

6518 N. Sheridan

Peoria Ill. 61614



ILLINOIS VALLEY WHEELMEN

MAY 1988

PRESIDENT'S COLUMN

Spring is here and with it comes BICYCLING!!! The Tuesday and Wednesday night rides have begun. All members, new and old, are invited to participate. And don't forget about the social hour at Avanti's on Sterling after the evening rides!

Be sure to mark the Pedal-In (June 4th) and Diane's Ride (August 28th) on your calendar! If you would like to help with these rides (or any ride), let me or the ride chairman know (we need your help!). I hope to see everyone on the road!

-Jean Waycuilis

GEAR DOWN WITH THE GEESE !!!!!

Take a gander at this! Plans are under way for this year's Pedal-In on June 4th. We will need twenty to twenty-five birds to help on ride day. Remember, the early birds get the best jobs!

Volunteers are needed for the following jobs:

- | | |
|-----------------------|----------------|
| -Registration Workers | -Sag Drivers |
| -Food Stop Workers | -Cookie Makers |
| -25 mile Ride Leaders | -Go-fers |

This is a great way for new and old members to share in the fun and be a part of IVW. All interested birds call our lead goose, Bill Semmens, at 685-9452.

MAY MEETING / PROGRAM

Jack and Joanne Fought will present their slides from last summer's bike trip through England, Scotland, and Outer Hebrides. They covered 2,000 miles on this lovely summertime trio all the way from the northern tip of Scotland to Land's End, England.

Come join us for the fun, fellowship, and overall GOOD TIME on May 26th, 7:30pm at Safety Town on Sheridan Road just north of Northmoor!

REAL IMPORTANT NEWSLETTER NEWS !!!

Due to unforeseen circumstances, there has been a second change at the helm of your IVW newsletter in as many months. Let me introduce myself; I'm Chris Drew and I've been riding with the IVW since 1981. I'll be sticking this thing together out of my business office and can be reached at 7324 N. University St., Peoria, Ill. 61614, (309) 692-6161.

I need STUFF to put in this newsletter so CALL ANYTIME with your contributions! Yes, really, if you have something short you may dictate it to my answering machine (it won't hang up on you; it's too polite) but please mail or deliver the longer articles as I am not good at this secretary-type transcription. Delivery may also be done anytime as I have one of those brass mail slots next to my office door which is next door to Lester's Doughnut Shop (see how easy I'm making it for you hordes of contributors!).

This newsletter is being created on a computer so if you are able to write with a word processor on an IBM compatible computer I would be very grateful to receive your prose on disk. I'll even supply a FREE DISK!!! Call about format details.

What type of STUFF do we need contributed? Here are a few categories that might inspire you:

- WANT ADS! Yes, want ads are FREE to members; just limit them to things of a bicycle nature. And you may PHONE them in!
- CYCLING NEWS! The officers of this club do not hear everything that pertains to bicycling. Help keep us informed!
- RIDE REPORTS! Would somebody volunteer to write about our rides? There are over 250 copies of this newsletter sent out each month, so let's tell about the good times we've had to the many members who didn't ride, and maybe we can encourage even greater participation! (Thanks, Ron, for the nice contribution this month.)
- WHAT I DID ON MY SUMMER VACATION (bicycle-wise)! Do you have a good story to share with us? A really neat place to partake the pleasures of the pedal? Tell us about it! You don't have to be a great wordsmith; my word processor will even correct your spelling!
- HUMOROUS ANECDOTES (JOKES)! Heard a good bicycle joke? Phone it in. I know we are serious cyclists but . . .
- SUGGESTION BOX! Too bashful at the meetings? But you have a wonderful idea or a rapier sharp critique? Here is your chance! The anonymity of the Suggestion Box is at your disposal (or identify yourself if you are of the bold persuasion).

And a quick note about DEADLINES: the 20th of the month for stories, articles, suggestions, jokes, and other timeless items; and the 25th of the month for ride schedules, important news, last minute changes, etc.

What I'm really trying to say here is that this is your newsletter and I very much need and want a lot of participation. I'll give it a good year! Thanks in advance for your help.

