

Illinois Valley WHEELM'N

1993



APRIL

6518 NORTH SHERIDAN ROAD, PEORIA, ILLINOIS 61614

Special April 28 Meeting: TCRPC Asks To Meet IVW Members .

By Eric Hutchison

THE TRI-COUNTY REGIONAL PLANNING COMMISSION's new Bicycle Access Task Force wants direct input from the IVW general membership. Commission members want to know how and where Peoria-area bicyclists ride today. They're also seeking ideas for projects which will improve bicycle access to our community.

Please plan to attend and support IVW advocacy efforts. **Wednesday, April 28, 7:30 p.m. Safety Town, 6518 N. Sheridan Road, Peoria.**

(See related articles on pages 4 & 5.)

Elroy-Sparta Update

By Roger John

UNCLE LUKE, who swears by the almanac, says it's going to be sunny with warm days and cool nights for our Elroy-Sparta ride over Memorial Day weekend. If you missed last month's newsletter, we decided to do a "group ride" May 29 and 30. *Group* as in anyone who wants to come along—couples or singles. *Ride* as in take it easy, have fun and enjoy the comradery of fellow cyclists.

We'll meet at Wilton to ride the Elroy end of the trail Saturday. For those who want, there are two other connecting trails at Elroy. The rest of us will head back to Wilton where we'll cook up a big pot of chilli and relax around a campfire (like the movie *Blazing Saddles*—just kidding).

Sunday morning we'll meet in Wilton for breakfast (the locals put on a great pancake breakfast for cyclists). After breakfast we'll head for Sparta and the

north end of the trail. The trail connects to the LaCrosse River Trail and that trail connects to the Great River State Trail for those who want a real long ride. Those of us who will be doing the shorter route will return to Wilton. Sunday night we'll meet at a local "supper club" for walleye or some other fare.

Some may want to ride Monday, while others may want a leisurely sightseeing trip home on the backroads of beautiful southern Wisconsin. By then, the weekend will just be history and a memory to relate to friends who wished they'd have come along.

If you're hooked on the idea, you need to make reservations for accommodations NOW. Places to stay go fast for holiday weekends. Call me—I'll send you the itinerary of directions, times, etc., once it's typed and copied. Roger John, Dunlap 243-9191. [For a list of places to stay, contact Samuel Joslin at 688-0922.]

NEW MEMBERS

Kristin BestPeoria
Joe CampWashington
Jacqueline Chenkus.....Peoria Heights
Alan EnslowPeoria
Michael HernandezDunlap
David SchaufelbergerChillicothe

RENEWING MEMBERS

Robert AlexanderWashington
Allan CarrPeoria
Carol, Chris, Nick &
Steve DaggsWashington
Jan, Joel & Stan GeiszWashington
Rolla GodfreyPrinceville
Dean GretheyWashington
Chuck GulletteWashington
Carol & Steve HallockPeoria
Harold, Heidi,
Henrietta & José Hosewater Peoria
Brian HoskinsPeoria
Carol & Jack HugginsEast Peoria
Bill & Julie SemmensPeoria
Stephen Grube & Terry Threw...Peoria
Fred UnesPeoria
Dorothy VenturiFarmington
Alan, James, Karen &
Leslie Vonderhaar.....Pekin



ILLINOIS VALLEY WHEELM'N

PRESIDENT Steve Shaffer	685-4726
VICE PRESIDENT George Dudley	692-7076
TREASURER Steve Weast	446-3413
SECRETARY Jagada Kosey	676-1956
ADVOCACY Laura Otten	699-0536
Eric Hutchison	685-3921
SOCIAL Bob Wilson	579-3474
MAILING Terry Threw	699-6956
DATA PROCESSING DIANE'S RIDE Bill Clark	347-4841
MEMBERSHIP Eileen Dudley	692-7076
RIDE COORDINATOR Steve Grube	699-6956
EDITOR Samuel Joslin	688-0922

Newsletters are distributed each month through bulk third-class mail. Newsletters are not forwarded—please alert the membership chairperson one month in advance of your move. Contributions are welcome—mail to Samuel Joslin, 1318 W. MacQueen, Peoria, IL 61604. Deadline is the 15th of the month.

? of Balance

By Steve Shaffer

I'M READY for spring!!

The wind trainer just doesn't cut it motivationally, my exercise program has fallen apart and the weather has been horrible. What's a cyclist to do? Some of the options are:

1. Read *Bicycling* magazine again.
2. Clean my bike again.
3. Plan a summer cycling trip again.
4. Catch up on "honey do" projects (this is not again because I never did them in the first place).
5. Figure out how to stimulate members into action regarding our annual Pedal-In invitational ride.

Speaking of the Pedal-In ride for 1993, one person contacted me regarding the committee for the ride. I had to tell her that so far she *was* the committee. Her reaction was quite understandable, especially since she has only been a member for a year. I tried to encourage her about the job and suggested that she might be able to enlist the help of some of her riding companions. And I mentioned that numerous past organizers were available with advice and recommendations on how an event like this is pulled off. I sure hope the club doesn't let this popular ride fade away into a regular-type Saturday ride. The enjoyment

received from the club is directly proportional to the effort put into the club. All interested members wanting to contribute to the Pedal-In, contact me at (309) 685-4726.

Some other interesting news is that Sue Brown of the *Journal Star* is doing a feature story on cycling in Central Illinois and has requested our input about cycling and about the club itself. The story should appear in an April edition of *Que* magazine. Don't be surprised if a JS photographer shows up at one of our rides to shoot some pictures.

Did anyone attend the CABDA show this year? [YES, INDEED—ED.] I took my youngest son (Brian) up there on Saturday and was pretty much disappointed with what I saw. It looked like about 25 percent of the space went unused with fewer bike manufacturers represented than last year. The highlight of the trip was the drive home through some of the heaviest snowfall I've ever driven in. Not only was the snow heavy, but I took an unfamiliar two-lane highway that would have been great if I was driving a Lotus Esprit Bi-Turbo on a hot sunny day (but if it was hot and sunny, I'd be on my bicycle!). Well, enough dreaming, I'd better get home. See ya on the road.



