



ILLINOIS VALLEY WHEELM'N

6518 N. Sheridan Road, Peoria Il. 61614

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V.PRES.: Rod Myers 692-2975 PROGRAM: Ron Anderson 444-2018
SEC.: Jean McMahon 673-6139 RIDES: Les Siegrist 444-4660

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JULY 1982

President's notes... In these times with the unpleasant news of high unemployment, high interest rates, rising gas prices, car prices, etc., how about some refreshing news--the health of the IVW? Membership is running 25% higher than this time last year. The IVW has been involved in community fund raising and projects such as the Cancer Bike-a-thon, Peoria Health Fair this month and we are directly responsible for raising \$4,800 for the Arthritis Foundation during the Pedal In. Our club will also become the focal point for the March of Dimes Kentucky Fried Chicken Ride in Pekin on July 11. If this sounds like a community oriented group, I guess we are.

Not only do we ride for charity, we ride for fun and relaxation. The Steamboat Days ride will have happened by the time you read this. For those of you who weren't one of the 28 on the Lake Camelot to Canton ride recently, all I can say is you missed it.

We have our regular Washington and Peoria Wednesday night rides, Saturday morning, Sunday morning and afternoon rides.

(See ride schedule for details) To keep the IVW growing and healthy, we want to see more of the new bicycle enthusiasts. If IVW is not offering you the biking opportunity you want, give me a call at 685-9348. -- John Wellwood

The Summer Metric Ride approaches.

All members are encouraged to set aside August 15th for a hedonistic interlude at Lake Camelot featuring lots of food. The route will take in a number of roads unfamiliar to most IVW members. After the ride you can drop into Lake Camelot's Lake Camelot: the place that care forgot. Applications will be available with the next newsletter.

Highwheeling to be featured at June Meeting Our June meeting will be at Safetytown (6518 N. Sheridan, Peoria) on the 24th. Come early to see a High-wheel riding demonstration by area enthusiasts Marty Potts and Larry Sprague. Demonstration will begin at 7:10pm with our regular meeting to follow. Marty and Larry will follow up their riding demonstration with a program on the bicycles of yesteryear. Their presentation will touch on these areas: bicycle development, highwheeling in Peoria (past and present), highwheeling memorabilia, present day Wheelmen "meets" and highwheel restoration. Both Marty and Larry have been with us in the past and their programs have always been popular. Don't miss this one.

-- Ron Anderson, Program Chairm'n

Upcoming out-of-town rides Bike Burlington in conjunction with the Illinois, Iowa, Missouri) Travel Council is sponsoring a double-century two day ride for the serious rider. The ride starts and ends at Southeastern Community College in West Burlington, Iowa and heads south to Hannibal, Mo. The next day the ride heads back north to Iowa through Illinois. Free camp space is provided the night before and Saturday night Hannibal's gym is open, also free of charge. In fact there is no charges mentioned at all. For info contact the Burlington Area Chamber of Commerce, 807 Jefferson St. P.O. Box 6 Burlington, Io. 52601. Also contact Ron Matuska.

The Bloomington Pentagraph is holding a three-day ride in September of 215 miles. The ride costs \$25 and includes maps, marked route, patch, sag, baggage transportation, 2suppers, 2 breakfasts and camping. Pre-registration is a must by August 10, 1982. To get an entry form send SASE to PACRACC The Pentagraph, 301 W. Washington ST. Bloomington, Il. 61701. PACRACC (Pentagraph Area Cyclist Ride Around Corn Country) takes place September 4-6. For either of these rides or any out-of-town ride contact Ron Matuska for more information.

For Sale: Bell Biker Helmet; large shell with thin pads - worn about six times. \$20.
 One pair Vittoria Junior shoes. size 45, smell new. \$25.
 Contact Jack Welch at 387-6282.