-Chris Drew

RACE REPORT

This is the time of the year when a lot of people purchase new bikes or equipment. Despite the fact that I really do not keep up on equipment, people continually ask me what they should buy in the way of bikes or components. This month I will try to answer some of these questions and even give some opinions of my own. Also the Peoria area has some fine and highly qualified pro bike shops for both racing and touring; their staff can guide you through the products available and help with any problems you might have.

Let's begin with the frame since this is the very essence of any bicycle. It is the part of the bike that most controls the pleasure that you will receive when riding; it is where you should put your money. High quality parts on a cheap frame is still a cheap bike regardless of the cost of components. Consult your favorite bike shop for help with geometry and tubing brands. They can explain all about double-butting, chrome-moly, manganese, aluminum, carbon fiber, etc. Just remember that quality here means you will enjoy your bike more and have it for many more years.

Next comes the wheel and here aluminum rims are the only choice. They are much lighter than steel and that means a lot when accelerating and climbing hills. Most of us use narrow rims but you should still consider the wider versions if you wish to tour or commute. The same applies to tires; skinny and light tires are great but reliability goes down proportionally.

Tubular tires are still the number one choice of racers but good ones are extremely expensive. Cheap tubulars are worse than good clinchers so expect to spend lots for performance. Get the lightest you can in both tires and rims and still maintain reliability.

In components you should look for function ahead of fad and fashion. Frequently a no-frills part works just as good and certainly costs less. All the major manufacturers make good components so don't get too hung up on names and brands. Go with the tried and true and you will be happiest here. Watch out for advertising hype; instead talk to others or your bike shop about what works well.

Now, what does the average racer use? Beats me, but I'll tell you what I am riding. The bike that I actually race on is a Japanese frame made of Tange Prestige tubing with medium quality components. The wheels are 32 hole rims with tubular tires. Actually, that is basically what the average racer uses. One can spend a lot more, but it is not necessary. This combination works very well and it is not nearly as costly when you crash or break something.

I hope I answered some questions and, if not, I warned you that equipment is not really my thing. Go for quality and function and you can't go wrong. One last thing to remember: YOU make the bike go down the road, not its price tag or looks! See you next month.

-Denny Tresenriter

Again, we remind you about Baillinois 88 - Bicycle Across Illinois on the July 4th weekend. This three day ride starting July 2nd in Galesburg and ending in Pontiac with stops in Peoria and Bloomington is a fund-raiser for the Children's Miracle Network Telethon, with all proceeds going to help Central Illinois children at St. Francis and the College of Medicine in Peoria. If you can help or want more information, call Ken Kiley at (work) 655-3714 or (home) 691-8433.

AMTRAK TOURS

This year cyclists have an opportunity to travel around the country as never before. If you want to travel with ease to a summer cycling vacation, here is some good news!

You can now ride Amtrak to many places and, in the European tradition, bring your bicycle on board as carry-on luggage. This service is now available on Amtrak for most trains in the western United States. (Some restrictions apply; call Endless Summer Tours for details.) The map our club received from Amtrak shows most of the major routes west of Chicago permit carry-on bicycles and many of the east routes permit bicycles as checked-in luggage.

Endless Summer Tours is Amtrak's travel agent handling combined bicycle and train travel. They may be reached at 1-800-345-3389.

GEAR Up in June

The first 1,000 registrants for GEAR Up '88 will get a free T-shirt as well as the usual comfortable accommodations, delicious food, pleasant bicycling, and friendly company of a rally. Held in Lancaster County, Pennsylvania, on June 3-6, the weekend event will offer bicycle rides from 12 to 100 miles long. The area is well known for its rolling hills, covered bridges, and Amish culture. Riders will glide past fields being worked by horse-drawn machinery, by farms powered by little more than windmills, and through quaint Pennsylvania Dutch towns. There will be opportunities for shopping, tours through museums, and visits to a chocolate factory and a winery. Workshops and entertainment will be offered at Millersville University, the rally's base. For more information write: GEAR Up '88, L.A.W., Suite 209, 6707 Whitestone Rd., Baltimore, MD 21207.

—BICYCLE USA News

Big Mac Arrest

According to the *Miami Herald*, Robert L. Fox rode his bike to a Fort Lauderdale McDonald's for a Big Mac and fries but got a jailhouse breakfast instead. Near midnight on January 13, Fox found the restaurant's doors closed, so he went to the still-open drive-up window. There, a restaurant employee told him that the window serves only motorists and that he had to leave.

