

# ILLINOIS VALLEY WHEELM'N

greater peoria's bicycle club



## City Engineers Welcome Bicyclists' Suggestions

At a meeting called by Peoria traffic engineers February 7, city staff members said they were optimistic that recent IVW proposals and route selections for a city-wide bicycle map will be accepted. In addition, the map may be at least partly paid for by ISTEAT† funds administered by the Tri-County Regional Planning Commission, according to commission member Bayo Andanri. Traffic engineers they were open to help "rider test" the proposed map routes on IVW-supplied tandems this spring.

The IVW's latest proposals were based on the work of twelve experienced cyclists who studied an earlier mapping effort by traffic engineer Al Schneider. The club's proposals include:

⇒ **A DUAL-MAP EFFORT.** The IVW recommended that two maps be created by the city: one, a map showing current routes through Peoria; the other, a map to be used by planners while making future road and trail improvement plans (importantly for the city, both roads and trails are candidates for federal funding). The map proposed earlier by engineers showed both existing and future facilities.

⇒ **EXPANDING THE SCOPE OF THE MAP.** The IVW recommended that the map be expanded to serve the needs of residents who regularly cross city boundaries. A regional map would contain routes through East Peoria, Pekin, Washington and Morton, as well as Peoria itself. Besides being a map for the greatest number of cyclists, a regional map would illustrate and emphasize the need for well-integrated roads and trails throughout the Tri-County area.

⇒ **CREATING MAIN BICYCLE ARTERIALS.** The IVW recommended that city engineers keep door-to-door transportation design in mind, and form a goal of providing long, connected bicycle arterials that span Peoria. Proposed additions to the map included residential streets (like Bigelow/Linn/Hamilton) which parallel major car-carrying arterials (like Knoxville); and busier roads (like Forrest Hill/Gale) which provide access to shopping and crossings over the interstate.

⇒ **IMPROVING KEY, BUT PROBLEMATIC STREETS TO FORM VIABLE ROUTES.** Some streets and intersections included in the city's original plan need improvement before the IVW will recommend them as bike routes. We cited examples like Big Hollow Road (high-traffic density and narrow width, especially at the railroad overpass) and Teton Drive (no traffic signal to help cyclists cross University).

Armed with more than a wish list, the IVW gave the city a detailed report that explained the reasoning behind specific route suggestions. We also presented the city with an updated city route map reflecting the consensus of the club's 12 experienced cyclists.

**WHAT'S NEXT . . .** Peoria is responding favorably to the persistent efforts of the IVW. If surrounding communities have any bicycle-oriented plans at all, they revolve exclusively around trails projects. To make effective regional bicycle planning possible, the IVW goal of an integrated road and trail network needs to reach these other Tri-County communities. And the only way the IVW can make its message heard is through the efforts of its members. What's next is your involvement.

**WHO CARES . . .** We all should. Even if you don't need a map to get through Peoria, or from Peoria to Morton, our city and regional planners need an effective map to maintain and plan the routes that you will use in the future. Beginning cyclists need a map to make the jump beyond neighborhood riding. Trail users need the map and planning in order to make traveling to trails by bicycle (instead of by car) a reality. And perhaps most importantly in these times of tight city and state budgets, road and trail improvements that are part of a regional plan are much more likely to receive federal funding.

**WHAT YOU CAN DO . . .** Two words: get involved. Elected officials and transportation planners in towns like Morton, Pekin, Washington and East Peoria need to hear from their bicycling constituents. The message is simple: "I hear that Peoria is mapping its part of a bicycle-friendly road and trail system for

the Tri-County. How can my community get involved in this effort, and what can I do to help?"

As always, for more information on regional bicycle advocacy and planning, call me at (309) 685-3921.

⇒ **Thanks to the following cyclists for their contributions to Peoria's new bicycle map: Don Smith, Jim Wittmer, Steve Meismer, Glen Thompson, Dave Gehrt, Samuel Joslin, Ken Beckler, Sheila Hansen, Nick Weede, Phil Shankwitz, Rich Dickson, Mike Pula.**

†*Intermodal Surface Transportation Efficiency Act. The federal transportation act signed by President Bush in 1991. In it, bicycling and walking are recognized as parts of the nation's transportation system.*

MORE ADVOCACY NEWS ON PAGE 5.

### NEW MEMBERS

Eric, Mark & Sharon Harman .....Peoria  
George Parsons.....Peoria  
Barb, Brandon, Jessica,  
Shannon & Quinton Smith .....Peoria

### RENEWING MEMBERS

Bob Alexander .....Washington  
John Antram .....Peoria  
Paula Aschim .....Normal  
Carl & Janice De Boer .....Peoria  
Carol & Steven Hallock .....Peoria  
Cheryl & Ken Hofbauer .....Peoria  
Harold Maloney .....Morton  
Cindy Matthias .....Pekin  
Debby, Jewel & Zak Moyers .....Hanna City  
Thomas Parr\* .....Chillicothe  
John & Pat Plumer .....Morton  
Karen Saltsman .....Peoria  
Andy, Brian, Lifa, Molly &  
Steve Shaffer .....Peoria  
Fred, Glen, Grace &  
Marty Thompson .....Peoria  
Dennis, Jacob &  
Peggy Tresenriter .....Groveland  
Mike Walker .....Chillicothe  
Jack Welch .....Groveland