AT THE CABDA SHOW. The Adams Trail-A-Bike is a Canadian version of an old English design. The attachment is marketed as a solution for children too big for a child seat or trailer, yet without the endurance to ride long distances on their own bicycles.

According to Delbert Adams, president of Adams Cycle Works of Kingston, Ontario, the combination of a low center of gravity and the fact that 2/3 of the child's weight is on the rear wheel (single model) means the trailing machine has little effect on the adult's bicycle.

Available in both single and tandem (shown) models, Trail-A-Bikes cost from approximately \$320 to \$620. The single Trail-A-Bike has been in production for 2 1/2 years. The company employs five people. For more information, call 613-384-5568.



TIRE TRACTS

BY SAMUEL JOSLIN

YA GOTTA SIGN UP, gotta sign up in the morning. The IVW has created a new sign-up sheet for rides with ride leaders (not for Show-n-Go rides). Everyone attending rides featuring ride leaders will be asked to sign the sheets, which contain the IVW Rules of the Ride:

- 1) Please ride no more than two abreast—single file in traffic and at intersections.
- 2) Pass only on the left—and announce your intentions.
- 3) Create space in large groups to help motorists pass safely.
- 4) Maintain a safe distance from the rider ahead of you.
- 5) Check all intersections for traffic. Avoid “group think.”
- 6) If you stop, please pull completely off the road.

Below the Rules of the Ride is a note which says “the IVW strongly recommends that you wear a helmet.” After the leader fills out the information on that days ride (distance, temperature, wind, etc.), the sheet will be mailed to me. Thus, the club will finally get ride reports into the newsletter. In addition, Eileen Dudley will take note of the non-members listed and send them a complimentary newsletter plus an invitation to join.

CABDA, ABBA DO! The apparent quality of any event depends on whom you get your reports from. While others hoped for the appearance of more custom-frame builders, or simply more exhibits, I found the 1993 Chicago Consumer Bicycle Show to be successful because of the number of visitors in attendance.

According to the Chicago Area Bicycle Dealers Association (CABDA), sponsors of the two-day show, over 10,000 people paid to get into Pheasant Run Resort in St. Charles, IL, up from 8,000 last year. Fifty-five exhibits were featured, up from 35 to 40 booths at the inaugural event.

For Keith Mistrick, president of CABDA, opening day started at 4:15 a.m., as he put the final touches on the show. Seven hours later, Mistrick said 2,500 visitors were in the exhibit area. NOTE: According to news on the League of

Illinois Bicyclists electronic network, the '94 show is slated for the O'Hare Expo Center.

THE KING OF CABDA. King Klopfenstein, a retired director of engineering for a packaging machinery company, displayed a 12-speed, arm-powered tricycle. The machine—propelled by rowing the handlebars—was developed for people on crutches or in wheelchairs. “The tricycle was a way for me to design something relatively simple, and I’m getting a lot of encouragement from handicapped people and their therapists.”

The most remarkable feature of the bicycle is already patented. “One of the problems of the reciprocating handlebar was that it could affect the stability of the front steered wheels,” Klopfenstein said. “In this design, the geometry is such that there is no interaction between wheel turning and propulsion. That is accomplished by having the pivot of the push-and-pull pass through the arcuate motion of the rod end bearings.

“I’ve sold one tricycle and a couple more are verbally sold. The one already sold was purchased for a seven-year old. It can be adjusted as the child grows.” For more information, write King Klopfenstein, 10 Drake Terrace, Prospect Heights, IL 60070.

CABDA’S RIDE FOR THE RUBLES. Mary Szpur, representing Goulash Tours, Inc., of Kalamazoo, MI, was promoting a tour from Moscow to St. Petersburg, July 5 to July 26, as “the ideal tour for the independent traveler.” According to the Goulash brochure, cyclists will pedal about 40 miles per day across generally flat terrain.

In keeping with its somewhat spartan nature, the tour calls for a bit of self-reliance. While riders can call on the aid of Russian and American cycling guides, they will be expected to carry their own gear—no sag wagon. Accommodations are simple: austere hotels, spartan hostels, private homes and camping.

According to Szpur, the tour company has 14 years of experience in Eastern Europe. Interestingly enough, when not promoting Goulash, Szpur is a commercial real estate appraiser. For more information, write Goulash Tours Inc., 1707 Olmstead Road, P.O. Box 2972, Kalamazoo, MI 49003, or call: 616-349-8817.

You’ll find more pictures and stories about CABDA on pages 2, 9 and 10.

“Over 10,000 people paid to get into Pheasant Run Resort in St. Charles, IL, up from 8,000 last year.”

**THE CHICAGO-PEORIA
INTERSTATE, OR, HOW
MANY MILLION \$\$ DOES IT
TAKE TO MAKE THE TRIP 15
MINUTES SHORTER?**

So far, our local candidates’ only transportation issue appears to be an eight-lane high-speed umbilical cord to our up-state, big-shouldered brother city (which would be quite a biological trick—ed.). Since we’re not yet completely surrounded by interstates in Peoria—termed “rings of terror” by most bicyclists—we realize that everything, including the news, travels a bit slower here. As a public service I’ll pass along a comment recently heard at the St. Louis Transportation Planning Conference (attended by the Federal Highway Administration), the U.S. interstate system is considered basically complete. *Finished.* The end. It’s time for Peoria to look in the mirror for more creative, efficient and fun transportation solutions. Bring anything to mind?

—Eric Hutchison

**The TRPC
directs ALL
ISTEA MONEY
for bicycle
projects (road
and trail) for
the Tri-County
area, including
Peoria, East
Peoria, Morton,
Pekin,
Washington
and Chillicothe.**

**MAKE
A
DIFFERENCE**

*attend the
special
7:30 p.m.,
April 28
meeting at
Safety Town.
Call Eric for
more info:
685-3921*

**Advocacy News
& Views**

By Eric Hutchison

IDOT RESPONDS TO IVW PROPOSALS—BICYCLE TASK FORCE WITH TCRPC. Responding to our list of 22 bicycle-access proposals for the Peoria area, IDOT has recommended a joint task force chaired by the Tri-County Regional Planning Commission (the group responsible for channeling federal ISTEAA* dollars to Peoria area). According to Bayo Adanri, who will lead the effort at the TCRPC, members of the bicycle accessibility task force will include representatives of the IVW, city/county/state traffic engineering departments, the Peoria Park District, Friends of the Rock Island Trail and the Peoria Police Department.