Another Out-of-Town Ride to Consider The Moonlight Ramble in St. Louis is coming up. Ride starts at 2:00 am August 29 in downtown St. Louis. It consists of a twenty mile nighttime ride wherein riders can observe the ability of hundreds and hundreds of other riders to function at that seldom-trod hour. Info is upcoming.

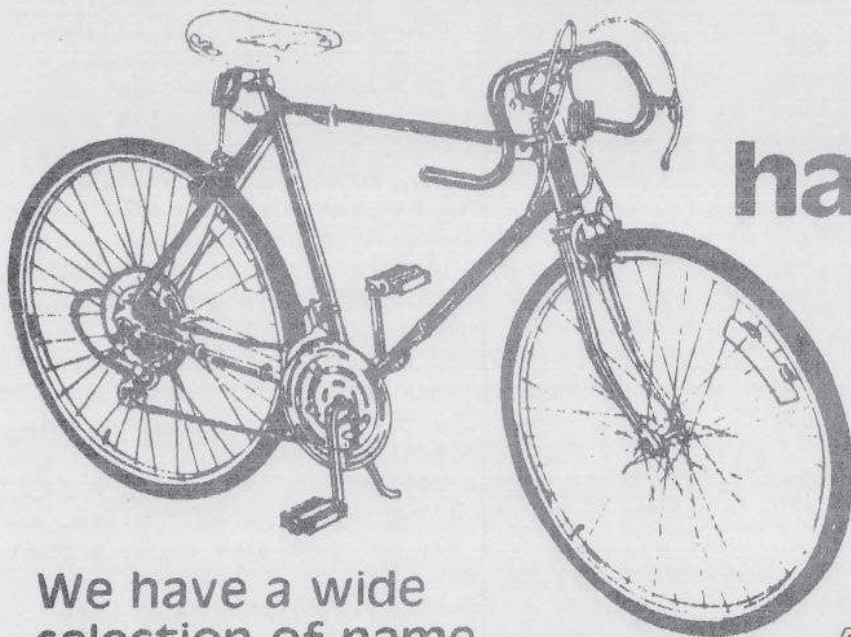
Besides its fabulously entertaining character, the IVW does offer benefits of a more material nature. For those taking several bicycles to an out-of-town ride, the bicycle trailer is available. The trailer holds eight bicycles in the current configuration and can be enlarged to cuddle up to 10. To reserve the trailer, contact Ron Matuska at either 697-9009; 688-2488.

@ Time to play catch up on time trials. This month we have two lists of results, next month, we will bring to you all results and hopefully remain current from that point forth.

Mossville Time Trials	
May 4, 1982	10 miles
Ron Matuska	30:55
John Wellwood	31:00
Jerry Boutelle	30:42
Darrel Johnson	27:53
May 11, 1982	10 miles
John Wellwood	29:41
Jerry Boutelle	29:27
Ron Matuska	29:45
Jamie Pool	32:59

As the time trials have continued under the direction of Rod Myers, times for all riders have consistently improved. Not only the times of these few riders, but all the others who are discovering time trialing as a good way to improve efficiency, speed, and most of all - enjoyment. Time trials are at Mossville Caterpillar on Tuesdays at 6:30. The course is a flat out-and-back 10 mile road which was newly paved this year. All are welcomed to come out and see what their bicycle speed really is, and how to improve their cycling technique.

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Club Riding. Much attention is being paid today to the upgrading of the individual rider's "road sense". This is as it should be, however members of the IVW do a great deal of group riding, which should be recognized as an area not often covered in the popular press.

A group takes up more road space than a rider. Because of this, the group is both more visible and more vulnerable. It is more visible because its size reveals its presence sooner and for a longer period of time to the eye of the motorist. It is more vulnerable because the group is a beast with 5 to 50 brains that is constantly changing shape and dimension. Fast riders pass slow riders; slow riders downshift sooner than the fast; and potholes doth make rabbits of us all. Different riders have different objectives and different philosophical outlooks on the bicycle which create friction within the unorganized group.

