



ILLINOIS VALLEY WHEELM'N

6518 N. Sheridan Road Peoria IL 61614

PRES: JOHN WELLWOOD

TREAS: JOE MUGAVERO

V. PRES: ROD MYERS

PROGRAM: RON ANDERSON

SEC: JEAN McMAHON

DECEMBER = 1982

685-9348

How many Peoria-based cycling clubs are there in Peoria? If you answered "one", go to the back of the class. There used to be one club; its name was the Illinois Valley Wheelm'n. That was quite a few years ago. Today, there are two Peoria-based clubs; one of them is still called the Illinois Valley Wheelm'n; the other is called the Velo Racing Team. Unfortunately, the two clubs are tied to each other through a badly thought-out section of the IVW by-laws. Here is that section:

Racing Section

Racing members of the club shall constitute an autonomous group and shall have the authority to promulgate their own by-laws.

At one time, the Illinois Valley Wheelm'n and the Velo Racing Team were one club. The Velo Racing Team had not assumed a separate name. But the racers had a problem: the money they earned from their racing activities immediately went into the general IVW treasury. The racers allegedly found it nearly impossible to then extract those funds for future racing events because the tourists (the majority) were not willing to give the racers the money for a "good event".

Anyway, the racers, unable to control their own funds, asked for and received a change to the by-laws of the IVW. That change stinks frankly, and has caused nothing but bewilderment on both sides of the club. It violates the dictates of common sense to believe that the racing section can be part of the IVW and at the same time autonomous. Yet the VRT has been run separately, with its own officers and treasury. And the VRT has shown how unresponsive it is to the IVW. A case in point is the insurance problem.

The IVW explored the purchase of liability insurance at the request of the VRT, and then approved the purchase of insurance. Before the actual purchase was made, Jay Manthey (apparently acting VRT head) mentioned that other insurance had been taken care of for the VRT, an action which negated the efforts of several members of the IVW, and by-passed the entire IVW legislative process. To further boggle the mind, the VRT policy, on further examination, becomes not a real policy at all but instead a prototype.

So the IVW needs to pass the by-laws change, and separate itself from the current VRT. This is not controversial; opinions from both "racers" and "tourists" at the October meeting were either in favor or unsure; no opinions were in open opposition.

What is controversial is the imagined intention behind the change. Mr. Manthey apparently supports the change if it means the IVW is also going to create a Racing Chairperson to replace the ambiguous VRT. The change, of course, does nothing of the kind. A change in the by-laws will erase any reference to racing activity of any kind within the IVW and thereby erases the possibility of any racing group using the IVW's name in 1983.

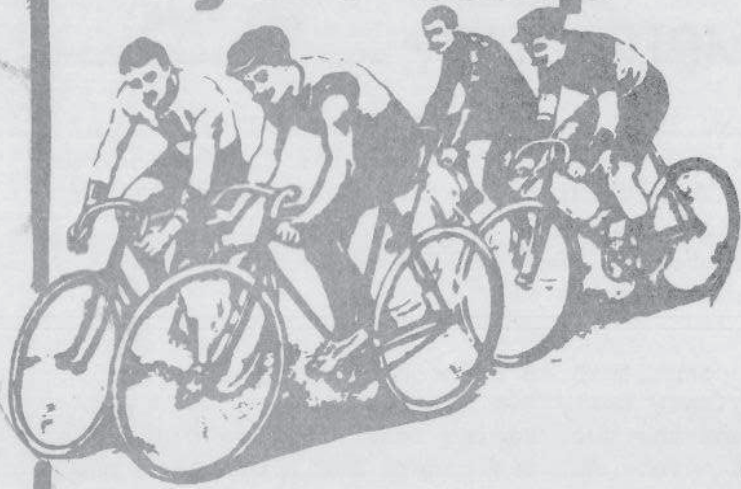
President John Wellwood stated that the proposed by-laws change would separate the VRT from the IVW. His position is also that of the Executive Committee as reflected in his last minutes of that group. The EC is the group that has proposed this change.