TCRPC Director of Planning John Boyle recently told IVW member Sheryl Hansen that his organization's role was to consider the needs of all cycling groups—recreational riders, serious cyclists and bicycle commuters—and decide which projects will receive the most use and thus have the best chance for funding. He feels that projects which could enhance bicycle commuting will carry the most weight with Springfield legislators and IDOT. (An improved commuting network will also benefit recreational riders.) The task force will look for public input data to support potential projects. The local bicycle-use database is weak (basically nonexistent).

The first task force meeting will be in early May during Bike To Work Month. Before it takes place, I will meet with committee chairman Adanri to explain our 22-project plan. Sheryl Hansen of the IVW is drafting a survey to find out how and where Tri-County residents would ride if the roads/trails network were improved.

IVW RAISES BICYCLE ISSUE IN MAYORAL/COUNCIL ELECTION. At a recent candidates' forum night, candidates responded to the following question, posed by the IVW: The new federal transportation budget—ISTEA—now recognizes the bicycle as a practical and efficient alternative vehicle for common low-mileage car trips (shopping, commuting and recreation). How will Peoria plan for improved bicycle access to help bring ISTEAA funds to our area?

JIM MALOOF (Peoria mayor) commented that the question was most unusual. Discussed city's drainage grate improvements (had vivid recall

of IVW member Al Silzer's accident and subsequent visit with Maloof). Mentioned new Robert H. Michael Bridge (4' shoulders) and planned connections with riverfront trails.

LEONARD UNES (councilman and mayoral candidate) related bicycling to environmental issues including clean air and recycling. Mentioned improved street grates, support of Pimitoui Trail and improving the downtown environment.

GARY SANDBERG (2nd District councilman) mentioned recent ISTEAA enhancement applications for trails and the IVW's interest in the Forrest Hill/Gale avenues upgrade project. When questioned after meeting for details about Forrest Hill item, he replied I'll check into that."

DREW CASSIDY (2nd District council candidate) Said he had no experience with the issue and therefore didn't want to comment.

NOTE: Moderator Lynn Cartwell selected this question early in the evening; she guaranteed that it hadn't been asked before. While the special treatment was appreciated, the IVW's task is to make bicycle access a very routine issue.

This month's Peoria election is a prime opportunity to begin this process. The following candidates' events are mostly informal and open to the general public. It is common to take questions in writing at the start of the event. Please call me if I can help phrase a "friendly" question. Remember, recognition and support—not attacks—are the objectives. Eric Hutchison, 309-685-3921.

Meet The Candidates Calendar

- March 28 6 p.m.Debate at Apollo Theater, downtown Peoria
- April 3 6 p.m.Brimfield High School, Pork Chop Dinner
- April 7 6:30 p.m.Westminster Church Moss Avenue, Peoria
- April 8 6:30 p.m.Mark Twain Hotel, Packard Room, Peoria
- April 15 7:30 p.m.Holy Family Church, Sterling Avenue, Peoria
- April 20 Election Day...Vote!...Vote!...Vote!

These dates are tentative. Please call to confirm:

- Maloof campaign headquarters.....681-1993
- Unes campaign headquarters681-9217

IVW PRESENTS ACCESS PLAN TO CITY ENGINEERS. On February 23, IVW members Bill Clark, Jim Wittmer and Eric Hutchison met with Peoria traffic engineers Jim Finley and Al Schneider and urban planner Gene Lear to discuss the club's 22-project plan to improve bicycle access in the Peoria area.

Schneider is assembling a city bicycle access plan to be presented to the City Council after the election. We gave him Peoria maps showing "before" and "after" bicycle accessible streets and the locations of our 22 proposed projects. Schneider, who has bicycle commuted downtown, offered some of his own additions to our basic plan.

We offered our further assistance and presented the officials with additional reference material to share with the Traffic Engineering Department, including the Effective Cycling video, a Madison, Wisconsin, bicycle map and a notebook from the Transportation Planning For Livable Communities seminar I attended in St Louis.

BICYCLE ACCESS PLAN DISTRIBUTED TO PEORIA COUNTY—IVW "COVERS THE WATERFRONT." We mailed the latest version of our bicycle access plan to Dale Page, head of the Peoria County Highway Department. Prior to this, we met Page at recent public meetings and mentioned our proposal list. Considering the new bike lanes in West Peoria—a county project—the county could be our most receptive audience. This

completes our first contacts with all the major government bodies that design Peoria's roadways—city, county and state.

BICYCLE ACCESS DISCUSSED AT MIDWEST TRAFFIC ENGINEERS' SEMINAR. A regional traffic engineering seminar held in Peoria featured Alex Sorton from the Traffic Institute of Northwestern University. Mr Solton's topic was "Integrating the Bicycle into Traffic Mix." We thanked Seminar Director Jim Baumann—our main contact at the city Traffic Engineering Department—for taking this initiative. We sent copies of the recognition letter to city manager Peter Korn and director of public works Steve VanWinkle.

IVW DEFENDS ISTEAM FROM JOURNAL STAR ATTACK. On March 3, we (Samuel J. & Eric H.) responded to a *Journal Star* editorial in which the paper had referred to ISTEAM and its enhancement program as government gone mad. Scenic historic projects recently submitted by Peoria groups were singled out for ridicule, while bicycle/pedestrian projects were referred to by the paper as "warm and fuzzy." We pointed out the need for bicycle projects and suggested that the club's 22-project list would be a fine use of ISTEAM money in the future. We also called for the paper to submit its own project—a bicycle/pedestrian link between lower Grandview Drive and Harvard Avenue through the *Journal Star's* parking lot. On a related note, the paper has followed up with a request for a feature story on the IVW.

