

SEPTEMBER 1994

ILLINOIS VALLEY

WHEELM'N

greater peoria's bicycle club



## On the road with the city...

TRAFFIC ENGINEER PEDALS PEORIA WITH IVW. On August 15, Jim Wittmer, Steve Grube and I led Peoria Traffic Design Engineer Al Schneider on an 18-mile bike tour of Peoria. Al is leading the city's effort to create Peoria's portion of a Tri-County bicycle map/plan.

In previous meetings, the IVW and the city staff agreed on many route selections to be included in the map. We then decided to dis-

ing at Columbia Terrace and by poor visibility at McClure and Bootz.

As we rolled along, no one missed the "power of the pothole." Problems that are a nuisance for the motorist can be a major safety problem for bicyclists—especially the novice rider. The long, narrow cracks that trap bicycle wheels leered at us from many of the streets on our ride. That maintenance

several "hot spots" where improvements are needed to improve and expand Peoria's bike route network. Several of these hot spots—including the Sterling Avenue/I-74 overpass—are also on the IVW's list of suggested projects.

The beginning of real improvements to bicycle access in the Tri-County may someday be traced back to the city's list of hot spots and the resulting city bike plan and map. The map will help cyclists plan commuting, shopping and recreational trips within the city.

More immediate will be the effect of the map on Illinois Department of Transportation (IDOT) officials. Through the IVW's meetings with state officials, we've come to understand that those projects demonstrated to be part of a comprehensive road and trail network—as opposed to isolated projects—stand the greatest chance of funding approval from IDOT. We believe the city will also find a receptive ear for funding of bicycle improvement projects—many of which benefit motorists as well.

Moreover, as improvement dollars begin to flow to Peoria, other local governments should finally take notice.

Misters fix-it: Thanks to Jim Wittmer and Steve Grube for providing on-the-spot bike repair during the ride.

—Eric Hutchison



The road to improved access in Peoria. From left: Eric Hutchison, City Engineer Al Schneider, Steve Grube and Jim Wittmer.

uss the remaining issues from the seats of bicycles, rather than the seats around the conference table.

On our ride, we visited the Peoria entrance/exit to the Robert Michel Bridge. The IVW recommends that street routes—in addition to planned sidewalk/paths—be mapped between Peoria's riverfront and the bridge. The proposed street route offers fewer conflicts with pedestrians, controlled traffic intersections and linkages with other destinations including the main Post Office.

We also explored two options for a major north-south route: North Street and Bigelow. The IVW favors Bigelow for the map because nearby North Street carries more traffic—including city buses—and contains "bottle-neck" intersections caused by on-street park-

problem quickly led to the challenge of maintaining marked bike lanes—which tend to fill with debris if not regularly swept.

Possible signage for new Peoria bike routes was discussed. We agreed that any signs erected should be descriptive. "Glen Oak/Bradley Park Route" would guide the cyclist much more effectively than the generic "Bike Route" sign. Signs could also be color- or number-coded to the city bike map.

What's next? Traffic engineers plan to present the map/plan to the Peoria City Council's Community Growth and Development Committee—chaired by Councilman David Ransberg—on September 13 to begin the funding/approval process.

Bonus prize: While mapping potential bicycle routes, traffic engineers identified

### NEW MEMBERS

Tommy E. Cupples .....Peoria  
Andrew, James, Patrick,  
Margaret & Nolan Finn .....Bartonville  
Stephen J. Gladfelter .....Knoxville  
Dick & Jo Hammel .....Peoria  
Brad, Carl, Carol &  
Julie Hendricksen .....Peoria

### RENEWING MEMBERS

Joe Camp .....Washington  
Jan & Stan Geisz .....Washington  
Christopher E. Glynn .....Morton  
Marla & Steve Hueser .....Morton  
Don Johnson .....Peoria  
Linn & Randy Phillips .....Metamora  
John Reynolds .....Morton  
Brian, Jennifer, John &  
Lynn Thurman .....Peoria  
Brian White .....Peoria

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Computer users can send e-mail to the editor at: [sjoslin@heartland.bradley.edu](mailto:sjoslin@heartland.bradley.edu)

**DEADLINE IS THE 15TH OF EACH MONTH.**

# Ridin', riding', ridin' ...raw hide!

**SUNDAY, JULY 3** Sixteen riders, four of them named DeDecker, took the short course on today's edition of Road Riding 101. Temp in the 80s.