DUES ARE DUE

STARTING DECEMBER 1

VITESSE

Cycle Shop



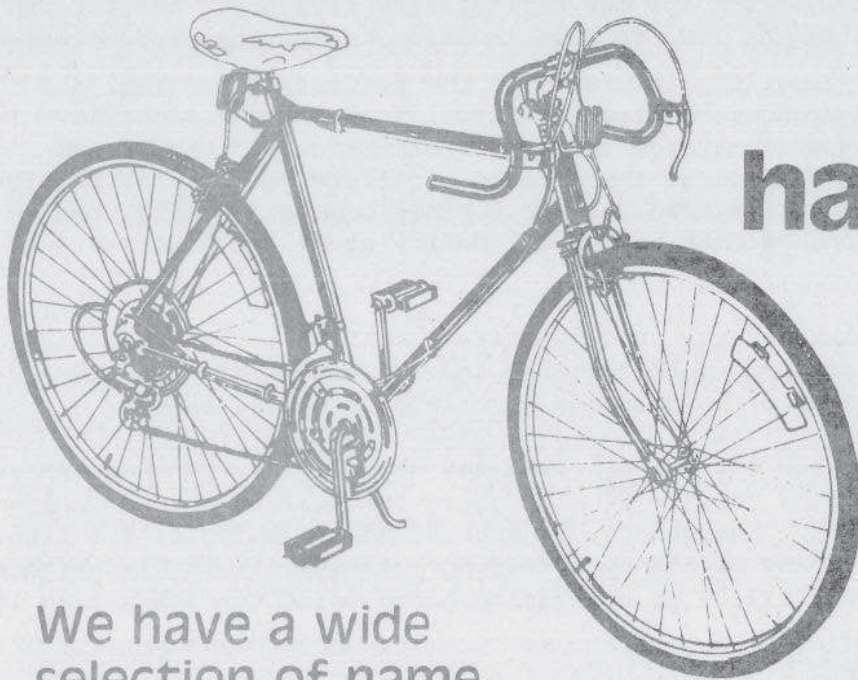
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The by-laws change is an excellent opportunity for the IVW to escape from a mediocre and potentially danger filled racing program, and concentrate on the function it can best handle -- touring. Both racing and touring in Central Illinois can be better served than by one club that tries to be all things to all people and ends up being nothing to no one.

The VRT should be allowed to keep its 30 or so dollars and whatever jerseys and helmets it might have. What worries the non-racing bureaucrats of the VRT is the \$100 or so the United States Cycling Federation requires for the VRT to become a new club, clearly separate from the IVW. What the VRT leaders should have done was to hold on to some of the approximate \$700 in their treasury earlier this year, when there was talk of a separation from the IVW.

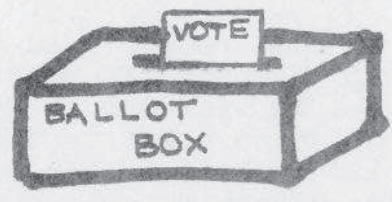
--S. Joslin, a concerned member of IVW

TIME TRIAL RESULTS - Amy Myers

<u>Oct. 10</u>	
David Julazadeh	27:59
<u>Oct. 24</u>	
Jerry Lis	26:51
Mike Gray	27:07
<u>Nov. 7</u>	
John Wellwood	31:14

ATTENTION!

ANNUAL MEETING..... SAT., NOV. 20.....
.....NORTHERN OAKS CLUB HOUSE.....6:30 P.M....
...ELECTION OF 1983 OFFICERS GOOD FOOD..
DOOR PRIZES..... \$2.25 PER PERSON.....TABLE
SERVICE PROVIDED.... FOR MORE INFORMATION.....
... CALL JOANN FOUGHT, 676-6849



1983 OFFICERS SLATE

In a small club such as the IVW your nominating committee has had much difficulty obtaining a double slate of candidates. These nominees are people who have expressed interest in running for office, indicating the desire to do a good job.