Chillicothe News

By Matt Campbell

ROUTE 29 THROUGH CHILICOTHE will be widened from 40-feet to 60-feet according

to plans unveiled by Illinois Department of Transportation engineers at a public meeting held at Pearce Community Center, March 10.

In addition, bicycle-sensitive traffic signals could be installed at two intersections along Route 29: Cloverdale and Walnut Street. Letters from IVW members are needed to promote the inclusion of bicycle-sensitive signals at these locations.

Land acquisition beyond the department's

current plans was cited as the main block to increasing outside lane width (AASHTO* guidelines call for a 14-foot minimum on roads with shared bicycle/car traffic). Less heavily travelled streets running parallel to Route 29 were suggested by engineers as acceptable alternate cycling routes.

While alternate roads to Route 29 exist and avoid traffic congestion within Chillicothe, the highway leading into and out of Chillicothe is not bicycle-friendly. Until wider outside lanes or bicycle paths are created along Route 29, it will remain less than bicycle-friendly.

EDITOR'S NOTE: Ask for bicycle-sensitive traffic signals. Remember, even if you don't ride Route 29, you probably cross it to reach the downtown business area. And if you agree that Route 29 needs wider outside lanes, mention AASHTO's suggested minimum width for shared bicycle/car traffic (14-feet) and suggest that the street be striped with narrower inside and wider outside lanes. This approach would make a more rideable road without increasing overall width beyond the currently proposed 60 feet.

—Samuel Joslin

"Schneider is assembling a city bicycle access plan to be presented to the City Council after the election."

ALTERNATIVE RADIO AVAILABLE IN PEORIA.

Speaking of improved access to life's finer things (like bicycling), Peorians can now tune in to jazz, blues and acoustic music (during daylight hours!), courtesy of a power boost by Bloomington/Normal public radio station, WGLT. If you consider the choice of local radio offerings to be basically your own CDs or silence, tune into FM 89.1 for some fresh air.

—Eric Hutchison



Concerned members should write the Illinois Secretary of Transportation at the following address:

Kirk Brown
Secretary of Transportation
Illinois Dept. of Transportation
2300 South Dirksen Parkway
Springfield, IL 62764.

The Hawaiian Box Step

By George Dudley

had no fancy tour plans. So she gave them to Team Dudley. We had no plans then either, but had received a couple of others, so the comparison game started. While we're in the impractical phase, may as well shoot for the moon. We compared Hawaii trips, and liked the Bicycle Adventures write-up best. So, half in jest, we asked Sheila and Reid Hansen if they'd check out the brochures and consider the February trip. Next time I saw Sheila she said their deposit was in. Oops!

There is was, about Labor Day weekend (Midwest Tandem Rally weekend for most of us). The bills for our daughter's August wedding were still coming in, yet we were committed to an extravagant trip—an extra-extravagant trip. Oh well, better do it before we're too old and feeble. One issue loomed as large as the question of how to pay for it—the trick of getting the old Santana there and back—intact—from Peoria.

We soon learned flights all had to be by jet, so our options diminished somewhat and the fare went up accordingly. I called Santana and talked to Bill who answered the phone. We talked about ten minutes about flying around with tandems. He was reassuring and full of practical advice. It took me a while to realize I was talking to head man Bill McCready. Very impressive, but I digress.

We begged a Santana box from Russell's Cycle and I went to work on it. First, 1"x2"x10" skid cleats were attached to the bottom. Then, a set of 3/8" plywood reinforcements about 16" high were attached to the ends and sides. The pieces were glued to the surface with Liquid Nails. Finally, a quart of shellac went on. After all, it does rain in Hawaii and I didn't want the box dissolving out on the tarmac in a tropical rain.

The Santana box is a big dude because it leaves the wheels on. Yet it still requires some fiddling with the rear fender and, naturally, the removal of the pedals and handlebars. We put the loose stuff in old socks, and worked the

IT STARTED INNOCENTLY enough. Peggy had brochures from Vermont Bicycle Touring and Bicycle Adventures and

bike, front and rear bags, helmets, spare tires and water bottles into the box. Now we had a BOX 100" long, 40" high and 9" thick that weighed around 70 pounds. Fortunately, it has hand holds in the side, so it could be toted fairly easily by two people.

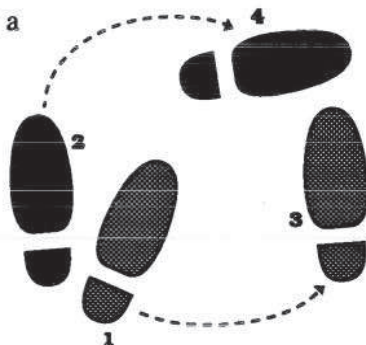
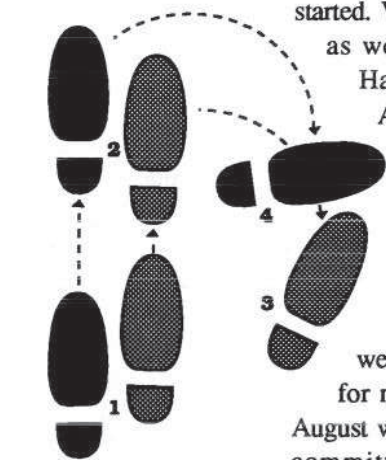
February 11 arrived cold and dreary. We had stuffed the BOX into the van the night before and were off to the airport for a 6 a.m. departure. In spite of all assurances I was still wondering what I'd say if the lady at the counter said, "You think you're taking that on the plane?" The BOX grew to the size of a blimp in my mind as we made the 15-minute run to the airport. As it turned out, all that stood between the BOX and the airplane was the \$45 ticket, which we'd been expecting. No one likes to pay for transporting their bikes, but bike rental would have been \$150 each. We were still ahead of the game.

Our first plane change was in Denver. We were late getting there, ran between planes and barely made the connection to Los Angeles. Then we spent a lot of time in L.A. before the long haul in a DC10 to Honolulu. We got there around 4:30 p.m. Our first impressions included brilliant sunshine, a temperature of about 80 degrees, and flowers and their fragrance all over. We were directed to the Wiki Wiki bus for the run to the Hawaii Air terminal for the flight to the big island. The bus ride seemed to take forever and involved a transfer in the vicinity of the terminal area. We later learned Wiki Wiki means quick quick. Right!