So the group should form a consensus on several points: destination, relative speed, and behavior in traffic.

Destination is a very small item. Most of the time the destination is already set by the ride schedule and if not, most are agreeable to suggestions by the more traveled members.

Relative speed should be agreeably liberal as long as the hares do not outstrip the tortises by more than eyeshot or three minutes. In fact, as far as promoting the bicycle, nothing could be more pleasing to the public than to view a group of cyclists spread out enough to let a little daylight in between the wheels, as opposed to a mad rush of imminent nose-to-wheel calamity.

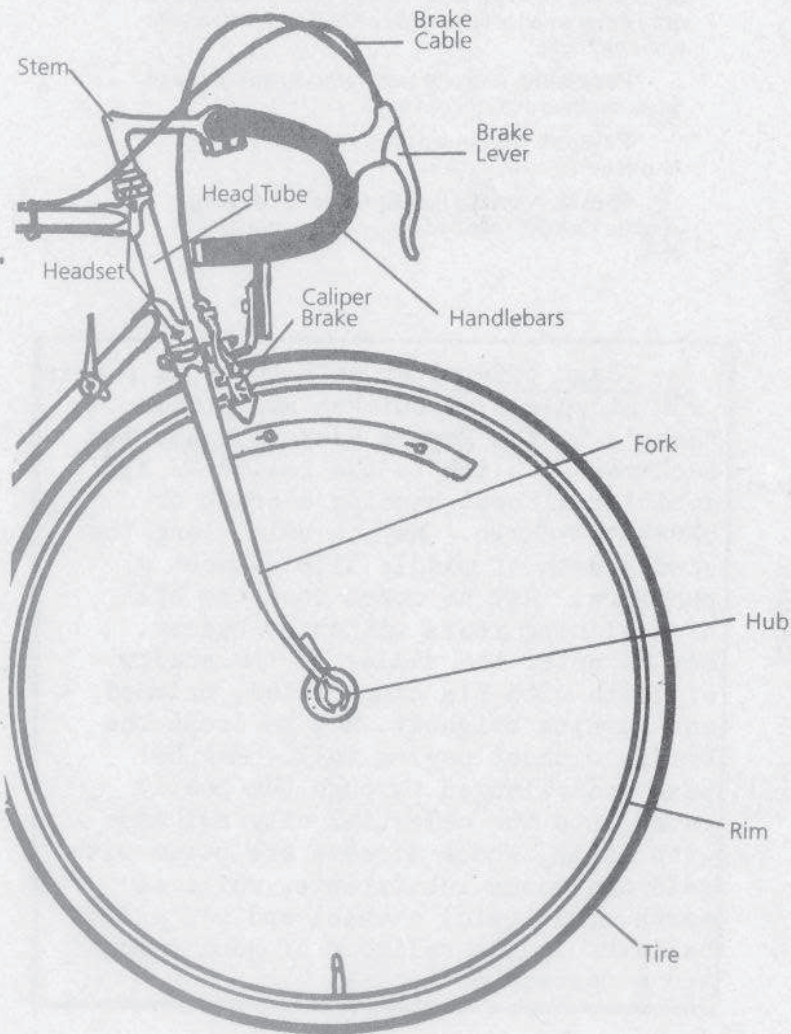
Behavior in traffic is the stickiest point.

When the club stops to regroup, it should not become an impediment to remaining traffic. When stopped the group should be off the road and shoulder entirely. When starting, each person should follow the cyclist in front - after all, there is no race to be first in line.

The larger the group, the more unwieldy. Therefore break large groups into smaller ones of seven or eight cyclists separated by 12 car lengths or more.

Even on lightly traveled country roads there is no need for riders to be more than two abreast with one passing the pair. Riders strung out across the center line invite disaster.