- President..... Diane Ziegler
- Vice President..... Brett Rickett
- Secretary Jeanie McMahon
- Treasurer..... June Cowan
- Nom. Comm. Betty Harper & Dave Danner

NEWS FLASH: At a recent IVW breakfast ride the riders present discovered what Santa Claus does in the off season. Santa is the flapjack cook at the Brimfield American Legion. We know this is a fact, he told us so himself. He said that he has his suit all ready to go, and will start growing his beard real soon. Santa said his schedule was starting to fill up, but if we have another bike ride out to Brimfield in December, he will be there to give us a Ho! Ho Ho!.

NEW YEARS DAY RIDE

YES THERE WILL BE ONE
CONTACT RIDE CHAIRMAN
FOR DETAILS...

Have any of you noticed a drastic decline in the population of the fuzzy, cute wooly worms? The reason for this decrease in numbers is due mainly to a certain bicyclist who goes out of his way to squish them with his wheels while out riding. Most of us take evasive action to avoid these helpless little critters..if he misses them with his front wheel, he swerves over and tries desperately to get them with the rear wheel. Yes folks, the annual migration of the fuzzies from one side of the road to the other has now been blasted.



THAT ESSENTIAL EQUIPMENT

I've never been able to give up the habit of lugging tools. It's probably a carryover from my youth, when my cars seemed to need fixing twice a day. So my bike must weigh an extra 10 pounds because of all the items I carry along--just in case.

For instance, I carry two tubes, not just one, inasmuch as I have two tires to worry about. Then there's a belt beacon, because I'm inclined to stay too long in the tavern after our rides. I need the flashlight to work the combination on my cable lock.

Extra spokes taped to the frame will prove valuable in case I break one or two. That's why I have the spoke wrench. The phillips screwdriver is for adjusting the derailleur, and the allen wrenches fit the handlebar stem bolt and the chain wheel bolts. The six-inch adjustable wrench fits nearly everything else, and it makes a hell of a lump on a dog's head.

I find room for an extra sweater and a helmet liner to keep frost off my bald head. The tube of Chapstick saves my lips and is good medication for abrasions. That white stuff in the sandwich bag is corn starch--a great comfort in hot weather. Sorry, I don't share my Preparation H. One never knows.

But most of these items I could do without, I suppose, and somehow survive. Yet there's one thing that often has made the difference between whether I finished the ride or a search party was sent out looking for me.

And that is a secret liquid I carry in a half-pint bottle in my front bag. I won't tell you what it is, but I'll tell you what it's not. It's not Gatorade.

Jack Fought

President's Report



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

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.

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

Club name (primary emphasis, locale)	Number of memberships
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 (activist)	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 (recreational)	425
Bicyclists of Iowa City (recreational)	410
Central Jersey Bicycle Club (recreational)	402

Summary of Census Results

Club size (in memberships)	0-50	51-150	151-400	401 & over	total
Number of replies	142	106	52	30	330
Percent of members who are L.A.W. members	25%	22%	11.8	17.5%	
Average founding date	1976	1972	1971	1961	
Year current affiliation with League began	1979	1976	1975	1975	
Percent of clubs engaging in the following activities:					
Recreational day rides	89%	95%	85%	90%	90%
L.A.W. merit patch rides (centuries, half, quarter and metric centuries)	65%	79%	71%	63%	70%
Holiday patch rides	46%	65%	67%	53%	56%
Overnight camping trips	53%	71%	77%	83%	65%
Weekend events of two or more days	46%	66%	85%	77%	62%
Racing	25%	30%	48%	30%	31%
Training rides	31%	36%	58%	53%	39%
Safety and/or maintenance classes	49%	67%	69%	67%	60%
Legislative activity	26%	46%	50%	60%	39%
Participation in the transportation planning process	25%	42%	50%	53%	37%
Promotion of utilitarian cycling and/or commuting	39%	48%	63%	53%	47%
American Bike Month activities	28%	27%	25%	33%	28%
Publishes club newsletter	68%	97%	98%	100%	85%
Frequency of newsletter if published:					
Monthly	57%	71%	76%	67%	67%
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%	56%
Club T-shirt	42%	57%	56%	77%	52%
Club jersey	22%	41%	63%	60%	38%
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%
How many rides scheduled on a typical in-season weekend?	1.5	1.8	2.5	4.1	2.0
During how many months of the year does club schedule rides?	9.6	10.6	10.3	10.9	10.1
What is average estimated turnout for a weekend ride?	11.1	15.8	28.6	39.1	17.9
Number of participants in largest event sponsored by club in 1981 (Not counting events with more than 1000 participants)	96	140	217	294	
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: 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%