It had recently quit raining when we got to Hilo. Guess what—our baggage didn't make it. Maybe that was O.K., because there was nothing in the taxi stand big enough to haul the BOX. We had gone a day early for a little extra decompression time, and to allow time to get the bike fixed in the event of an event in transit.

Our luck held. After dinner, the BOX and the rest of our stuff were waiting for us at the hotel. It had been a long day so we stored it for the night. The next morning, the tandem went together with a minimum of fuss and we were in business for our exploratory ride.

Later that afternoon we were sitting in the open air lobby of the hotel when a couple came in bearing a box (not a BOX). He was directed to the storage room where our bike and BOX reposed. He came back shortly thereafter and told his rear admiral, "Hey, there's another tandem in there—a Santana."



"In spite of all assurances, I was still wondering what I'd say if the lady at the counter said, 'You think you're taking that on the plane?'"

Debbie and Allan Casanova had brought their Burley in a Burley box, wheels off. That makes for a considerably smaller and more easily handled box. It also makes for somewhat more set-up time.

Obviously, what follows getting bikes set up is the tour itself. The description of that, in detail, would by far exceed any reasonable article length. But it must get a few words.

It was a once in a lifetime, wondrous experience for us. Eileen, who hails from Trinidad, said Hawaii was the most beautiful place she had seen. It was a completely different, first time experience every day. Tropical rain forest, a Yosemite-like valley, a gigantic cattle ranch (complete with cactus), deserts made of lava flows, whales jumping practically on the beach, live and dormant volcanos to explore, snorkeling on coral reefs . . . Wait! I'm out of breath.

Speaking of out of breath—we *climbed*. I doubt there was a day we climbed less than 3500 feet. Some climbs were moderate to long middle-chaining climbs, and some were deceiving granny-gear things that looked like they should have been flat or even downhill. They were challenges for February legs that hadn't ridden since Halloween weekend!

But the ups were followed by the greatest downs we've ever experienced. And the morning ups and downs were followed by great al fresco lunches on the beach, provided by our guides, Rich and Nanne. The afternoon rides all ended at good interesting hotels or B&Bs. We went to great places for dinner and tended to gorge. Best of all—since everything was prepaid—we felt absolutely no guilt.

The twelve riders on our tour were literally from coast to coast. Compatibility was 100 percent. Our guides were accomplished riders, mechanics and hosts. We circled the island counter-clockwise from Hilo. Some of the other touring companies do it the other way around, but we liked our way better because it put the Kilauea Volcano at the end. I think that made for some better downhill.

I was ready for two or three more laps, but the fun had to end sometime. At the end of the last day's ride, we arrived at the Hawaii Nanioloa Hotel for showers and to get ready to go home. Team Dudley was taking an extra day on Hawaii, and a day on Oahu post-ride, but everyone else, except the guides, were flying out that evening.

While Team Casanova retrieved their box, I wandered off, put the bike in the storeroom and started the disassembly process. Thirty minutes later, I went out to watch the Burley being boxed.

The Casanovas were already done and off to the showers. Rich and Nanne said they looked like an Indy pit crew at work, and I missed the whole thing!

So I went back and stuffed our steed in the **BOX**. The next day, we took advantage of a free car rental coupon and retraced our tracks to some favorite places, including the ice cream shop in Kapa'ua and the horse corral on Parker Ranch. We peeked down the Waipio Valley, looked across to Maui from Kamehameha's birthplace, retraced some of the Ironman route, eyeballed a few whales and went back to Cafe Pesto in Hilo.

On our last day, we visited the Arizona Memorial in Pearl Harbor and took a look at good and bad tourist spots along Waikiki.

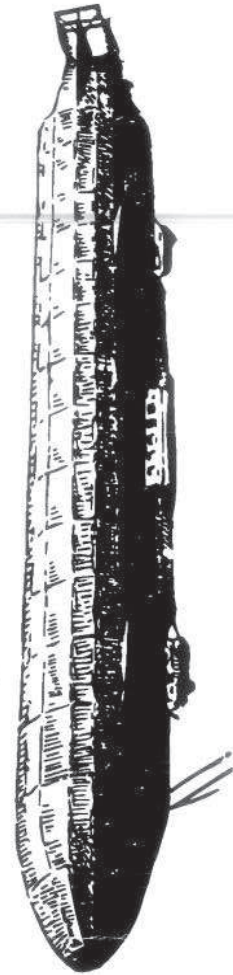
So now, here's the tale of the carton:

Through my carelessness in packing and padding for the homebound trip, our bike lost some paint off the top tube where the handlebar worked on it. I hated to lose that 13-year old Iron paint—we'll never be able to patch or match it. The handholds on the **BOX** were reinforced with lots of strapping tape for the return trip, but they didn't hold up under one-side-only handling. Apart from that, the bike was unmarked when we got home.

However, we were a little unhappy with Hawaiian Airlines, who nixed us not for \$45, but \$65, to haul the **BOX** out of Hilo. At times like that, there isn't much point in protesting. After all, Rich from Bicycle Adventures got us to the airport on his own time, so things sometimes even out.

After talking to Allan Casanova about his experience, I believe the smaller the package, the better. The handling difficulties of the wheels-on Santana **BOX** outweighed its advantages—protection from crushing and end loads.

Anyone have a Burley box? We want to go again sometime.



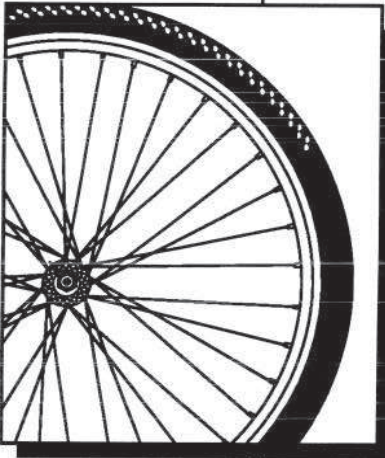
George Dudley is vice-president of the Illinois Valley Wheelm'n. Eileen and George will present a slide show of their Hawaii trip at the May IVW meeting. Watch your next newsletter for information on meeting time and location.