\*contributed an addition \$10 for club expenses



# February Afternoon Ramblings

- President**  
George Dudley .....692-7076
- Vice President**  
Ken Beckler .....673-8647
- Treasurer**  
Brenda Clark .....347-4841
- Secretary**  
Jagada Kosey .....676-1956
- Advocacy**  
Eric Hutchison .....685-3921
- Social**  
Bob Wilson .....579-3474  
463-2480
- Mailing**  
Sue DeDecker .....693-2973
- Data Processing**  
*Diane's Ride*  
Bill Clark .....347-4841
- Membership**  
Elizabeth Heuermann .....673-0098
- Pedal-In**  
Alice Feldman .....691-2642  
Sheryl Hansen .....263-2870
- Ride Coordinator**  
Steve Grube .....699-6956
- Editor**  
Samuel Joslin .....688-0922

League Of American Wheelmen  
Ride Information Contact  
Steve Grube  
Government Relations Advocate &  
League Of Illinois Bicyclists board member  
Eric Hutchison

Mail articles and personal want ads to the IVW c/o  
Samuel Joslin, 1318 W. Mac Queen, Peoria 61604

Computer users can send  
e-mail to the editor at:  
sjoslin@heartland.bradley.edu

Deadline is the 15th of each month.

First, let's make an "open letter" to Eric Hutchison out of this:

Eric, without your consistent, persistent and diplomatic efforts, there would have been no "payday" last night (Feb. 7, the night city traffic engineers agreed to produce a map using most of the IVW's suggestions). What has started has the potential to be of benefit to generations of area cyclists. Few of them will be aware of why things started to get better for cyclists in our membership area around the mid '90s, but some of us will know about that goal-oriented guy Eric. I hope you'll keep up the leadership role so some of the rest of us can continue to be inspired to follow and help in some small way.

It is true that in a democracy, a concerted minority can make things happen. That may be because so many people are afflicted with the disease of complacency. But that's enough heavy stuff. If you look elsewhere in this newsletter, you'll find some details of the meeting with the Peoria city folks and the Tri-County Regional Planning Commission.

Now let's change gears (and use the front derailleur for a big change). Last year, I spent a lot of time riding the big bird on some long-distance jaunts. The work schedule was usually pretty rushed, and there was never a ride opportunity. But that's not to say I didn't find my way into some bike shops.

How about a conclusion first? Compared to riders in Australia, New Zealand, England and Brazil, we in the U.S. are in the bicyclist's promised land as far as price and value are concerned. What was I expecting to find . . . Kangaroo-brand components at half price? Brazilian titanium at the price of water pipe? I

guess in retrospect I'm not sure what I had hoped for, with one exception.

Being something of a retro-grouch, I'd hoped that in a country in which people are greatly outnumbered by sheep that I might be able to scare up a wool jersey, right? Wrong.

So what's to be found down under? Well, mostly the same sort of things as in England, generally speaking. Shimano wins the components war. There are low-, mid- and high-level bikes from the Orient. You'd recognize many of the brands. There may be a slightly higher percentage of regionally produced frames in the racing category than we see here in the states. In fact, those bikes probably represented the best value in the high-level category.

A big difference between America and other countries is in the area of rentals. Since there isn't a liability lawyer lurking behind every bush salivating over the chance for quick riches, you can rent bikes rather readily. That was true in Sydney, Melbourne, Auckland and other locations. Eric, how about advocating for tort reform when we have all the roads fixed?

And what about riding? Other countries sport bike clubs in the major cities, and in some of the smaller places too, especially Down-Under and in England. In Australia, the intercity distances are enormous, so touring like we might do in say, Wisconsin, isn't common. But there are some well organized and supported multi-day rides. We're going to ride the south coast within sight of the ocean on a week-long ride some day, and I hope we can get some IVWs to join us. Don't let anyone steal your dreams!

See ya' on the road! —George.



**Brazil hasn't gotten far enough out of the third world to have developed a recreational riding culture. There are lots of utilitarian bikes there, mostly ridden by people without the money for a car. This is a common Brazilian bomber. Interesting frame wouldn't you say? It has rod-actuated brakes and a single speed.**



**Doesn't take a crane to lift, but neither does my tandem. I'll bet they weigh about the same. There were some of these bikes around with cable-actuated brakes and a 5-speed derailleur, the deluxe model. I'll be back in Brazil soon for another look. —G.D.**



## Who Supports Ya' ?

Let's think about our local bike shops for a couple of minutes . . .

Let's think about who's out there sagging the Tour de Prairie, Diane's Ride and other events . . .

Let's think about who's always ready to offer advice and help when we want it . . .

Let's think about who has it for us to look at, to try out, and to take it back if it just doesn't suit us on second thought . . .

Let's remember who comes up with an embarrassment of prizes and premiums for our annual meeting . . .

Let's remember all this when the next mail order catalog comes . . .

Who supports ya', baby?

—G.D.

### FOR SALE:

*Yakama cartop bike carrier. Fits '90 thru '93 Honda Accord four-door sedans. Used once. Has security options, air deflector and two-wheel carriers. \$300.00. Call Dalton Larson at (309) 694-2272 after 4:00 p.m.*

# Mt. Hawley Road Closing?

Dead-end streets may be a subdivision dweller's favorite road design, but the lack of through streets in the Kellar Elementary School area has created a traffic crunch along Mt. Hawley Road—the sole road link for a large residential area in north Peoria. As a safety measure, the city would like to reduce motorized traffic in front of the school, but the solutions proposed today could threaten bicycle access as well.