The key word in group riding as well as individual cycling is predictability. Maintain a straight line, clearly signal your intentions, and maintain a constant speed. Hitting the brakes and swerving to avoid a pothole does little good if everyone ends up laying on top of you. Signal irregularities in the road well in advance and don't announce every small pebble. Scurrying into single file every time a car approaches from the rear is often unnecessary and many times dangerous. In flat Central Illinois farmland, drivers have great visibility as to oncoming traffic and take plenty of room to pass. If that pair of side-by-side cyclists will move to the right hand half of the lane, the driver can pass quite safely, thank you, and without a big ruckus as the group isn't diving for some misbegotten idea of "ride the white line safety". There are a few ideas to kick around and I don't think they're too wide of the mark. — ed.



From the acid pen of the Rumor Monger: Rumor has it that Flash Wellwood is now in training for USCF Racing next year. You should have seen the Flash at a recent out-of-town ride hopping in and out of those fast pace lines at TOSRV. Flash is becoming a real Hot Dog these days which makes it look like those roller rides really paid off from last winter. So watch out for our two new Hot Dogs on the club rides - Flash Wellwood and Macho Jack. Now I understand why a certain club member has not been on any club rides yet this year. Rumor has it that there is an attractive blonde in his love life, but he did manage to break away for the TOSRV weekend ride. So there may still be hope for him. If any member would care to see him or her-self libeled, slandered or otherwise maligned in this column, just get in touch with the R.M. you know who that is.

Musette Bag. Originated in France as a shoulder bag and used by racers to hold food. Also used to carry other small articles and can be handed to a rider while en route.

Pace Line. A racing term refers to any group of riders drafting in a straight line.

Peleton. The largest group of riders in a race. Also referred to as a pack.

Presta. A special type of tire valve sometimes used on clincher tires and always used on tubular tires.

A Toast offered at more than one Peoria Bicycle Club Chicken Run Dinner: "Here's to the Peoria Bicycle Club; may each member climb to the height of his ambition without bending a crank or breaking a chain. May he spin along the cinder path of middle life without a puncture. May he coast down the hill of declining years without a header. May he enter the valley of the shadow of death with his lamp filled, trimmed and burning brightly. May he cross the bridge without paying toll. May he pass unchallenged through the pearly gates into the celestial city not made with hands, whose streets are paved with gold and whose inhabitants, while on earth, rode (sic) a wheel and was a firm believer in the religion of good roads and a member of the LAW."

Road Race. A non-lap race held on public roads, varying in lengths, where the riders race from a starting place to a finish point.

Schrader. The most common type of tire valve, the same as a car tire valve.

Seatpost. The part that holds the saddle to the frame.

Spinning (pedals). A term referring to pedaling at a high number of revolutions per minute.

Stage Race. A road race, divided into separate stages that typically last several days. The most famous of these is the Tour de France which usually lasts between 21 and 23 days.

Toe Clips and Straps. Devices used to prevent a rider's feet from slipping off the pedal. Allows for the use of different pedaling techniques. Used by any serious cyclist because of enhanced efficiency.

Tubular Tires. Having a round cross section, the tire is sewn together around the tube, then glued or taped to the rim. Lighter and more delicate than clinchers, they are designed primarily for racing.

No July meeting because of the IVW Annual Picnic which is scheduled for July 22nd at 6:30 pm. Location is Lake Camelot and more details will follow in the next newsletter. For now, contact Jeannie McMahon at 673-6139.

Brazing. Brazing is a low temperature method used for joining lighter gauge tubing. This makes for stronger and less brittle joints. On bicycle frames, it is most often done in conjunction with lugs.

Butted Tubing. High quality frame tubing in which the wall thickness is greater at the end and thinner in the middle, so that when the frame tubes are joined together there is extra strength at the stress points. This enables frames to be built lighter.

Cadence. The rate at which a rider turns the pedals. Sixty to eighty revolutions per minute is average. Ideally, you should maintain an even cadence regardless of terrain or wind conditions by changing gears.

Caliper Brakes. Either center pull or side pull design, they squeeze the wheel rim when pressure is applied to the brake lever.