Down & Dirty

By Matt Campbell

You just bought a mountain bike but don't know where to ride it? You're invited to come ride with "The Mudpuppies," at Jubilee College State Park. The Mudpuppies ride every Saturday (weather permitting or not), starting around 1:00 p.m. Rides usually consist of moderate to difficult skill levels, covering everything from cross-country trails to technical singletrack. Newcomers are welcome regardless of skill level (we were all beginners once). For more information and directions, call

Matt Campbell at (309) 274-4392 (evenings). NOTE: All riders must be familiar with International Mountain Bike Association (IMBA) rules of trail riding [see article—ed.] Also, helmets are strongly recommended.



Mackinaw Ride for the Environment

From Press Release

BICYCLISTS RIDING from Bloomington, Peoria and Washington are scheduled to meet in Mackinaw on Saturday, April 17 in celebration of Earth Day. After a noon lunch, the assembled group will listen to Guy Fraker of the Nature Conservancy speak about the Mackinaw River. According to the ride's organizing body—Earth Day Coalition '93—the Mackinaw Ride for the Environment is designed to call attention to global environmental problems and, at the same time, offer local solutions.

Bloomington cyclists are scheduled to meet at Maxwell Park at 9:30 a.m.; Washington cyclists will depart from "town center" at 9:30 a.m.; Peoria riders will leave from Campustown on Main Street at 9:00 a.m. For more information, contact Nick Paweski in Peoria at 673-0098 or Lyle Marshall in Bloomington at 454-7178.

**FOR SALE:
TREK 2300 FRAME & FORK. 50CM. EXCELLENT
SHAPE. \$400.00 OR BEST OFFER.
CALL ALAN AT 682-8777.**

INTERNATIONAL MOUNTAIN BIKE ASSOCIATION RULES OF TRAIL RIDING

- **RIDE ON OPEN TRAILS ONLY.** Respect trail and road closures (ask if not sure), avoid possible trespass on private land, obtain permits and authorization as may be required. Federal and state wilderness areas are closed to cycling.
- **LEAVE NO TRACE.** Be sensitive to the dirt beneath you. Even on open trails, you should not ride under conditions where you will leave evidence of your passing, such as on certain soils shortly after a rain. Observe the different types of soils and trail construction; practice low-impact cycling. This also means staying on the trail and not creating any new ones. Be sure to pack out at least as much as you pack in.
- **CONTROL YOUR BICYCLE.** Inattention for even a second can cause problems. Obey all speed laws.
- **ALWAYS YIELD THE TRAIL.** Make known your approach well in advance. A friendly greeting (or a bell) is considerate and works well; don't startle others. Show your respect when passing others by slowing to a walk or even stopping. Anticipate that other trail users may be around corners or in blind spots.
- **NEVER SPOOK ANIMALS.** All animals are startled by an unannounced approach, a sudden movement, or a loud noise. This can be dangerous for you, for others, and for the animals. Give animals extra room and time to adjust to you. In passing, use special care and follow the directions of horseback riders (ask if uncertain). Running cattle and disturbing wild animals is a serious offense. Leave gates as you found them, or as marked.
- **PLAN AHEAD.** Know your equipment, your ability and the area in which you are riding—and prepare accordingly. Be self-sufficient at all times. Wear a helmet, keep your machine in good condition and carry necessary supplies for changes in weather or other conditions. A well-executed trip is a satisfaction to you and not a burden or offense to others.

Sweet Dreams

By Carol Hallock

LAST EVENING at the Pimiteoui Trail meeting, the talk came around to adults sharing sleeping spaces on a large open-air platform, specifically in Peru while a fellow-member was vacationing there. Most of the members saw nothing wrong with that. Certainly, I saw nothing wrong with it, as the discussion stirred memories of an experience which took place when I was 39 years old and still living in Eureka.

Immediately after separating from Charlie two years earlier, I had become active with the Illinois Valley Wheelm'n. This was a difficult time for me, and I had no desire to sit in a dark corner of my bedroom while my body and soul shriveled. Instead, I volunteered to be ride chairman for the IVW; and, because I asked others to lead the bike rides, I felt obligated to show up on the outings. I did a lot of riding for two years, culminating in several 50- to 100-mile bike rides in one day at out-of-town invitational rides in 1977.

That year, my friend, Shirley Witges, and I joined forces to make a trip to the Hilly Hundred invitational—two days of riding in the hills, 50 miles each day. In order to save on expenses, we signed up for sleeping bag space in the Bloomington, Indiana, high school gymnasium. We arrived about 9 p.m.

on a Friday evening to find the gym floor covered with sleeping bags, declaring those spaces occupied. Shirley and I were assigned to a space in an alcove on the balcony which looked out over the gym floor. When we lay down to sleep on our sleeping bags, we found our heads within inches of someone else's feet. We lay crisscrossed in the alcove with maybe a hundred other bikers. Shirley became acquainted with someone lying within an arm's reach and spent a couple of hours talking intimately and softly-voiced to a young man her own age. I listened and then drifted off to sleep, pleasantly pleased with this romance taking place within my piece of the world.

The next night, we each felt the need for sleep—which had been difficult to come by the night before—without the murmurings from hundreds of other people. This evening we waited for the officials to retire, and we crept quietly, sleeping bags in hand, out of the alcove, down the stairs and into the school area. We found a deserted hallway where we rested peacefully and undisturbed until morning.

Carol Hallock is a long-time member of the IVW and president of the Pimiteoui Trail Association. The PTA sponsors hikes within Peoria's trail system and out of town. Call Carol at 688-1165 for hiking information.

AT THE CABDA SHOW. Ted Sanders, 70, got interested in cycling 10 years ago. Now District 8 representative of the League of American Wheelmen and sparkplug behind the League of Illinois Bicyclists, Sanders estimated he works 30 hours a week on LAW, LIB and Chicagoland Bicycle Federation projects. A retired math teacher and teacher's union activist, Sanders explained his high level of involvement in cycling this way: "Part of it is my nature: I'm an organizer—an advocate—and that's what cycling needs." Asked what the first step anyone should take to promote cycling, he simply answered, "Join LAW." For an application, call the editor at 688-0922.