At a February 10 public hearing attended by IVW member Jim Wittmer, the city suggested one solution could be to close the south end of Mt. Hawley Road near Prospect and Northmoor. Alterations to Giles Lane which crosses Knoxville to reach Mount Hawley are also being considered. Jim had two reasons to attend the meeting: he is a bicyclist and one of the affected homeowners.

Peoria officials faced a hostile audience at the hearing; Jim reported that they "really had their hands full." Residents were vocal in their opposition to the city's proposals, especially special-assessment fees that could be charged to homeowners.

Instead of bringing up bicyclists' concerns in this heated atmosphere, Jim wrote a follow-up letter to city officials. His suggestions included:

- 1) Preserving northbound bicycle/pedestrian access to the southern end of Mt. Hawley, even if the road is closed to motorized traffic. A special barricade just wide enough for bicycles would provide this at minimal cost.
- 2) Including bicycle and pedestrian

accommodations along Giles Lane or any new alternative road. Accommodations would include wide outside lanes and sidewalks.

**IVW & McLEAN COUNTY WHEELERS JOIN FORCES.** Kevin Christianson, advocacy "spark plug" of the McLean County Wheelers of Bloomington/Normal, is working his MPO\* to develop a county bike route map. And he is asking IVW members to help him identify the most appropriate bike routes linking his part of Central Illinois to ours.

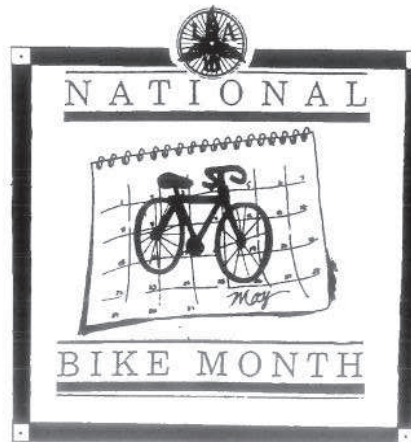
The McLean County Wheelers and the IVW are coordinating their efforts with the help of the League of Illinois Bicyclists (LIB). Both Kevin and

I are LIB board members, and we hope to use this joint effort to further demonstrate the benefits derived from a strong state-wide bicyclists' organization [that LIB/LAW membership application is at the bottom of page seven —ed.].

**\*Metropolitan Planning Organization.** The regional government body that guides federal ISTEA funds to local road and trails projects. The Peoria area is served by the Tri-County Regional Planning



**ADVOCACY**  
NEWS & VIEWS  
BY ERIC HUTCHISON



### Attendance at recent Peoria Traffic Engineers' meeting (see page 1):

#### TRAFFIC ENGINEERING

Jim Baumann  
Al Schneider

#### TCRPC

Bayo Adanri

#### BICYCLISTS

Eric Hutchison  
Jim Wittmer  
George Dudley  
Phil & Diane Shankwitz

#### IDOT

Maureen Addis  
(not present, received bicyclists' written comments after meeting)



# Group Riding

BY BOB WILSON

Over the Christmas holidays, Paula and I got the itch to ride in more hospitable weather than central Illinois provided. We made a quick call to my brother in Atlanta, GA. The weather map in the paper said clear for the week and temperatures in the 50s. Brother John said he had the room and would enjoy the visit. We had previously ridden in his neck of the woods and were familiar with Stone Mountain and the park roads around it that make it a great training loop.

Once in Atlanta, we checked out some of the local bike shops. In one we ran across the newsletter of the Southern Bicycle League. The SBL claims to be the largest bicycle club in the country. We thought it would be a good opportunity to ride with another club. They have quite an extensive schedule of rides that goes right through the winter. If anyone is planning a trip South, we can give you a copy of the newsletter with the ride schedule.

We noted that there was a moderately paced 25-mile New Year's Day ride at 9 a.m. starting at the Bicycle South parking lot. The hype for the ride said we would tour downtown Atlanta without the normal crush of traffic and have views of the city that could only be appreciated from a bike. We knew that we couldn't be with our own club for its New Year's Day ride, so we looked forward to the event.

On the morning of the ride 65 to 75 people showed up to brave 50 degree temperatures. The shop opened its doors before the ride in case someone needed something. Sure enough, the guy who parked next to us forgot his shoes. The shop lent him a pair of pedals with toe clips. He thought they would lend him a pair of Look pedals . . . surprise, surprise. It was interesting comparing a gathering of the IVW with this Atlanta club. The bicycle brands were comparable, mostly Trek and Cannondale.

We were surprised at the number of Italian framesets (6 or 7). We couldn't even pronounce most of the names. What is a Masi or a Maezi (two of the frames we spotted)? Colnago, Vitus and Basso were also represented. We saw a few pair of clipless pedals and we even saw a Titanium Litespeed with 8-speed STI components. That was the

only STI-equipped bike we saw other than the one I was riding.

In comparing notes later, Paula and I were surprised at how old most of the bikes were. We aren't talking four or five years old; we're talking about rusted top tubes that looked like they could fail at any moment. We're talking about handlebar tape hanging off the end of handlebars without end plugs. We're talking dilapidated.

Then it dawned on me: most of these bikes had triple chainrings. All of the Cannondales were touring bikes. Most new road bikes sold today come with only two chainrings. Is it

perception or technique that says you need a small chainring to go up hills? Is someone missing the boat? If I had a bike shop in Atlanta, the road bikes would be fitted with triple chainrings.