L.A.W. BULLETIN

LEAGUE OF AMERICAN WHEELMEN

WINTER 1982

Haldeman wins GABR; wedding bells in May

Averaging 3 hours a day of rest and sleep, Lon Haldeman ground out the miles and the hours at a pace none of his opponents could match to win the first trans-U.S. Great American Bike Race (GABR). He finished the journey in a time he had insisted couldn't be done—under ten days. His time of 9 days, 20 hours, 2 minutes shaved more than a day off the record he set in 1981 during the second leg of a double crossing of the U.S. The full story of the GABR is in the October issue of *American Wheelmen*.

The latest news is that Haldeman and Susan Notorangelo are to be married in May 1983 and will spend their honeymoon trying to set several new tandem records. First they will try to break the 24-hour record of 492 miles held by two Englishmen. Then they will assault the coast-to-coast tandem record set by four men who drafted each other in 1979. That record of 10 days, 21 hours seems destined to fall before the mighty Lon and Sue if all goes well.

Susan set the current women's trans-U.S. record in July by riding from Santa Monica, Calif., to New York City in 11 days, 16 hours, 15 minutes. In May she set a women's 24-hour record of 401.6 miles.

Haldeman, who cyclo-commutes to work at a bike shop 42 miles from his home in Harvard, Ill., and Sue, a registered nurse and accountant from St. Louis, serve on each others' support teams during their frequent record-setting activities.

Haldeman is a quiet, 6'1", 185-pound, 24-year old with a certain whimsy about his accomplishments. Before the GABR he said, "I'm just going to have a good time out there, tool along. Yes, sometimes I'll sing."

In fact, to members of the public who can't conceive of the difference between riding 100, 200 or 300 miles in a day, it is hard to picture the effort of riding 2,976 miles in under 10 days. As Haldeman notes, there is no other competition like it in the field of sports, "Nothing that makes you keep going for 240 hours."

The race took its toll on all four competitors. By the end of the race, Lon could not add simple figures. Early in the race, second place finisher John Howard was almost overcome by desert heat. Shermer, who was operating on 1.5 hours of sleep every

24, at one point dozed off and rode his bike into a guardrail. Another time he had hallucinations that fellow competitor John Marino was *running* next to him. And Marino was plagued by saddle sores. Marino, who established the modern interest in marathon cycling, fought discouragement as he lagged behind the others. To bolster his spirits, the other three were transported in one of the support vehicles to meet him 35 miles from the finish.

Haldeman's only reported problem was with numb hands. Pictures at the start of the race showed he was the only one without padded handlebars.

He consumed 14,000 calories a day and actually weighed a pound more at the end of the race than at the beginning.

Howard finished 15 hours behind Haldeman, Shermer 24 hours, and Marino two and a half days behind the winner.

A crew of 60 people from ABC's *Wide World of Sports*, using 13 motor vehicles and a helicopter, shot 66,000 feet of film on the race. Plans were for extensive race coverage in January, the weekend before the Superbowl, but the football strike may result in an earlier or later rescheduling of the program.

Next year's GABR will be open to the top 15 to 20 finishers on a 300-mile qualifying course in Nevada. Anyone who lags more than 15 percent behind the leader in the actual race will be required to drop out, because of the logistics of keeping track of a spread-out field.

Why go to a bike convention?

GARY WICK
Bombay Bicycle Club
Madison, Wisconsin

Go on a bike vacation over the Fourth of July weekend? In Dayton, Ohio? I could see the puzzled looks on my coworkers' faces when I told them the news.

