while others set personal records. The following week we hosted the Harmon Hundred with an incredible 566 cyclists completing 25, 50 or 100 miles.

In October we closed the riding season (for club mileage) with our Trick or Treat Ride to qualify for the L.A.W. Halloween patches. In addition the year saw many Wheelmen ride the Wednesday night rides, the Arlington 500, Liberty Metric, MS ride to Rockford, Amishland and Lakes, Evanston-Elgin Century, Stars and Stripes, Apple Cider, Turning Leaves, Milwaukee Sentinel Octoberfest, Hilly Hundred and dozens of other invitationals. All in all we logged a lot of miles, met some new friends, had a great time and welcomed a good number of very active new members into the Wheeling Wheelmen! What else could a cyclist ask from a year?

1982 Wheeling Wheelmen Election Results Mileage/Attendance Awards

Howard Paul Rides Committee Chairman

The following 6 men and 6 women were given Bikes Plus gift certificates that ranged from \$30.00 to \$5.00 in each group in recognition of their active support of club activities. The standings were based upon a point system that included both miles ridden on Wheeling Wheelmen rides and club events attended. Club events included monthly meetings, weekend rides, Wednesday evening rides. and the club's summer tour. There were approximately 56 events between the February meeting and the last ride in October. Points were figured thus:

Mi	les	X	Ev	en	ts
		00)	77	

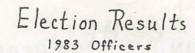
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Men	Miles	Events	Points		
Howard Paul	1780	47	836		
Alan Zoller	1275	40	510		
Dick Ryan	1158	41	474		
Mike Enwright	998	39	389		
Roger Thauland	975	31	302		
Don Handke	979	28	274		
Women	Miles	Events	Points		
Lois Paul	634	30	190		
Ruth Harlow	701	23	161		
Pat Marshall	557	27	150		
Phyllis Harmon	657	21	138		
Lonna Schwerin	623	17	105		
Elida Rech	483	17	82		
			O.L		

Thank you, Howard, for a job well done!



Need Repairs?

Ted Uhlemann, 295-1783 and Glen Schon, 394-2028. have offered their services if you need assistance. Bo qualified. Both are well



President:	Ted Uhlemann	295-1783
Vice-Pres:	Sherri Gjelstad	295-5877
Treasurer:	Dick Ryan	381-1775
Safety:	Don Derebey	255-3422
Membership:	Pat Marshall	564-0346
Editor:	Phyllis Harmon	537-1268
Pool Rides:	Marilyn Mathison	825-5470

New Members

We neglected to welcome two new individual members who joined in September: Jim Gehrke, 358-070 571 Lake Cook Road, Palatine 60067 William Smith 351-4530

1027 Charlela Lane #311. Elk Grove Village, 60007

And in November we welcome two family groups:

Conrad E. Iungerich and his three sons, Peter, Tom and David 298-2199 Drs. Philip and Frankie Zand 272-9494 1247 Hillside, Northbrook 60062

Our newly elected Vice President Sherri Gjelsten has a new address: 857 N. Summit, Lake Forest 60045. Her phone is: 295-5877

Glen Schon, too, has a new address: 2401 Wilke, Rolling Meadows 60008 Phone: 394-2028.

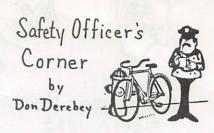
Club Photographer

On recent rides, as you pedaled around a curve or past a clump of bushes, or chatted with some club members at a scenic rest stop, have you noticed a young man with a camera apparently al-ways "at ready"? That is Jim Gehrke, an enthusiastic photographer who does his own work. He has volunteered (and of course was immediately appointed) to be our official club photographer.

Jim had some attractive 8x10 photos on display at our annual banquet.



Wheeling Wheelmen broke into print last July in The Galva News, Galva, while riding the July Journey in Central Illinois. Riders are: Wayne Hamlin, Woodstock; Chuck Friedrich, Chicago; Don and Judy Stansfield, leaders from Freeport; Dick Marr and Howard Paul both of Des Plaines.



At the risk of encouraging the voters to ask for a recount, I hereby submit my first article as the newly elected "Seeing is Believing" by Glenn Kranzley (Bicycling, Dec. 1982) I decided to talk about mirrors. Glen neatly covers the good and bad of each type of mirror, so I will zero in on the various contribu-tions they make toward the fine art of staying alive. After one year and 6000 miles of using one of these gadjets, I would like to share with you some of the things I have learned to appreciate about my rear-view mirror:

- If a car behind is aiming at you, you have time to dive into the ditch in your own way.
- 2. Many cars race to turn in front of you at corners or cloverleaf entrances. You can spot this easily, tap the brake, and avoid scratching the car.
- 3. You can watch the riders behind you. As a ride leader this is an obvious must. Sometimes another rider may try to sneak up and "blow you out". Noticing this effort early gives you a chance to pick up speed quickly and maintain your position on the road.