In all, it was quite a surprise for two from little old Peoria. Joe Russell and Vitesse better plan on staying put. The grass may not be greener on the other side of the hill.

RIDE TIME! I am thinking a pleasant ride

through the historic- and character-rich neighborhoods of old Atlanta on streets that require a simple shout of "Clear!" as we pass through intersections toward downtown Atlanta. Once we were on Peachtree, I knew we would have a few grades, and looked forward to the challenge. I was not prepared for what would happen.

The first few miles were relatively flat and the group proceeded enmass as you would expect. I figured the Italians would lead the pack and eventually spread the group out until the density was manageable and people could ride sociably. I hadn't planned on the introduction of stop lights. Hundreds of them. They appeared at the most inopportune places. They seemed to be placed either at the bottom of a hill or up the next side.

We had been riding to Stone Mountain every day (seven miles one way) with only two stop lights on our route. Not an inconvenience at all. We could ride 25 miles and only have four traffic lights.

On the group ride we hit four traffic lights in the first mile. After that they came more frequently. Downtown they were every block. Do you have any idea what happens to a group ride when you introduce over a

hundred traffic lights? As the group spreads out naturally, the lights break it up into smaller and smaller sub-groups. It didn't take me long to figure out what was going to happen. Paula and I would be in a group by ourselves and not know where we were going.

I made a mental adjustment in my riding and took every opportunity to stay toward the front of our group. Which meant to keep up you had to push the downhill if you couldn't keep up on the uphill. Paula, not being a group rider of many miles on a single bike (mostly tandem miles) rode in an open spot towards the back of the group.

Group riding skills take time to develop. Feeling comfortable riding wheel to wheel is not something that comes naturally to everyone. Bicycle handling skills also take time to develop. Being comfortable with a group of strangers comes as a result of confidence in your own skills and ability. Being able to read the riders in your immediate groups takes experience as well. Perhaps that is why Bill Wright's Tuesday night ride is such a good ride.

So what happened on the ride? Did we get separated? Did we get lost? Did we find our way back? As I suspected, once we were on Peachtree headed north, our group splintered from 15 to five of us at the front (Paula included) and ten behind. Then two guys at the front sprinted to make a light, and that left three of us. Then at one light, I dropped a chain. Paula stayed with me and that left two of us. We looked back and no one was in sight. No one. My worst fears had been realized. No road markings. The map was illegible and we were in a strange city.

Thank goodness the woman riding with us turned around at the top of the hill to wait for us, or we would still be out there somewhere. That was the low point of the ride. The three of us eventually found the rest of our group and finished a hilly ride. The high point of the was talking to Freidrick. A nice young

German who stood about 6'8" tall and roller-skated the entire 25-miles. At first, we thought he was just out for a Sunday workout. When he stayed with us for six or seven miles, we knew it wasn't an accident; he planned to go the entire route.

I followed Freidrick down the longest hill to see what kind of speeds he would hit. Once he got in a tuck, his terminal velocity was 34 miles an hour. As a comparison, I took that same hill at 40 mph. The bike felt safe; I wondered if skates ever felt safe at that speed.





# Quizzes, Big Mileage Guys & Questionable Fix-It Advice

News from the February issue of the **Springfield Bicycle Club's** newsletter, *Quick Release*:

- President Karl Kohlrus, recovering from an operation for a detached retina announced his engagement to tandem mate Christine Kershner.
- SBC presented its highest award, the No-Bell Award, to cyclist and shop owner Dave Heaps of Bike Tek. Says Theresa DeLeon and Mike Becker: "Admittedly, many of his contributions have been made with the bottom line—profit—in mind, but that does not detract at all from the end result."
- Springfield member Ernie DeFrates talked about the club's recent losing battle to keep speedbumps out of Washington and Lincoln Parks. When the SBC protested, the park board president said the board was unaware of objections and that the speedbumps had been installed on a trial basis. DeFrates is optimistic that the bumps may be removed.

The newsletter of the Houston (TX) Bicycle Club is *The Final Draft*. From *CIBA News*, the newsletter of the **Central Indiana Cycling Association**.

CIBA awarded 35 members with the CIBASTAR award in January. The award is presented to members who ride 1,000 or more

miles with the club, eight or more weekend rides, function as ride leaders, and perform 10 or more hours of volunteer activity. Winners received a "distinctive ride jersey."

The **Chicagoland Bicycle Federation (CBF)** is keeping a close eye on state legislation proposed by the Illinois Chapter of the American Academy of Pediatrics (ICAAP) requiring mandatory helmet use by children under 16. In a February letter, CBF member Barbara Sturges said that acceptable helmet legislation should cover cyclists of all ages and include a strong education component—"both to teach all Illinois school children how to ride safely and to teach all Illinois drivers to respect the rights of bicyclists on the roadway." The CBF also notes that on January 1, California became the seventh state to require bicycle helmet use by children.

Also according to the CBF, Highland Park has begun work on a greenways plan to improve the "safety, accessibility and availability of its streets, sidewalks and trails for bicyclists and pedestrians of all ages and abilities." CBF board member and League of Illinois Bicyclists president Ted Sanders is a member of the planning committee.

Top '93 distance riders for **Folks on Spokes** (Homewood, IL): Tom Derrig with 10,113 miles, David De Groot with 11,500 and Bill Lang with a grand total of 13,010 pedal-pushing miles.