"Yup, I'm going to the '82 League of American Wheelmen Convention," I repeated as I walked out the factory door after work. They couldn't understand what could be exciting about a bicycle convention. After all, what's there to do but sit around and

talk about chains and sprockets? I felt sorry for them. They were spending the Fourth at the crowded campgrounds while I was on my way to a bikie's heaven.

Cyclists at the convention kept an active schedule that would draw envy from any cyclist who didn't make it there. What more could a cyclist want than what we had? Each day, three meals, more than 20 rides of all lengths to choose from, and a multitude of mini-conferences and workshops for professionals and activists to participate in.

[It was all organized by the Miami Valley Regional Bicycle Council and Committee and the Dayton Cycling Club.]

It all took place at the University of Dayton, a small college campus, one mile away from the River Bikepath that runs 22 miles along the Miami River. Now picture yourself waking up to meet hundreds of other bicyclists just for the purpose of cycling and talking shop. You're starting to get an idea of what the bike convention was all about.

The majority of cyclists there were average tourists and commuters. Not many hard core "let's do a fast double century today" racers there (although I met many strong riders on the rides), but a lot of easy-going riders. Some complained about the hills, although the roads were like Arboretum Drive. Get the picture now? Easy riding, lots of food, and...

Workshops. Everyday, dozens of workshops were offered to those interested in human powered vehicles, bicycle injury prevention, effective cycling, touring Washington, tandem riding—everything a bicyclist would want to know. Inspiration was provided by John Marino, who set a cross country cycling record. John presented his film *Psychling*, a motivational film about his 1980 trans-U.S. trip. After each showing he would answer questions and discuss his strategy for the Great American Bike Race. John's presentation alone was worth the trip to Dayton.

Of course, the convention was saturated with other activities, including a multimedia show about touring New Zealand, a German picnic dinner, fireworks, travelogues and square dancing.

At the annual L.A.W. meeting that Saturday evening, H.M. Huffman, Jr., retired president of the Huffy Corp., summed up the spirit of bicycling by saying, "You know, I've never met a mean bicyclist." And he never will, not at a bike convention.

Next year's convention will be called "GEAR-West, the League of American Wheelmen National Rally." It is scheduled for July 28-31 in Seattle, Wash.

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L.A.W. Bulletin
Editor: Walter K. Ezell
Art Director: Mary Alice Bahier

League of
American Wheelmen
National Headquarters
P.O. Box 988
Baltimore, MD 21203

ILLINOIS VALLEY WHEELM'N 1982 APPLICATION FOR MEMBERSHIP

Name _____ Phone _____

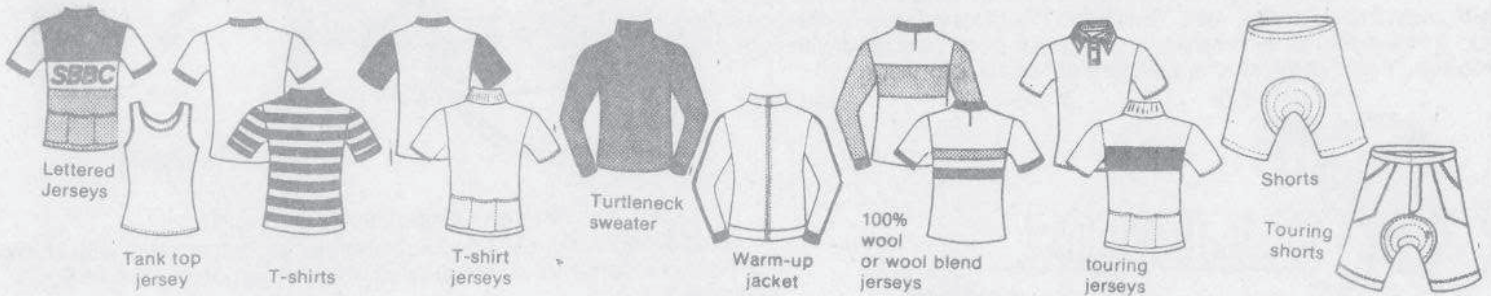
Address _____

New _____
 Renewal _____

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

Mail application and dues to: Illinois Valley Wheelm'n
 6518 N. Sheridan Rd.
 Peoria, Il. 61614