To sum it up: The mirror might be the best safety item next to the helmet (did I say that?). Why not toss one under the Christmas tree for someone you love.

For Sale

GIOS TORINO SUPER RECORD. Campi Super record equipped. Cinelli Handlebars, Stem and Seat. Fiammi Rims, Clement Tires. 21" Frame. \$1100. Rich Remijan - 825-6730.

TREK 950 (Top of Line) Size: 60 cm. (23.6 inches). Columbus tubing. Although the geometry of the frame wo would suggest that it is a road racing frame, it does have eyelets for races or fenders. Buy complete bike, frame, or frame with your selection of my com-ponents. I will custom build wheels for you. Call me for details. Ted Uhlemann - 295-1783.

<u>22-1/2" PEUGEOT</u> Reynold 531 main triangle. \$150.00. Ted Uhlemann, 295-1783.

NEW PANASONIC SPORT - any size. Powder blue or red. \$175.00 or best offer. Brian Reilly - 537-1908.

Ride Sharing -

Going to an invitational? Have room for another bike and rider? Need a ride to the event? Call Marilyn Mathison at 825-5470. She'll try to match

REASONS FOR A BICYCLIST TO RIDE ON THE RIGHT SIDE OF THE ROAD

Phyllis W. Harmon

- A bicycle is a vehicle and must obey vehicular laws. That means riding on the right side of the road with traffic.
- Unlike a pedestrian, a bicyclist cannot step off the road onto the shoulder or over a curb. Biking on the shoulder can be extremely hazardous because of glass, debris, potholes, gravel, etc.
- When an automobile makes a right turn, the driver only screens traffic from the left. He does not anticipate a bicyclist coming from the right.
- In all statistics, when "wrong way" and "right way" bicyclists driving in traffic are compared, in every instance "wrong way" accidents are much higher.
- Biking toward oncoming traffic is extremely dangerous. When looking at an oncoming object, the tendency is to steer toward that object.
- When a good driver comes up behind a bicyclist at a place where passing him is unsafe or impossible, the automobile driver will slow down to the bicyclist's speed and pass when it is safe.

If the bicyclist is riding on the left side of the road, the automobile driver cannot do this no matter how courteous he is. Both the bike and the car have to slam on the brakes and squeak to a stop or else crash head-on.

. If a motor vehicle is travelling north at 40 mph and a bicyclist is pedaling at 15 mph in the same direction, the net approach speed is 40 minus 15 or 25 mph.

If the cyclist makes a movement toward the path of the vehicle when three car lengths in front of the vehicle, the driver has 1-2/3 seconds to recognize the danger and apply his brakes and steer away from the biker.

In the unhappy event of a collision, the biker could be hit from the rear at 25 mph or lower since brakes probably would have been applied. The blow would more likely be a glancing blow since the car, in most instances, would have started to swerve. Injury is probable but the chances of survival exist.

ON THE OTHER HAND - suppose the vehicle is moving at 40 mph and the bicycle is moving at 15 mph in the *opposite* direction. Then the approach speed would be 40 plus 15 or 55 mph!

If the cyclist makes a movement toward the path of the vehicle when three car lengths in front of the vehicle, the driver would have only 3/4 seconds to recognize the danger and apply his brakes and/or steer away from the rider.

The biker opposing traffic will be hit face on, be more likely to be swept to the center of the vehicle instead of being pitched to the side, and the impact at 55 mph is almost five times as severe as at 25 mph and would result in almost certain death.

- A biker pedaling up a hill on the left side of the road would find himself head-on with a car cresting the hill. The motorist would not be anticipating a "wrong way" cyclist.
- Riding on the left brings the bicyclist into the intersection at a position where neither motorists, pedestrians or other cyclists expect to find him.
- A cyclist moving with the flow of traffic takes little space and is less likely to panic a driver than one coming straight towards the moving vehicle.
- At night it is hazardous riding into the glare of oncoming headlights.
- On the left side of the road, all the road signs are "backwards".
- COMPARE TWO STREETS WHICH WOULD YOU CHOOSE TO RIDE ON?

Street A: Cars approach you at 15 mph and 10 cars pass you per minute.

Street B: Cars approach you at 45 mph and 30 cars pass you per minute.