Cindy Owsley, editor of *Spoke of a Wheel*, the newsletter of **BikeBurlington (IA)** says you might be a serious winter cyclist if . . .

- You've broken the lid on a frozen water bottle trying desperately to get a drink.
- You've washed your bike in the bathtub because the hose was clogged with ice.
- You've brought your bike inside to melt ice from the derailleur cables.
- Your body parts have competed for your attention like small children. "I'm coldest!" "No, I am!"

The February **Elmhurst Bicycle Club** newsletter says you know you're a dedicated cyclist if:

- You spend more for cycling shoes. . .
- 1) than on casual shoes
  - 2) than your friends do
  - 3) than on tires for your car

- You wouldn't wear purple lycra tights . . .
- 1) to a dog fight
  - 2) without a matching top
  - 3) if the neon pink & green ones were clean

- You think that "middle-of-the-pack" means . . .
- 1) the can that's hardest to pull off the plastic ring
  - 2) where the fun cyclists hang out
  - 3) you were late getting to registration

P.S. Elmhurst adapted its quiz from a Bloomington Bicycle Club quiz. BBC adapted its quiz from one in *Runner's World* magazine.

Biggest newsletter received by the IVW in recent memory: *Pedalwheeling*, newsletter of the **Quad-Cities Bicycle Club**, February issue with 21 big, 8 1/2" x 11" pages, including one full-page advertisement. New members of QCBC include riders from New Jersey, Ohio, Wisconsin, Oregon and Washington (4 from Washington alone!). Gosh, what happens to the newsletter when riding season arrives?

You didn't read it here. A maintenance tip paraphrased from a **Central Illinois (Mattoon) Cyclists** newsletter: "Got a hole in your inner tube too big to patch? No problem—just cut the tube in half at the hole and tie knots in the two ends." No one at CIC claims to have tried this procedure, although they encourage anyone who does to give them a ring.



## Other People Other Places

### DEEP THOUGHTS FOR WINDTRAINER CONTEMPLATION

—By Eric Hutchison

**"It's not as cold as you think."**

—*U.S. Army guidebook for new enlistees enroute to Iceland*

**"Hey, don't eat that!"**

—*My wife, Jennifer, offering a kitchen-window critique of our dog's favorite dining choice—the frozen backyard bounty.*





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## Memorandum

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To: Samuel Joslin  
From: Steve Shaffer  
Date: 02/11/1994  
Subject: Letter to Editor of IVW Publications


cc: George Dudley  
Ken Beckler  
Brenda Clark  
Jagada Kosey  
Eric Hutchison  
Bob Wilson  
Elizabeth Heuermann  
Steve Grube

I recently received a bicycle club newsletter that was remarkably similar to the one published by the IVW. After I started to read it, I noticed that a lot of the people in this newsletter had the same names as our club members. And the places they were talking about were the same also. Much to my dismay, the familiar graphic (the club logo) that has adorned our newsletters for the past two years was gone - nowhere to be seen! This thing was our newsletter in a different format with different graphics and no IVW logo.

The IVW (at the request of a fellow member) had a contest in 1992 to update the club logo to something more modern that would carry us into the 21st century. The contest was held and twenty-three different designs were voted on by the membership. Through a process of elimination, one design was approved by the membership to serve as our official club logo. Until such time that the membership decides to change that logo, it is the official symbol of the club.

The club logo is the most important symbol the club has. It is this image that instantly identifies the club's publications and functions to the public. By keeping the logo up front and visible on every IVW publication, public awareness increases and public acceptance of the club and its philosophy increases. It is the club's publication chairman (newsletter editor) who is responsible for keeping the logo on all club publications. ***The editor does not have the authority to choose not to use the logo.*** As an elected board member of the club, it is your responsibility to ensure that the club members wishes are carried out and to use their chosen logo.

See ya on the road,

  
Steve Shaffer



# FAT TUBES GET BIG PRESS

The public relations person for Cannondale should be given a huge raise and a good chunk of stock in the company. Over the past several months, the general public has been treated to the Cannondale success story in publications ranging from local newspapers to nationally distributed magazines.

On television earlier this winter, CNN devoted a half-hour business program to Cannondale's success in penetrating the Japanese marketplace with bicycle frames manufactured right here in the U.S.

In January, *Outside* magazine devoted ten pages to Cannondale's newest entry in the bike tech wars, the Super V 4000 designed by inventor Alex Pong, the self-proclaimed "pornographer of the bicycle industry." According to the magazine, Cannondale took a hundred orders of the new bike at the Interbike show in Las Vegas in September, even though the only Super V 4000 in existence was a non-functional prototype.

Cannondales have always been the Rush Limbaugh of bicycles. You either love 'em or hate 'em, but either way, you pay attention to them. Now that the rest of America knows about the innovative, business-savvy corporation behind the rugged aluminum machines, Cannondale may yet achieve the sales level of another creative, growth-oriented bicycle company: Trek.

Has anyone heard of a P.R. position opening up in Wisconsin?



**IN THE TWO-WHEEL DRIVER'S SEAT.** When not publishing pictures of babes in bathing suits or babies in baseball uniforms, *Sports Illustrated* covers, albeit not as much as I'd like, alternative sports like bicycling with a depth and quality of reportage unknown in the specialized bicycle press. That could be why I still have their cover issues of Greg Lemond's great Tour de France victories, and not the issues of *Bicycling* and *Bicycle Guide* devoted to the same topics. Where a *Bicycling* writer told you exactly how many seconds Lemond cut off his time trial with an experimental handlebar, *SI* covered the human being behind the story.