"I felt they were discriminating against me as a bicyclist," said Fox. He persisted, cars began stacking up, and McDonald's management called the police and had him arrested for trespassing. After spending a night in the Broward County Jail, Fox was released when friends posted the \$25 bail.

Fox may have the last laugh. After the *Miami Herald* ran the story, it was picked up by the AP and UPI wire services, and CNN made frequent announcements on the issue through the weekend.

—BICYCLE USA News

WANT ADS !!!

FOR SALE: 24" Wheel youngsters 10-speed RAMPAR by Raleigh, everything works, good tires, \$65.00.

Huffy-made "BMX" kids bike, hand brake, 2-speed front derailleur, good cond., \$50.00.

20" Wheel kiddie bike, great for learning, coaster brake, \$15.00.

Tricycle, all metal, \$5.00.

All four above, call Chris Drew, 692-6161 or 699-4005.

Ride Calendar

TUESDAY EVENING RIDES

MORTON - NOVICE ride will begin at 6:00 p.m. from the Field Shopping Center in Morton. Starting mileage: 8-10 miles, increasing to 15-20 miles as season progresses. Ride Leader: Peggy Tresenriter (387-6617)

PEORIA - ride for all levels will begin from Commercial National Bank Pioneer Park branch (Pioneer Park and University) starting at 6:00 p.m. 10-20 miles. Ride Leader: Bill Wright (685-8549)

WEDNESDAY EVENING RIDES

PEORIA - NOVICE-INTERMEDIATE ride will start at 6:00 p.m. from Charter Oak School in May and from Banner School (Alta Road and Cedar Hills Drive) in June. Join us after the ride for refreshments at Avanti's on Sterling. Ride leaders and routes vary. Starting mileage: 10 miles, increasing to 15-20 miles with available daylight.

WASHINGTON - will start from the square at 6:30 p.m. Rides are NOVICE-INTERMEDIATE, 10-20 miles. Show and go.

SATURDAY MORNING RIDES are for all types of riders from novice to racer. Start from Washington Square at 8:30 a.m. and ride to a nearby town for breakfast. The length is usually around 25-30 miles. Show and go. Please park 1-2 blocks away from the square. Be considerate of people wishing to shop at the local merchants.

SUNDAY MORNING RIDES

- May 15 RIDE OF THE MONTH 8:30 a.m. NOVICE
Peoria courthouse to Morton - eat at Barb's, 30 miles. Ride Leaders: Bob and Val Jones (676-0166)
- May 22 TRESENREDITERS' ANNUAL RIDE TO SOUTH PEKIN 8:30 a.m. NOV-INT
Meet at the park in Tremont and ride to South Pekin - 30 miles. Ride the scenic hills of Tazewell county. Ride Leader: Peggy Tresenriter (387-6617)
- May 29 HISTORIC TOUR OF PEORIA 8:30 a.m. NOVICE-INTERMEDIATE
Meet in the parking lot behind Glen Oak Conservatory. 25 miles, a couple hills. Ride Leader: Ron Matuska (697-9009)
- May 30 MEMORIAL DAY RIDE 9:00 a.m. INTERMEDIATE
Meet at Freedom Hall in Morton for a 25 mile ride. Dave promises at least one good hill. Ride Leader: Dave Gardner (263-0596)
- June 5 RON'S ONE HILL RIDE 8:30 a.m. NOVICE-INTERMEDIATE
Meet at Germantown Hills Grade School on route 116 and ride to Eureka. 25-30 miles. Guaranteed flat, except for one hill. Ride Leader: Ron Chandler (698-8002)
- June 12 TOMRV ALTERNATIVE RIDE 8:30 a.m. NOVICE-INTERMEDIATE
Lake of the Woods to Chillicothe. 20 miles of rolling and flat terrain. Ride Leader: Chris Drew (699-4005)

Out of town rides that you might find interesting:

TOGIR VII	The Other Great Iowa Ride	June 18-24, 1988
LION IV	Loop Iowa's Outstanding Northeast	July 9-10, 1988
BEAR III	Bicycle Early Agricultural Roads	July 29-31, 1988
TIGER V	Tour Iowa's Great Eastern Region	August 13-14, 1988

Information on the tours listed above is available from: TOGIR TOURS,
2325 Fulton, Ave., Davenport, IA 52803

McLean County Wheelers Spring Metric 70-100 km May 15, 1988
McLean County Wheelers, P.O. Box 947, Bloomington, IL 61701

TOMRV Tour of the Mississippi River Valley June 11-12, 1988
Sponsored by the Quad Cities Bicycle Club (100 miles each day).