Both A and B are the same streets. The biker is riding on the right on street A and on the left on street B. Wrong siders will find automobiles going by at a constant zoom-zoom-zoom. Right siders will find them cruising by.





How does your club compare?

What are bicycle clubs like in the U.S.? How big are they, what programs do they have, and what activities do they engage

in? Is club cycling growing?

To answer these questions and to establish a base line against which to measure future developments, the League conducted a census of the 495 clubs affiliated with it as of October 1, 1981. Exactly two-thirds of the clubs responded—330 clubs with a total of 75,838 memberships. The average club size is 230, but the results are skewed by the inclusion of enormous American Youth Hostels councils, including the Metropolitan New York council with a whopping 16,000 and the second place Detroit council with 4280.

By not counting organizations which are anomalous—either national in scope, outing clubs, or other organizations which do much more than just cycling, we have a different picture—298 organizations with a total of 36,818 memberships. The mean size is 124. The median club size (half the clubs are larger, half smaller) is 66. Because a few clubs are large, a small percentage of the clubs account for the

Largest Clubs Responding to October 1981 Census of League-Affiliated Clubs

League-Amiliated Ciu	DS
Club name	Number of
(primary emphasis, locale) me	emberships
New York Council (AYH)	16,000
Detroit Council (AYH)	4,280
Potomac Area Council (AYH)	4,000
Minnesota Council (AYH)	3,300
San Diego Council (AYH)	2,623
Velo Quebec (Activist, Canada)	2,500
Ozark Area Council (AYH)	1,990
Columbus Council (AYH, Ohio)	1,700
International Bicycle Touring Society	1,250
Washington Area Bicyclist Association (activi	st) 930
Los Angeles Wheelmen (recreational)	864
Transportation Alternatives	
(activist, New York City)	800
Southern Bicycle League	
(recreational, Atlanta)	750
Central Indiana Bicycling Association	
(recreational)	715
Orange County Wheelmen	
(recreational, California)	700
Narragansett Bay Wheelmen	
(recreational, Rhode Island)	695
Mohawk-Hudson Wheelmen	
(recreational, Albany, N.Y.)	650
Cascade Bicycle Club	
(recreational, Seattle)	630
Spokane Mountaineers	
(outing, Washington state)	565
Quad Cities Bicycle Club	
(recreational, Iowa/Illinois)	522
Denver Bicycle Touring Club (recreational) 486
Houston Bicycle Club (recreational)	484
Baltimore Bicycling Club (recreational)	481
Bicycle Touring Club of North Jersey	
(recreational)	450
Dayton Cycling Club (recreational, Ohio)	437
Cincinnati Cycle Club (recreational)	430
Knickerbikers of San Diego County (recrea	
Bicyclists of Iowa City (recreational)	410
Central Jersey Bicycle Club (recreational)	402

majority of the club members.

Some encouraging news for the officers of fledgling clubs: As clubs grow older, the membership grows, and the clubs engage in a greater variety of activities. One of the striking differences in small clubs and larger ones is that almost all clubs of 51 or more members publish a newsletter, while only two-thirds of the smaller clubs do. As clubs grow they also begin to engage in legislative activity, participate in the transportation planning process, promote utilitarian cycling, and tackle overnight camping trips and weekend events.

The larger clubs also offer other perks to their members, such as club membership patches, T-shirts, jerseys, and membership cards. And not surprisingly, the larger clubs are more likely to have membership fliers.

Overall, 58 percent of clubs responded that local bike shops offer discounts to their members.

The larger clubs offer more rides on an in-season weekend, but clubs of every size typically run rides almost all year round—10 or 11 months out of the year. The average turnout for a weekend ride ranges from 11.1 for the small clubs to

39.1 for the large ones.

The number of participants in the club's largest event of the year varies in direct proportion to the size of the club's membership, but only the small clubs manage to attract twice as many participants as they have memberships. Typically the event is a century, and many of the "biggest events of the year" tabulated under "other" are events similar to a century, such as a quarter, metric or half century.

We use the term "memberships" rather than "members" because we asked the clubs to count as one membership any single dues payment, even if it includes several family members. In the results tabulated on this page, all the 330 responding clubs—even the anomalous or unusual ones, are included.