Moreover, *SI* seems to be at its best when

the human being behind the story isn't necessarily in the mainstream of the sport, like 2-wheel drive inventor Bill Becoat. In an article published earlier this year, *SI* writer Franz Lidz uncovered Becoat's imaginative method of avoiding the Vietnam war in 1963: he pedaled around Fort Polk, LA., on an imaginary bicycle. Would that he could invent imaginary flat tires—you know, the kind that if you were in a hurry, you could imagine that you had fixed.



**TIRE TRACTS**  
BY SAMUEL JOSLIN

Later in Becoat's muddled career (he was a musician with two records to his credit and a survivor of some particular nasty pharmaceuticals), when he was trying to sell Schwinn on the idea of two-wheel drive, the former manufacturing giant called the two-wheel-drive bike "the answer to a question no one was asking." Becoat couldn't have been surprised at the rejection. After all, Schwinn, at the time, was the builder of bikes that too few people were buying.

More recently, writer Michael Finkel covered ice cycling for *SI*. That's right, there are people who go looking for ice to ride on. Their tires are covered with hundreds of traction-grabbing studs and their arms and legs are covered with bruises.

One has to wonder how this single magazine article will affect Harrington's Vermont Stud Service of Paulet. Maker of \$55 and \$65 studded tires since 1989, Kevin Harrington prides himself on the fact that his business doubles every year. With an *SI* article in his back pocket, Harrington will be absolutely sick of studs in no time.

You have to love the coverage that the national media give cycling these days. But both these articles—whether Becoat or ice-coated—lead me to wonder whether *Sports Illustrated* is more interested in the freak show aspect of cycling than the mainstream of cycling. And I guess there's only one thing I can say.

Boy, I hope so.



**MR. FIX-IT.** In December, IVW member and Vitesse Cycle Shop mechanic Alan Enslow traveled to the Olympic Training Center in Colorado Springs, CO, to attend the United States Cycling Federation (USCF) Mechanics

Clinic. He hoped to increase his skills with the wrench. Little did he know that he was also going to get a short course in human relations.

Alan, who worked for Bickel's Bike Shop in Burlington, IA, before moving to Peoria, said that the experience gave him a "more professional outlook on bicycle repair and customer service." He spent 12 to 14 hours a day for four days working, learning, and listening to the advice of guest speakers like U.S. cycling coach Chris Carmichael and Canadian cyclist Alex Steida.

Perhaps the most important tip Alan received was how to handle an angry, frustrated cyclist while fixing his machine in the heat of a race. The secret, Alan said, is, "don't look complaining riders in the eye. Tell them to take a drink; ask them how they're feeling. Tell 'em to hang in there."

Alan hopes eventually to use his new training as a traveling mechanic for a pro team. In the meantime, I hope he'll be reminding Huffy and Roadmaster owners that while it's a poor workman that blames his tools, it's a highly qualified mechanic that suggests their discount mounts be put to sleep.



**CRANKY OLD MAN.** Time used to be, you couldn't get local governments in Illinois to say boo about bicycle trails. "Too much money," "Not enough bicycle riders," and "bicycle what?" were common replies. Now I read in my morning paper that none other than Governor Jim Edgar has stopped in Morton to present the park district there with a grant totaling \$461,000—nearly the size of the district's annual budget—for a two-mile extension to East Peoria's bicycle trail. The message is clear: trails advocates have friends and influence with area and state officials.

Unfortunately, road access, a topic that should be dear to every IVWers' lycra-covered heart, isn't all that far from where trail-building used to be. For road access advocates (which include more than a few trail advocates, too), the phrases "Too much money," "Not enough bicycle riders," and "what about the trails?" are the current words from the wanna-be wise. That's why I suggest we all paraphrase an old refrain to say, "If the people pedal, the leaders will sooner or later pedal, too."

Give our advocacy chairperson Eric Hutchison a call today (685-3921) and ask him how you can help focus government's attention on issues like operable traffic signals, connecting residential streets, wider outside lanes and the like. The future, after all, belongs to those who can help others see it.



# Roadside Attractions

*The IVW receives many ride notices. Listed below are rides sponsored by bicycle clubs and other cycling organizations in the Midwest. For unlisted information on charity rides and tour companies, call Samuel Joslin at (309) 688-0922. Remember, do not send money without first filling out a registration form. Phone numbers for more information are included whenever possible. In addition, SJ may have registration blanks available for many of the listed events. Plan ahead, plan early.*

## APRIL

- SUN 17** Folks On Spokes Easter Ride. University Park. 25, 40, 65 miles. \$10-15. Folks on Spokes Bicycle Club. 708-730-5179.
- SAT 23, SUN 24** Harmonie Hundred. New Harmony, IN. 50 miles Saturday. 20, 50, 100 miles Sunday. \$14.50. Evansville (IN) Masters Bike Club. Greg Meyer, 812-476-0394.
- SUN 24** Silver Springs Century. 25, 45, 62 miles. Includes patch, water bottle, spaghetti dinner. \$14. Registration deadline: March 24. Aurora Bicycle Club. Mike Brackett, 708-892-1010.