Chainwheel. The large front sprocket or sprockets attached to the pedal crank assembly.

Clincher (Standard) Tire. This is the typical bicycle tire found in America. It is more suited for city driving because it is easy to repair and can be made more durable. An inner tube fits inside the tire and on a clincher rim. This is similar to an auto tire.

ILLINOIS VALLEY WHEELM'N 1982 APPLICATION FOR MEMBERSHIP

Name _____ Phone _____

Address _____ New _____
Renewal _____

Bicycling Interests: Short, slow-pace _____ Saturday rides _____ Sunday rides _____
Local rides _____ X-country tours _____ Racing _____

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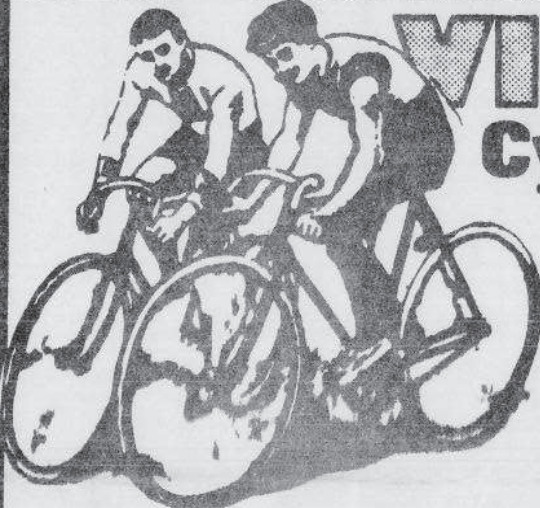
ILLINOIS VALLEY WHEELM'N RIDE SCHEDULE

JULY 1982

** LES SIEGRIST, RIDE CHAIRM'N 444-4660

Every Sat.	8:30 a.m.	Meet at Washington Square for ride through country	Ron Anderson 444-2018
Every Wed.	6:00 p.m.	Meet at Pizza Hut (4749 N. Sterling Ave. Peo.) short ride	Ron Douglas 674-3454
	6:30 p.m.	Meet at Washington Square (Washington) short ride	Les Siegrist
SUNDAY JUNE 27	8:30 a.m.	Meet at Pekin Insurance (Pekin) Ride to Mackinaw and back. 40 miles	**
SUNDAY JUNE 27	1:30 p.m.	F&F ride. Meet at Washington Square (Washington) Scenic 15 miles through country.	Andy Cowan 693-2838
SUNDAY JULY 4	8:30 a.m.	Metamora Courthouse to Lacon and back. 40 miles	**
SUNDAY JULY 4	1:30 p.m.	F&F ride. Meet at Charter Oak School (Out Big Hollow Rd. to Charter Oak Rd. go 1½ miles to C.O.) Village, school on right	Andy Cowan 693-2838
SUNDAY JULY 11	8:30 a.m.	Meet at Peoria County Courthouse. Rider's choice.	**
SUNDAY JULY 11	1:30 p.m.	F&F ride. Meet at Pioneer Park Bank. Destination according to riders' fancy.	Andy Cowan 693-2838
SUNDAY JULY 18	8:00 a.m.	Field Shopping Center (Morton) to Eureka for breakfast at American Legion and return.	**
SUNDAY JULY 18	1:30 p.m.	F&F ride. Meet at Washington Square for enjoyable journey through exciting cattle and cornfield county.	Andy Cowan 693-2838
SUNDAY JULY 25	8:30 a.m.	Peoria County Courthouse to Jubilee Park. 35 miles. Travel through mysterious Central Illinois	**
SUNDAY JULY 25	1:30 p.m.	F&F RIDE. Meet at Charter Oaks (see July 4) for conversation and conviviality.	Andy Cowan (ditto)

F&F rides are good for the novice rider. Speed and direction are dependent upon an enlightened consensus.
-----Don't see your favorite ride? Call Les and voice your preferences.-----



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