Ask Dr. Derailleur

A friend and I have a bet going on this, so we're hoping you can settle this nagging question once and for all: Do wheels rotate or revolve?

—Amiable
Arlene,
Toulon



It's a question people have asked themselves for years—especially if they were being graded on the correct answer in their seventh-grade English classes. Surprise: wheels neither rotate or revolve—they spin! In fact, spin control was the last major development in bicycle technology before the machine's widespread acceptance in the late 1890s. Historical note: Cyclists in prehistoric times—who were known for their devotion to salt tablets—actually believed that bicycle wheels didn't turn in response to human power applied to the pedals, but rather that the motion of the earth beneath the bicycle caused the wheels to move. The earliest training wheels uncovered by archaeologists date from this time.

—D.D.

MJF In The Southwest Proctor In The Mud

IVW

feet wet during early season racing in Arizona. Racing in the \$5,000 Glendale Criterium—just outside of Phoenix—Chris Creed battled “miserable, rainy cold” and avoided a number of accidents to take tenth on the short—half-mile to each lap—course; only 40 of the original 82-man field finished.

One week earlier, Travis Sworie captured third in a criterium and fifth in an 89-mile road race during the Tucson Gran Prix. During the criterium, held on a 1.1-mile course, Sworie broke from the field and, with two other riders, quickly proceeded to lap the field. Finishers behind Sworie included, the Canadian road champion, Denmark’s criterium champion and Jeff Pierce—a competitor in the Tour de France.

Creed, Sworie, Favus and fellow member Mitch Murphy will participate in a four-day stage race in Bizbee during late April. The Bizbee series will be the group’s last race before they head back to the Midwest for a full summer of racing.

While the Favus favorites were getting soaked,

PEORIA’S MJF/Vitesse racing team recently got its competitive

Bob Woo, member of the Proctor Cycling Team, was getting downright filthy. Woo scored two top-five cyclocross finishes: a fifth in the Tour de Groundhog (Springfield) and a fourth in the Glenwood (IL) Cyclocross. Both races lasted one hour plus one lap, and, unfortunately for Woo, both races paid to third place only.

The rest of the Proctor team has kept in touch with the rollers—if not always the road—all winter according to team member Steve Daggs. Wednesday night roller rides have attracted “from six to 10 people on a regular basis.” As weather permits, team members have attended Saturday morning IVW rides from Washington and, since the first weekend in January, Sunday afternoon training rides.

Daggs reports that the Springborn brothers, Mike and Greg, currently classified as Category III Seniors are good bets to move to Category II this year. Unfortunately, Mike and his job have moved to Texas, leaving Greg alone to rule the prairie state.

First big race of the season for the Proctor team stage on of the Tour of Illinois—the Oswego Township Road Race on April 3 with a \$1,600 purse. Riders will race from 14 to 42 miles, depending on their categories.

“While the Favus favorites were getting soaked, Bob Woo was getting downright filthy.”



AT THE CABDA SHOW. Julie Ennis, like a lot of exhibitors at the show, didn’t break into the bicycle business with a cycling background. “My job had nothing to do with bikes; I was a child talent agent.” Her three partners also brought a variety of experience to the business of distributing modernized replicas of the 100-year-old Pedersen bicycle: her husband is a financial consultant, another partner is a lawyer and the remaining member is the lawyer’s wife and business manager.

But about the Pedersen: “The bicycle was originally built for comfort over long-distances. Since I got mine, I can’t go back to a normal bike. It’s more comfortable than anything I’ve ridden.”

Asked about the target market for the bike—featuring, like the original, a unique hammock saddle—Ennis replied, “People who aren’t afraid to spend \$2,000 on a bike—anyone from bicycle enthusiasts to people who just like to collect toys. People who want to be the first on the block.” Ennis knows her customers—the Pedersen-replica was just featured in the February issue of GQ. For more information, call Co-Ped U.S.A. at 312-440-9199 or 800-755-8671.

EVENTS OF INTEREST

IVW

send money without filling one out. The editor has entry forms for many of these rides. Call Samuel Joslin at 309-688-0922. Please note Wednesday, April 28 entry.

All information should be confirmed by the rider before attending any ride. All rides require a release form; do not

APRIL

SUN 18 12th Annual Folks on Spokes Easter Ride. 25,37,45,62-mile flat-to-rolling routes. Governor's State University. Includes map, patch, sag, marked route, snacks, lunch. Helmets required. Registration \$10 before April 1, \$15 thereafter. Folks on Spokes, Barb Burns, P.O. Box 824, Homewood, IL 60430. Call 708-957-2664.

SUN 25 Ken Alrutz Metric Century. 38 and 62 miles. Includes maps, sag, and lunch. Registration \$7.00 before April 17; \$9.00 thereafter. Mass start at 9:30 a.m. Starts at Lincoln College in Lincoln. Springfield Bicycle Club, ATTN: Metric Registration, P.O. Box 2203, Springfield, IL 62705. For more information call Linda Schrodt at 217-546-0505.

SUN 25 20th Annual Silver Springs 60. 25-,45-,60-mile routes. Includes food stops, map, marked course, sag, patch, water bottle, after-ride spaghetti (with or without meat). T-shirt available. Helmets encouraged. Registration: \$14. **PREREGISTRATION BEFORE MARCH 31 ONLY.** Aurora Bicycle Club. Silver Springs 60, Aurora Bicycle Club, P.O. Box 36, Montgomery, IL 60538.

WED 28 BICYCLE ACCESS FORUM. 7:30 p.m. Safety Town, 6518 N. Sheridan Road, Peoria. The Tri-County Regional Planning Commission's new Bicycle Access Task Force (related article this issue) wants direct input from the IVW general membership. Commission members want to know how and where Peoria-area bicyclists ride today. They're also seeking ideas for projects which will improve bicycle access to our community. Call Eric Hutchison at 309-685-3921.