## MAY

- SUN 15** McLean County Wheelers' Spring Metric. Lake Bloomington. 50, 100 miles. \$12-15. Craig Ryan, 309-827-8216.
- SUN 24** Alrutz Memorial Metric Century. Springfield Bicycle Club. Linda Schrodt, 217-546-0505.
- SUN 29** State Line Sixty. Rockford. 35, 60 miles. \$10-12. Blackhawk Bicycle and Ski Club. John Konetski, 815-874-4344.

## JUNE

- SAT 4** 20th Annual Pedal-In, '94's theme: "Tour de Prairie." Peoria. 25, 50, 75, 100 miles. Meal with vegetarian option. Illinois Valley Wheelm'n. Alice Feldman, 309-691-2642 or Sheryl Hansen 309-263-2870.
- SUN 5** Udder Century. Crystal Lake, IL. 32, 54, 63, 100 miles. All-new pasta dinner. \$13-15. McHenry County Bicycle Club, P.O. Box 917, Crystal Lake, IL 60039-0917.
- SAT 11** Keosippi Metric Century. Keokuk, IA. 36, 63 miles. \$7. Keokuk Bicycle Club.
- SAT 11-SUN 12** 17th Annual Tour Of Mississippi River Valley (TOMRV) 106 miles from Bettendorf to Dubuque, IA Saturday. 86 miles return Sunday. Shorter route available. Includes baggage transfer, sag stops, TOMRV jersey, Saturday night dinner. \$43 until March 31, then \$48 until April 30, then \$53 until May 31. No

fees accepted after May 31. Saturday night accommodations not included in fee. Quad Cities Bicycle Club. Susie LaForce, (319) 355-5530.

- SUN 12** BCLC Ramble. Wauconda. 30, 60, 80, 100 miles. \$15. Bicycle Club of Lake County. Gary Schlesinger, 708-367-3341.
- SAT 25** Georgetown Chicken Century Bicycle Tour. 35, 65, 100 miles through eastern Illinois and western Indiana. Includes BBQ chicken dinner at end of ride. Riders registered before June 19 receive a T-shirt. \$15. Champaign (IL) Touring Society. For more information, call 217-352-7600.

## JULY

- SAT 2** Liberty Tour '94. 16, 38, 62, 100 miles. Bay City, MI. Includes use of community center pool and showers, "new improved" salad bar, entry to fireworks festival. Preregistered riders receive a T-shirt. \$20 before June 21 (\$12 if no T-shirt), \$15 thereafter. Tri-City Cyclists. (517) 892-2100 or (517) 892-4204.
- SAT 23-FRI 29** Tour Of The Thumb (TOTT). St. Clair to Au Gres, MI. Includes breakfast and dinner daily Sunday through Thursday, breakfast on Friday, camping, baggage transfer. \$155 registration, before- or after-ride transportation \$30. Tri-City Cyclists, P.O. Box 2156, Bay City, MI 48707.
- SUN 24** Boulevard Lakefront Tour. Chicagoland Bicycle Federation. CBF office, 312-42-PEDAL.
- SUN 31** MetroMetric XIV, Wizard of Oswego. \$14. Riders registered before July 8 receive free full-color T-shirt. Elmhurst Bicycle Club. Phil Wolpe 708-968-4880 (eve) or 708-268-6666 (day).

## SEPTEMBER

- SAT 17** Diane's Ride. 35, 67, 100 miles. Glasford, IL. Includes breakfast and post-ride meal with vegetarian option. \$12 until September 3, \$15 thereafter. T-shirt available. Illinois Valley Wheelm'n. Bill Clark, 309-347-4841.
- SUN 18** 11th Annual Spoon River Scenic Century. 30, 65, 100 miles. Canton, IL. Includes lightly traveled roads, the first apple cider of the season and post-ride shower facilities. \$10 before September 4, \$12 thereafter. Spoon River Wheelmen. Dave Tomlinson, 309-647-6436. **Make it a weekend of riding in Central Illinois. Combine Spoon River with Diane's Ride.**
- SUN 25** Apple Cider Century®. Three Oaks, MI. 25, 50, 75, 100 miles through orchards, forests and wine country around Three Oaks. 7,000 cyclists in '93; send registration in early—1,500 were turned away last year. Includes spaghetti dinner and ice cream social. \$22 before July 31. Apple Cider Century '94, P.O. Box 7000, Three Oaks, MI 49128.



# Unsurpassed . . . Preeminent . . . Peerless . . . Superior

## Who ranks as the world's best bicyclist of all time?

—*Wilbur Wannabee, Peoria Heights*

Isn't it funny how seemingly simple questions can be difficult to answer? Take questions like "What is art?" or "Why are we here?" or "Which fork do I use with French Onion soup?"

All are amazingly short questions, yet all take more space than this column has available to answer. Your question is nearly as difficult to answer. Nearly.



Ask **DR. DERAILLEUR**  
HE'S ONLY HERE TO HELP

Most authorities can only give general guidance. Was the person in question a racer or a trick rider? Was the person incredibly gifted? Or incredibly lucky? After pondering the variables, the experts often refuse to designate one rider as the world's best, choosing instead to list the top four or five of all time. Yet most cycling analysts, whether famous or not, seem to include these key personalities on their top cyclist lists: Merckx, themselves, Lemond, whoever won the last big race, and Curious George.