Summary of Census I			151 400	401 &c	total	135
Club size (in memberships) Number of replies	0-50 142	106	151-400 52	30	330	133
Percent of members who are L.A.W. members	25%	22%	11.8	17.5%		379
Average founding date	1976	1972	1971	1961		1970
Year current affiliation with League began	1979	1976	1975	1975		1970
Percent of clubs engaging in the following activities:						
Recreational day rides	89%	95%	85%	90%	90%	
LA.W. merit patch rides (centuries, half, quarter and metric centuries)	65%	79%	71%	63%	70%	6
Holiday patch rides	46%	65%	67%	53%	56%	V
Overnight camping trips	53%	71%	77%	83%	65%	Y
Weekend events of two or more days	46%	66%	85%	77%	62%	
Racing	25%	30%	48%	30%	31%	
Training rides	31% 49%	36%	58%	53%	39%	
Safety and/or maintenance classes	26%	67%	69%	67% 60%	60%	V
Legislative activity	25%	46% 42%	50% 50%	53%	39% 37%	
Participation in the transportation planning process Promotion of utilitarian cycling and/or commuting	39%	48%	63%	53%	47%	
American Bike Month activities	28%	27%	25%	33%	28%	
	68%					
Publishes club newsletter	0070	97%	98%	100%	85%	
Frequency of newsletter if published: Monthly	57%	71%	76%	67%	67%	V
Every other month	17%	19%	16%	20%	18%	
Quarterly	11%	8%	6%	10%	9%	
Other	15%	2%	2%	3%	6%	
Club has following materials:	/-	-,-	-,-			
Membership patch	36%	71%	69%	73%	= (0)	
Club T-shirt	42%	57%	56%	77%	56% 52%	1
Club jersey	22%	41%	63%	60%	38%	1
Membership decal	5%	7%	8%	27%	8%	
Membership card	38%	65%	75%	83%	57%	
Club-designed patch for a special ride	30%	47%	54%	53%	42%	~
Membership recruitment flier	35%	48%	79%	70%	49%	
Do local bike shops offer discounts to members of the club?	42%	74%	71%	63%	58%	V
How many rides scheduled on a typical in-season weekend?	1.5	1.8	2.5	4.1	2.0	1
During how many months of the year does club schedule rides?	9.6	10.6	10.3	10.9	10.1	9
What is average estimated turnout for a weekend ride?	11.1	15.8	28.6	39.1	17.9	20
Number of participants in largest event sponsored by club in 1981 (Not counting events with more than 1000 participants)	96	140	217	294		573
This event (including events with more than 1,000 participants) was a:						
Century	42%	48%	48%	27%	45%	~
Rally (with two or more of the following:		10 /0	1070	2, 70	45%	
rides, workshops, exhibits, races, banquet)	9%	12%	- 8%	7%	10%	
Two-day out-and-back ride	10%	3%	6%	13%	7%	
Race	4%	5%	4%	0%	4%	
Cross-state ride	3%	4%	0%	0%	3%	
Commuter bike-in	1%	2%	2%	3%	2%	
Moonlight ride	1%	0%	0%	7%	1%	
Other	20%	26%	32%	43%	26%	

Dec.4 CHRISTMAS PARTY/RIDE, Des Plaines



Saturday - Ride 11:45 - 10 miles Lunch - 1:00 p.m. At Marie Liotine's, 658 Miller Road. See page 1. Pot luck - Be sure to phone 439-0452 for suggestion.

Dec. 11 - ROLLER SKATING, Niles

Saturday - 7:30 p.m. at Axle Roller Rink on Milwaukee Avenue north of Golf Rd. (Rt. 58). Admission \$3.50 plus \$1.00 skate rental. Fox trot, fast/slow skating for novices and experts. Afterwards, Bennigan's for Irish coffees. Call Sherry for details if needed...295-5877.

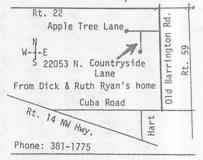
Dec. 19 - CHRISTMAS RIDE - Wheeling



Sunday - 1:00 p.m. from Phyllis Harmon's, 356 Robert (1 block east of Schoenbeck, 1 block south of Anthony). Earn your L.A.W. Christmas patch. Wear your booties and bells for a jingle of a ride. Distance depends upon the weather. In case of snow we'll hike. Warm up afterwards with cookies and hot chocolate at Phyllis'. 537-1268. (Christmas patch is \$1.25)

Jan. 1 - NEW YEAR'S DAY RIDE/SOCIAL

New Year's Day Ride



10 a.m. - Bike or Hike. Weather and temperature will determine the distance. Start from Dick and Ruth Ryan's home. Return for refreshments and socializing. Start the New Year right!

Jan. 13 - RIDE COMMITTEE MEETING

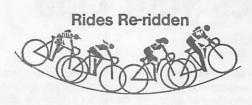
Thursday - 7:30 p.m. from Sherry's 857 N. Summit, Lake Forest.