Individual \$6.00
 Family \$8.00



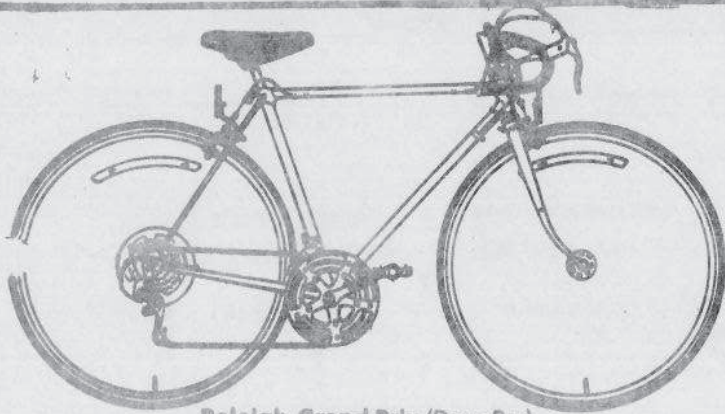
HILLY HUNDRED - 1982

The scenery was superb, weather was ideal, food better than ever and even a Dixieland band at the food stop! 30 or more of us attended from IVW ...some of the first-timers were Any Myers, Cindy Matthias, John Deushane, Mike Danner, Konrad Lindner and Jeanie McMahon. Several Brown Co. residents opened up their homes to the riders who were treated with breathtaking views of the autumn color, coffee & hot chocolate for an extra touch of hospitality. One hostess was an artist and invited us to roam through her house where she had water colors, oils, crafts, etc. on exhibit. Some of the routes were changed to include more and steeper hills but no one seemed to mind...even the walking up was fun (?) One old timer (77 yrs. Old) from Louisville won a trophy for the oldest man, a 65 year old lady, one 6 yr. old boy and two 7 yr. old girls also won trophies. The funniest remark heard on one of the steeper hills was from an overweight fellow to his bike... "You _____, you never know what gear to be in, do you?"

Ride Schedule

Saturday Mornings -- 8:30 Washington Square
 Ride length dependent on weather and riders choice

Sunday -- 8:30 A.M. Dixie Manor -- Glen Ave & War Memorial Dr. Breakfast. Weather permitting riders can ride to and from this event. It will be held until further notice or until Spring comes, which ever comes first!



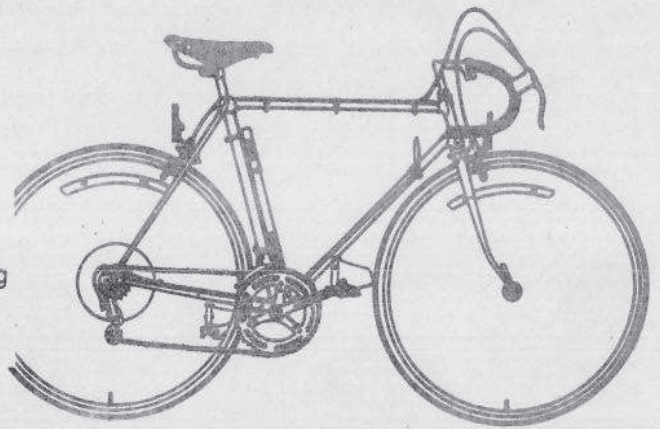
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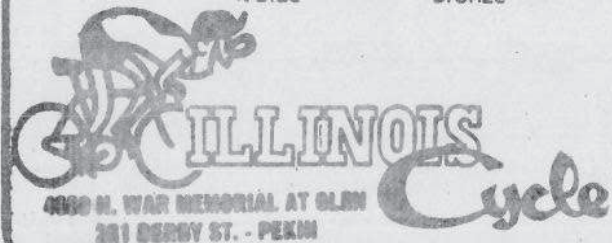
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Pearl Silver



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