Apple Cider Century 25-50-75-100 mile routes September 25, 1988
ACC '88, P.O. Box 5000, Three Oaks, MI 49128

Special IVW rides for your calendar:

GEAR DOWN WITH THE GEESE, IVW's Annual Pedal-In June 4, 1988

This ride for all types of birds is not a fund raiser or a race, just a great way to see the sights of Peoria county at a relaxed pace that only a bicycle provides. You don't have to be a bicycling eagle either; we'll have rides of varying lengths (25-50-75-100 miles) to satisfy all birds, ranging from sparrow to hawk. The ride will again start at Wildlife Prairie Park, 6:30-10:00 a.m. Non-riders are invited to tour the park and view Illinois' plants and animals in their natural habitat. Fee: \$8.00 (\$10.00 after May 31, 1988) includes well-marked color-coded routes, personal maps, personalized fanny flags, great food and drink at the food stops, support vehicle service, and lots of fun! Souvenir "Gear Down With the Geese" T-shirts are available. Registration information available from Liz Benning, 12226 Lake Forest, Dunlap, IL 61525 (309/243-5206).

Prairieland Trail Ride

June 25-26, 1988

The Illinois Valley Wheelmen, McLean County Wheelers, Springfield Bicycle Club, and the Decatur Wheelers will ride from their respective cities and converge on the town of Atlanta, IL for an overnight rendezvous. Ride is in support of the Prairieland Trail rails-to-trails conversion from Morton to Decatur. Atlanta is arranging camping and/or indoor sleeping accommodations, showers, live music, dinner with the townspeople, interclub/townspeople softball game, and breakfast. Atlanta offers a well-stocked antique shop, an interesting little library and museum, and a ceramic shop. Each club will arrange transportation of baggage and persons not wishing to cycle to Atlanta and back. If you'll be going to Atlanta, but not riding, we need volunteers to transport the riders' gear. Bring money for meals - there's a good family restaurant in town for additional meals. Call Ride Leader, Ron Matuska (697-9009). Departure point to be announced.

Diane's Ride 25-50-75-100 mile routes
Southwest Peoria County and Canton area.

August 28, 1988

Making Molehills Out of Mountains

By David R. Glackin

Does the road wind up-hill all the way?

Yes, to the very end.

Will the day's journey take the whole long day?

From morn to night, my friend.

-Christina Rossetti, Up-Hill

If you spend much time on a bicycle seat, you must agree that the road seems to wind up hill much more often than it winds down. Hill climbing can be the bane of a beginning cyclist if you don't know the proper way to go about it. The right equipment, physical technique, and mental technique can make the task, while maybe not enjoyable, at least nothing to be dreaded.

Appropriate equipment can mean the difference between riding and walking on many hills. You should have a lightweight ten-speed, maintained in good condition and adjusted for correct fit. A ten-speed is superior to a three-speed because it has lower gears which reduce the amount of effort required of you. It should also have dropped handlebars, a narrow saddle, and pedals that allow the attachment of toe clips. Toe clips let you pull up on the pedal while pushing down on the other. This increases your efficiency in spreading the load between more muscle groups. You should not be afraid of using toe clips. They will not trap your feet in the pedals unless you are wearing special racing cleats. Even then, you can usually jerk your feet out if you haven't cinched down the straps too tightly.

The best equipment in the world won't do you any good if you don't know how to use it. How often have you seen someone struggling up a small hill, huffing and puffing, swaying from side to side, the pedals turning with agonizing slowness? Does this look like you? Understanding how you and your bicycle are supposed to work together can make a dramatic difference. You are most efficient when your pedaling speed, or cadence, is sixty to eighty revolutions per minute. The whole purpose of having different gears is to

allow you to maintain that cadence under varying conditions. As you begin climbing a hill, the pedaling force required to hold your speed will increase. Shift down one gear at a time, each time this force reaches moderate levels. Always ease off the power as you shift, the same as you would in a car. Derailleurs shift very poorly under load. Anticipating these shifts allows you to maintain momentum and cadence. Waiting too long can trap you in a high gear where you will slow rapidly. Try to keep your upper body as stiff as possible. Pulling on the bars can increase pedal force, but swaying back and forth only wastes energy. You should also attempt to remain seated as much as possible. Standing up on short hills or steeper sections of long hills can be effective but uses much more energy than sitting. If you find yourself standing up frequently, you are probably riding in too high a gear.