I'm hoping to get a terrific activity schedule together for 1983 but I need your help. So, if you can come, call me at work: 948-7130 or home: 295-5877. You will be bribed with a Mexican Fiesta while we put our minds to work!

Sherry Gjelsten

JANUARY 3 TRIAL DATE, GENEVA, ILL.

The trial against John Romano, drag racer who killed ll-year-old Brett Motisi while bicycle riding west of Elgin has been set for January 3 in the Court House in Geneva, Illinois. Come if you can.



BOTANIC GARDENS RIDE - Thirty seven riders enjoyed a leisurely 18 mile ride through the North Shore to the Botanic Gardens. Our rest stop in a Glencoe park offered a beautiful view of Lake Michigan. We also enjoyed the wonderful fall colors along Sheridan Road. We strolled through the Botanic Gardens and especially enjoyed the new Japanese Garden. My thanks to Dick Ryan for riding sweep.

WESTWARD HO - Jerry Goldman's ride was rained out but we'll ride it in 1983.

TRICK OR TREAT - Twelve riders set out on a cold, overcast morning that soon became a great day for biking. Those who stayed home because of the weather missed one of Mike Enwright's great rides.

CHICAGO LAKE SHORE - Howard and Lois Paul led over 20 riders on a sunny, sparkling day over the Chicago lake front bike path. It was tough bucking a strong south wind all the way to Mc-Cormick Place but what a delight it was sailing back north with the wind! We parked our bikes in Grant Park and lunched at Burger King on Michigan Ave. We were glad that Carlos Torres brought his whole family along.do it again.

<u>DAN WRIGHT WOODS</u> - Temperature was in the upper 20°, the humidity was high and, with the wind, the wind/chill factor was 9° but eleven brave club members and one guest braved the cold and even some snow flakes for a 24-mile ride! Mike Enwright included a ride into Old School Road forest preserve - a new and enjoyable section.

NED BROWN BICYCLE TRAIL - What a gorgeous day for a bicycle ride! 60°, the sun was shining, hardly any wind and an outstandingly beautiful ride! Dick and Ardie Sorenson led about twenty members and a number of guests over the new Ned Brown bicycle trail....beautiful black top path that winds through one scenic area after another out to Woodfield, and heads back just south of Golf Road. Eventually the path will extend beyond Golf Road. Also there is a beautiful lake along the route. Plans are to circle the lake, too. We thoroughly enjoyed Dick and Ardie's hospitality, hot cider and Sloppy Joes. Ted Uhlemann and Sherry Gjelsten, our new president and vice president, got to meet more of the members and Sherry worked out the December ride schedule. Also Jerry Goldman's two boys, Bob and Ken, discovered that Sloppy Joes are mighty good!

Club T-Shirts Arrive

Last year's top mileage riders were the first to receive our new T-shirts that arrived in time for our annual banquet at Hackney's. They are an attractive yellow, top quality, with the small club logo in green on the front and the larger logo on the back. Small, medium and large - \$7.00. They'll make great Christmas gifts! Contact Ted 295-1783.

It's A Boy!

Don and Sue Handke presented the club with a brand new member - Danny was born November 7 - and already Don and Sue are considering buggers, baby seats, tandem adapted for Danny and they wonder if he, too, would qualify for the mileage count on club rides!

Wedding Bells

Rich Figge has also added a new member to the club - he married Sally! Congratulations and many happy years ahead! We look forward to riding with them next year. Also we are glad to note that until the wedding we could never find Rich home when we called. Now we reach him every time!

RON PALAZZO WON MASTER'S CHAMPIONSHIP

In July at the Veterans and Masters Track Championships at Trexlertown, Pennsylvania, Ron Palazzo won the 15 km Masters race for his age group and has a gold medal and jersey to prove it. He also came in third in the 3-lap matched sprints. Congratulations, Ron!

Banquet At Hackney's

It was a great evening! Everyone decked out in dresses, suits and ties and chatting non-stop. It was a real pleasure to visit with Don and Judy Stansfield, who came in all the way from Freeport. The "Happy Hour" passed much too quickly and we all settled down to enjoy a delicious dinner.

Roger Thauland had the new club T-shirts with him. They look great! Howard Paul announced the 6 top men and 6 top women in points on club participation and the results of the annual election were announced and new officers introduced.

Dick and Mary Ellen Spirek entertained us with slides and narration on their bicycle tour in Luxumburg and Germany. Their travel tips were valuable for travel plans and, when you see them, ask them to show you the Chicken Dance! Thank you, Dick and M-E - we enjoyed it!