**TUESDAY, JULY 12** Shelia Hansen led 20 riders on a 27 mile round-about to Princeville from Dunlap.

**THURSDAY, JULY 14** Bill Wright led his charges on the new section of the Rock Island Trail. "The tunnel is very dark; be careful. We found a place along the trail to stop and enjoy some blackberries." 82°. W wind @ 10 mph.

**SATURDAY, JULY 17** Rob Alexander and Jim Rainey led 12 cyclists on this Washington to Metamora ride. "The ride leaders barely returned from a morning jaunt in time to lead another raid on an eating establishment. The famished group converged upon the Metamora Dairy Queen and had a 'light' snack; this is a group that rides to eat." 80°. Light breeze.

**TUESDAY, JULY 19** Bill wrights: "One hour before ride time it looked like a bad night to ride. But then the wind died down and a cool front moved through. Turned out to be a good ride with good friends." The 28-member group then retired to Avanti's on Sterling for a post-ride chow-down. 24 miles. 92°. SW wind @ 18 mph.

**THURSDAY, JULY 21** Even though most IVW members have mountain bikes, few of them have taken advantage of Bill Wright's easy-paced off-road rides. The usual four riders enjoyed a leisurely 20 miles and wondered where all their friends were. 80°. SW wind @ 10 mph.

**FRIDAY, JULY 22** Kyle and Mike Pula and Gary Hartzler rode Yankee Lane all the way to Princeton and back on this 100-miler. 75°. Light west wind.

**SATURDAY, JULY 23** Starting at Banner School, Mike Pula and Gregg Benning led six other riders on an easy 22-mile trip to the Bicycle Inn in Dunlap. 90°. No wind.

**SUNDAY, JULY 24** Russ Goin and Tom Coogan were lead riders on this one. Also in attendance were the Becklers and the Emmons.

**TUESDAY, JULY 26** Mechanical woes abounded on this 21-mile ride led by Jim Vaupel. After two thrown chains and several flat tires, the group regrouped at the finish. 85°. W wind @ 15 mph.

**SUNDAY, JULY 31** "The Ride To The Hansen Family Farm (otherwise known as the 'Right Route? Ride') embarked at 7:45 a.m. from Banner School with 11 riders in high spirits—once the ride leader got there. Two tandems, three similar last names, two Toms, two Steves, Gary, Jack, Liz and Rob went aerodynamic with a 20-mph, gusty tailwind and nine returned anaerobic after 75 miles at 2:15 p.m.

Sheila and Reid Hansen had a 50-mile workout after turning around at Wyoming. The rest enjoyed a relaxing lunch under the trees at the 1852 centennial farm two miles south of LaFayette. Tom Parr especially enjoyed the ride, no doubt because of the bee sting, broken spoke and hand blister. The century option was passed up—maybe next year." 88-90°. S wind @ 20-25 mph.

**TUESDAY, AUGUST 2** Jim Vaupel valiently subs again for Bill Wright, leading 20 riders on a 25-trip between Dunlap and Princeville. 82°. S wind @ 10 mph.

**SUNDAY, AUGUST 7** Two syllables, four syllables—you decide. The Pula/Schaufelberger juggernaut led 18 riders total from Chillicothe to Henry. "Good route, good day, good company—all make for a great ride. Forty-five miles to Henry and back—on both sides of the river." 65-70°. Light SE wind.

**MONDAY, AUGUST 8** Continuing the Discover Peoria Series, Eric Hutchison led the "Landscape Neighborhoods Tour" [the green veldt, the dreaded dandelion, the humanity!—ed.] around The Knolls, Hanssler St., Madison Park in West Peoria and Moss Ave. One rider from Groveland said, "In my car, I always just see the main roads. I never knew these nice neighborhoods were here." 80° Minimal wind.