MAY

SAT 8 The Psycho 6 & 12 Hour Challenge. Course: 16-mile repeat loop on a moderately challenging course with a neutral support zone at the start/finish area. Trophies and prizes awarded to top 3 finishers in each category, except tandem. **HELMETS REQUIRED.** No drafting, personal support vehicles or headsets allowed. Registration: \$20 before April 30; \$23 thereafter. UMCA and Bike Psycho members may preregister for \$18 before April 30. Registration opens 5:30 a.m. 12-hour start 6:45 a.m.; 6-hour start 8:45 a.m. Write: Oak Lawn Bike Psychos, P.O. Box 652, Oak Lawn, IL 60454.

SAT 15 McLean County Wheelers Spring Metric. 50-,100-kilometer routes. Registration from 7:00 a.m. to 8:00 a.m. for 100K riders; 7:00 a.m. to 9:00 a.m. for 50K riders. Starts at Camp Heffernan, Lake Bloomington. Includes sag, food stops, marked route, maps, after-ride meal. T-shirt available. Registration before May 1—\$12 individual, \$30 family; \$15 & \$36 thereafter. Contact Lyle Marshall, 309-454-7178 or Craig Ryan, 309-827-8216.

JUNE

SAT 5,SUN 6 Hoosier Hills Tour. 25/60/100 km Sat., 20/50 miles Sun. Moderately hilly. Frank Southern Center. Includes map, patch, sage, marked route, snacks, Saturday lunch. Helmets strongly recommended. Registration \$11 before May 18, \$13 thereafter. Bloomington Bicycle Club, Barbara L. Anderson. P.O. Box 463, Bloomington, IN 47402. Call 812-332-6028.

SAT 19,SUN 20 11th Annual National 24-Hour Challenge. 24-hour ride on a 115-mile loop (ridden first and only once), then on 24-mile loop (only during daylight), then a 6-mile night loop. Limited to 550 riders; no entries accepted after June 10. Registration \$30 before May 20; \$50 thereafter. Hosted by Rapid Wheelmen Bicycle Club, Grand Rapids, MI. For information, phone 616-241-1969.

SUN 20 5th Annual Chicago Boulevard Lakefront Tour. 35 miles along Chicago's historic treelined boulevard system. Includes food stops, map, sag, marked route, post-ride party. Registration: \$15 before May 31; \$12 for CBF members. Sponsored by Chicago Bicycle Federation. For information, call 312-42-PEDAL.

SUN 20-SAT 26 Touring Ride In Rural Indiana (TRIRI). 465 miles. Flat to very hilly. Includes map, patch, fanny flag, T-shirt, sag, marked route, six campsites, baggage transport, evening and breakfast meals (12 total). 500 rider limit. **HELMET REQUIRED.** Registration \$170 until June 10. Bloomington Bicycle Club. For more information, call Barbara L. Anderson, 812-332-6028.

SUN 27 Quincy-Keokuk Century. 30,45,62, 100 miles. Starts at Keokuk or Quincy. Contact Mark Esneault, chairman, at 217-224-8977.

JULY

SAT 10,11 Fifth Annual Belle City Bicycle Club Bike Challenge. Racine-Monticello-Racine: approximately 120 miles each day over flat land to scenic rolling hills. Ride starts at Gifford School, east of Franksville, WI at 6:00 a.m. Registration: \$55 before June 1; \$60 after June 1; \$65 day of ride. Cyclists wearing approved helmets receive a 10% discount on fee. Entries limited to first 100 people and include a club membership. Rest stops, sag, camping (school gym), baggage transportation, showers, hot breakfast Sunday. Belle City Bicycle Club, P.O. Box 354, Racine, WI 53401. For more information, call Brian at 414-634-2239.

ILLINOIS VALLEY WHEELM'N MEMBERSHIP APPLICATION

NAME _____ BIRTHDATE _____

NAME _____ BIRTHDATE _____

NAME _____ BIRTHDATE _____

NAME _____ BIRTHDATE _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

PHONE () _____

INDIVIDUAL (\$10) FAMILY (\$12) NEW RENEW

APPLICANT SIGNATURE _____ DATE _____

Make check to: Illinois Valley Wheelm'n, 6518 N. Sheridan Rd., Peoria, IL 61614

DO NOT WRITE
IN THIS AREA

EXPIRES _____
JOINED _____
PKSNT _____

DISCLAIMER: In signing this form, I understand and agree to absolve the officers and members of the Illinois Valley Wheelm'n bicycle club of all blame for any injury, misadventure, harm, loss or inconvenience suffered as a result of taking part in any activity sponsored or advertised by said organization.

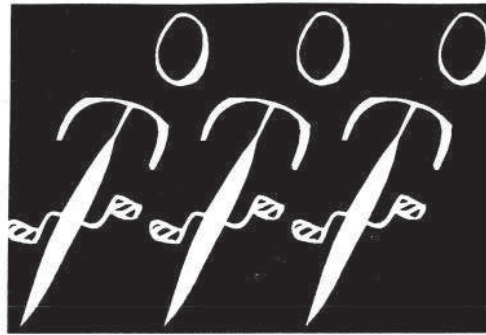
APRIL MEETING

Would you like to avoid sore knees and other overuse symptoms from riding? Would you like to see what the physical therapy/rehabilitation area at the Atrium Building (900 Main St., Peoria) looks like?

Then come to the April 22, 7:30 p.m. IVW meeting. Matt Rottman, supervisor of physical therapy and rehabilitation for the Institute of Physical Medicine and Rehabilitation will host us. He will bring along one of IPMR's physicians, so it will be an interesting and informative session.

There is parking directly across from the building in a dedicated lot.

—George Dudley, 309-692-7076



SPRING BREAK-OUT RIDE

Don Eberle leads the Spring Break-Out Ride, Sunday, April 4. A popular event, the Break-Out always attracts a large group. This year's version departs at 8:30 a.m. from the Fondulac Park District Building in East Peoria and heads for Howard Johnson's in Morton. Round trip distance is about 25 miles over fairly easy terrain. Call Don at 699-2790.

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APRIL MEETING—APR. 22—7:30 P.M.

Getting Physical . . .

. . . the Atrium Building in Peoria