Once you have a grasp of the physical techniques, using these mental techniques may give you that extra boost for those really tough hills. Begin with the right attitude: hills are challenges not obstacles. Short hills should be attacked with gusto, longer ones with more concentration on pacing.

If you ignore a longer hill, it will go away. Stare at the top of a hill all the way and it seems to take forever to get there. Try looking straight down or just ahead of your front wheel. All hills look flat when staring down. Work on convincing yourself it really is flat. Glance thirty or forty feet ahead every few seconds to check for road hazards, but don't look all the way up more than once every thirty seconds or so. By looking at the top infrequently, your progress will be much more noticeable when you do.

If you combine these tips with practice on the bike, you may even amaze yourself at the way you fly up those previously impossible hills. You not only get a well earned feeling of accomplishment, you may find your horizons have expanded. Destinations

that once had too many hills in the way will now be within your reach. The greatest advantage to all this work, however, is that delicious feeling of superiority every time you pass some poor soul sweating and struggling up a hill that is still impossible to him.

(Reprinted with permission from the ICC Writer, Illinois Central College)

Ride Report: Sunday April 24

Because we did not follow the instructions in the newsletter, Bob Jones and I did not know of the change in plans for this morning's ride. Neither one of us called with the R.S.V.P. When 9:30 came and we were the only two riders at the Marshall County Fish and Wildlife Area we thought everyone must have gone to Lincoln for the Metric Century.

With only a state map to guide us, we followed roads that weren't on the map. We used dead reckoning to get us to Toluca for lunch at Mona's. Our route took us up a few miles of gravel and past the Sun Foundation. Eventually we came to Washburn Road. From there we zig-zagged our way to School Tax Road and to a few other un-named lines on the map.

Although we had to have a few cups of fifteen-cent coffee at the cafe while waiting for Mona's to open, lunch was great. I tried the Manicotti and Bob had a plate full of Tortellini which we washed down with our favorite cold beverage.

For the trip home we were a little adventurous and tried a different route. Bob parked his car in Washington, so we said our good-byes and finished alone.

The Woodford County offers some of the best riding in the area. Most of the roads are great, even the gravel is not too difficult. Traffic is at a minimum and the scenery is beautiful. I'm looking forward to my next ride over here.

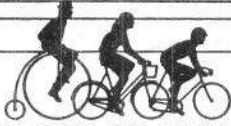
-Ron Matuska

1988 ILLINOIS VALLEY WHEELMEN MEMBERSHIP

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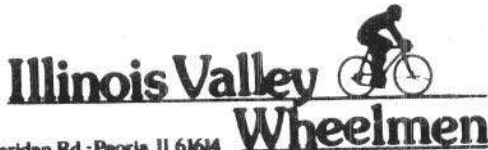
Individual annual membership \$88 \$18 introductory rate
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 (outside North America, add \$5)

Make check payable and mail to: BICYCLE USA, Suite 209 BR, 6707
 Whitestone Road, Baltimore, MD 21207
 Allow 6-8 weeks for receipt of FREE Almanac and first magazine. Offer good through December 31, 1987.

The ILLINOIS VALLEY WHEELMEN is an incorporated non-profit organization of more than twenty but less than three hundred members in the tri-county area.

Newsletters are distributed about eleven times each year through bulk third-class mail. The newsletter will not be forwarded so let the membership chairperson know if you move or are not getting your newsletter.

- PRESIDENT: Jean Waycuilis 822-0186
- VICE PRES: Liz Benning 243-5206
- SECRETARY: Marty Thompson 685-4571
- TREASURER: Bill Semmens 685-9452
- RIDE CHAIR: Gwen & Ron Chandler 698-8002
- SOCIAL CHAIR: Suzie Woodward 688-2972
- MEMBERSHIP: Wm. Overbey 691-0040
- NEWSLETTER: Chris Drew 692-6161
- EX-OFFICIO: Ron Matuska 697-9009



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