**TUESDAY, AUGUST 9** Big night for the return of Bill Wright to the Tuesday Night Series. "Drs. Bob Richmond and Tom Cupples cleaned and patched up an Achilles tendon on Dave Schaufelberger who got caught in the chain ring." What are we saying here? Dave got caught and the tendon was just along for the ride? That must have been something to see. 31 riders, 28 miles. 80°. NE wind @ 5.



# Return of the Phantom...

BRIDGESTONE OF NORTH AMERICA DIED THIS SPRING. And while that's not great news, the bicycle industry benefited greatly from Bridgestone's innovative marketing. Bridgestone promoted itself as hip, concerned and laid-back—and you actually wanted to believe it.

Imagine the consternation at Trek, Cannondale and Schwinn when Bridgestone first published its copy-intensive, beautifully illustrated catalog. "Hey, Bif—somebody's treating the customer with intelligence; how do we answer that?"

It can be argued that if Bridgestone had been any other company, it would have gone out of business two years earlier. It was undercapitalized and couldn't turn out the vast numbers of bicycles necessary to compete at today's low-end commodity prices. But its ability to sell bicycling as opposed to mere bicycles elevated its promotional efforts well above mere merchantilism.

THE LEAGUE OF AMERICAN BICYCLISTS IS ASKING RIDERS to make a tax-deductible financial contribution to support the group's Safe Roads Movement. While any help is appreciated, the League is offering a special incentive to those who contribute \$50 or more: "88 photo-filled, thick, glossy pages of the newest and most innovative bicycles in the world, the Encyclopedia."

Available exclusively through the League,

the Encyclopedia features everything from folding and handicap-friendly bikes to the latest in HPVs. League of American Bicyclists, 190 W. Ostend St., Suite 120, Baltimore, MD 21230-9850.



IF YOU'RE A COMPUTER USER and CompuServe subscriber, you can access *Progress*, the newsletter of the Surface Transportation Policy Project, on the Legal Forum. The goal of the STPP is "to ensure that transportation policy and investments help conserve energy, protect environmental and aesthetic quality, strengthen the economy, promote social equity, and make communities more livable. We emphasize the needs of people,

rather than vehicles, in assuring access to jobs, services and recreational opportunities." Whew.

For more info, contact Perry Norton, the systems operator, at 76702.1334@Compuserve.com or (201) 944-6868. For information on the traditional paper version of the newsletter, published 10 times per year, call (202) 939-3470.

INSIDE THE FACTORY. The June 27, 1994 issue of *VeloNews* contains some interesting information about the inner workings of Cannondale, Giant and Merida. Innovations in production are credited with helping Cannondale build five times as many bicy-

cles in 1994 as it did in 1989 with less inventory (no actual production figures were given). Giant, which imports bicycles under its own name and makes bikes for Trek, Specialized, Bianchi, Fisher and Univega, builds 1.5 million bikes each year in Taiwan. Its mainland China factory is scheduled to build 250,000 more when it opens. Merida—builder of bikes for Trek, Schwinn, Specialized and others—builds 750,000 bicycles in Taiwan and another 500,000 in the People's Republic.

Also seen in *VeloNews*: Speaking of Schwinn, the company recently announced plans to put the 1950s balloon-tired Phantom back into production. Run to those piggy-banks now, kids. At around \$2,000 a copy, the metal monsters won't last long.

WE WENT UP TO THE BLACKHAWK STATE LINE SIXTY in Rockford at the end of May. What a great route: lightly traveled road, gently rolling terrain (rolling even more once the Wisconsin border is crossed) and well-marked. The map? Well, there's always room for improvement.

After the ride, I saw Tyger Johnson. Tyger was always a middle- to back-of-the-pack rider back when I saw him racing at Moline. Unless, of course, it rained. The harder it rained during a race, the faster Tyger came to the front and accelerated away from the pack. Now, he operates Tyger's Bike & Music of Dakota, IL. While he was at the Blackhawk, he entertained the crowd as his own one-man band. His musical array included everything from a very low-tech (though nicely tuned) tin-can percussion instrument to some very high-tech electronic equipment.