Only I know who was really the world's best. Through a close study of anthropomorphisist Margret Meese's writings, I discovered the case of Hibblebreath Moss, a

young 12th century monk who far surpassed his contemporaries in skills vital to cycling, including balance, cadence (singing), strength (he didn't bathe for months at a time) and endurance (he put up with the complaints for years).

The fact that the bicycle would not be developed for another seven centuries was never held against his reputation for athletic prowess. And we shouldn't hold it against him today.



*Dr. Derailleur relies on the singular power of his highly trained intellect to arrive at the correct answers to all his readers' questions. Direct your queries to: Dr. Derailleur, c/o Illinois Valley Wheelm'n, 6518 N. Sheridan, Peoria, IL 61614.*

### ILLINOIS VALLEY WHEELM'N MEMBERSHIP APPLICATION

(please print)

NAME \_\_\_\_\_ BIRTHDATE \_\_\_\_\_ LAW (Y/N)? \_\_\_\_\_

(list other family members on reverse)

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

PHONE ( ) \_\_\_\_\_

CHECK ONE  INDIVIDUAL (\$10) OR  FAMILY (\$12)

CHECK ANOTHER ONE  NEW MEMBERSHIP OR  RENEWING

APPLICANT SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

**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.

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

Membership in the LAW automatically qualifies you for membership in the League of Illinois Bicyclists, the statewide organization of bicyclists



### LEAGUE OF AMERICAN WHEELMEN MEMBERSHIP APPLICATION

I want to join the national organization of bicyclists. Please start my subscription to BICYCLE USA magazine. Also send my membership materials, including bike and window decals, and a membership card.

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_

STATE \_\_\_\_\_ ZIP \_\_\_\_\_

TELEPHONE ( ) \_\_\_\_\_

CLUB: ILLINOIS VALLEY WHEELM'N, PEORIA, IL

#### LAW MEMBERSHIP CATEGORIES:

Individual: \$25

Family: \$30

Advocate—Individual: \$35

Advocate—Family: \$40

Send check to:

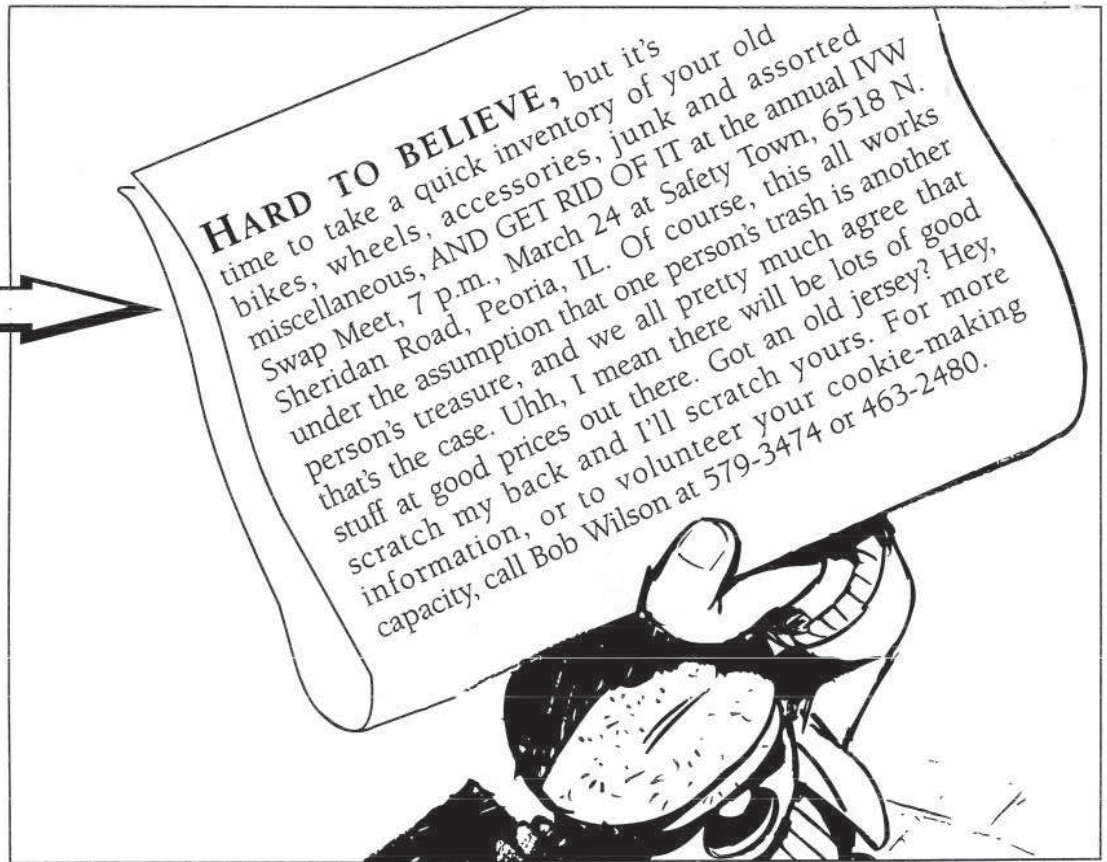
League of American Wheelmen, 190 W. Ostend Street, Suite 120, Baltimore, MD 21230  
(410) 539-3399/FAX (410) 539-3496  
Membership Hotline 1-800-288-BIKE



# Swap Meet!

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TAKE A DATE	INSERT



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### MARCH 24 MEETING...

...Buy, sell, trade, and do it at Safety Town