The bicycle end of his business is recumbent-based. He sells Linear, ReBike and Infinity models as well as specialized parts. According to his brochure, "After 29 years of upper shoulder neck pain and lower back pains, I have relief." Accordingly, he's sharing and selling his solution to the world. And he recently rode a couple of cyclocross races on a regular bike. If the past is any indication, the competition better watch out.

—Samuel Joslin

NOTED ON THE MARQUE of the closed Valley Forge Cinema in Washington on the day following what must be assumed to have been a very successful parking lot clearance sale by Russell's Cycling and Fitness Center: "Prayer Works."

Perhaps you have all heard by now that Russell's will be moving to that same spacious cinema in November '94. Best wishes to Joe, his family and his staff.

—Ron Anderson

## Quiet Heroes

IVW members continued their strong support of the Quiet Hero Blood Donor Program during April, May, June and July. Thanks go to the following donors:

Michele Astle (new IVW Quiet Hero)  
Ralph Behrens (2 donations)  
Don Jacobs  
Valerie Leiby (new IVW Quiet Hero—first-time donor)  
Ken Pedigo (6 pheresis donations)  
Tamera Tapp (new IVW Quiet Hero—first-time donor)  
Jack Welch (2 pheresis donations)  
Brian White

Current and potential IVW member donors are encouraged to donate regularly through the Quiet Hero Program. Don't forget to mention our club number (000560) when you register at a bloodmobile or at the blood center. Question? Call the center at 674-7171, ext. 278, or call me, Ron Anderson, IVW Quiet Hero coordinator, at 444-2018.

Letter from Indy:

# Amber Waves Of Soybeans

Indianapolis resident Craig Burgess is an architect, IVW member and former local radio commentator (*That's Craig Lloyd Craig, and that's what he thinks*). His parents, many of his friends and several painful memories still reside in the Peoria area. He wrote this article over lunch.

As I write this, paying no mind to publishing deadlines and lead time, it's nearly Groundhog's Day and my thoughts are drawn to the preparations for the upcoming Feast-Of-All-Hogs. No, seriously, it's early August. While the weather is muggy and close, and continually threatens storms, none ever seem to arrive, leaving central Indiana as dry as a temperance picnic. So while there have been no impediments to riding other than my own inimitable sloth,

the farmers are worried and the corn is in stress. Even our own beans lie shriveling in the garden, watered by hand as often as possible. Of course that might just as well be due to the fact that our garden is composed of what is surely the meanest, most barren dirt imaginable. This is not soil. This is dirt. There's a difference. Just looking at this stuff brings to mind visions of the Joads.

But enough gardening news. This is not, after all, *The Rolling Stone*. Indianapolis, for those who aren't familiar with the famed "Circle City," is an interesting study in contrasts. Right in the middle of what would otherwise have been flat-to-rolling corn and bean fields is a fair-sized city whose placement and growth appear to have been fueled by nothing more than a single pharmaceutical company and an overabundance of insurance headquarters. I'm sure the city is the result of the actions of other industries as well, but these are the only two which make a distinct impression.

And being a city of appreciable size, it has the usual associated problems. The most inconvenient of these (although far from the worst of them) is its apparent inhospitality to cyclists. Traffic is heavy and congested, the drivers, Walter Mittys to the last, operate their vehicles as if they were qualifying for the 500, and the roads are crumbling and littered with broken glass ("But besides that, Mrs. Lincoln, how did you enjoy the play?"). Coming here from Peoria (via Champaign), all of this danger and confusion can be a little intimidating. And yet this circus is home

to a bike club so large and dedicated (over 1,700 members as of 1991), that it's able to host Hilly Hundred each year. But even with those raw numbers, because of the aggregate geographic size of the communities represented in the club, you tend to see fewer cyclists on the roads at any given time than you might have imagined.

It's in this environment that I'm trying to get back into cycling, to regain what little ability and form I may have at one time possessed. Those among you who know me, know that there wasn't much ability there to begin with. And to make matters worse, over the course of two years or more of cycling inactivity, each ounce of lost ability has been replaced by a pound of extra weight. As much as I'd like to say it's the result of the Becklers' Christmas Russell Stovers, I'm afraid a single box of chocolates is not where the blame lays.

But there is hope—we've recognized the problem and intend to do something about it, even given the late mid-season start. At least the fall still stretches before us, pregnant with possibilities in the rush of the cool air and gilded leaves, and within our reach is the promise of a changed life. It's up to us now to bring that new life within our grasp.

By the time you read this, two events will soon be history—the inaugural Brickyard 400 and this year's PACRACC/COM-PACRACC—one event I did not ride in and one event I will. Here's a hint—I will be participating in the one not observed from the Budweiser (yes, Budweiser) Blimp. I hope to see all of you there, and if you think of it, please say hello as you pass the old man Hoovering his way through the cornfields.

May the road rise up and smack you in the face.

—Craig Burgess

We draw a blank 12 times a year...



but you only need one of them to renew your IVW membership!

EVERY MONTH, a membership blank appears in this newsletter. You only use one a year. So what are you doing with the rest of them?

Here's a suggestion: Give them to your friends and co-workers. Tell them that 10 bucks a year is a pittance to pay for the kind of super-secret spy stuff they can read in this rag every month. Tell them that you read articles that they'll never see in *Bicycling*, the *Utne Reader* or the *Christian Science Monitor*. Heck, tell 'em we'll put their names on the front page.

Would the *Journal Star* do that?

## Tour de Witt A Winner

Several IVW members braved the morning rain and rode the Tour de Witt in Clinton, Illinois. They weren't disappointed in this great ride around Clinton Lake featuring lots of homemade cookies and a steak sandwich/pasta salad lunch finale.

And they weren't surprised, either. After all, the ride's promotional flyer listed a number of reasons that the Tour de Witt was better than even the Tour de France including this: "Tour de Witt will not be televised—no need to practice up on post-ride interviews."

Handouts at the ride included a bright day-glow pen, courtesy of the Clinton power station, and an attractive "Bike Til You Barf" pencil.

IVW members Russ Goin, Eric Hutchison, Charlie and Franny Klees, Jim Raney, Bob Wilson salute the Clinton Area Cyclers for a fine day.

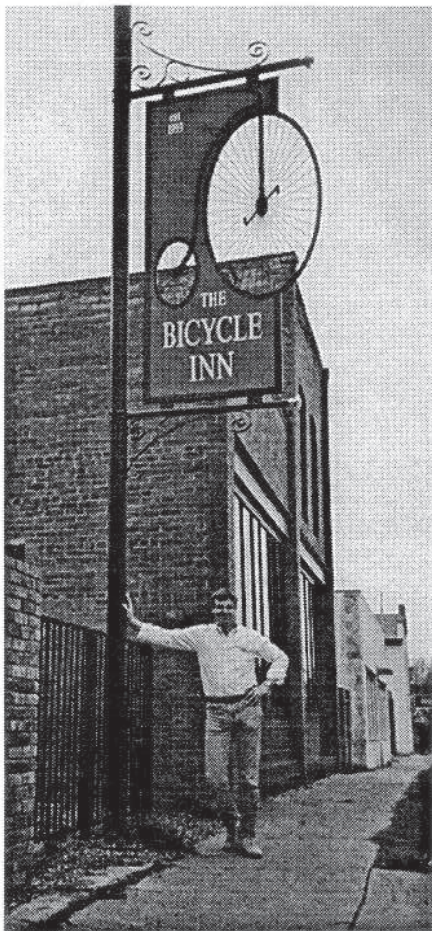
—Eric Hutchison



# Bicycle Inn Owner Puts Car Projects In Park(s)

The town of Dunlap isn't blanketed with flashy business signs. For cyclists riding south on Second Street, for example, the only visible sign on the local bank says "Drive-In Teller." (And no one can explain why the teller gets special treatment.)

So when John Parks, owner of the Bicycle Inn restaurant, crafted a wooden



John Parks opened the best restaurant in Dunlap—okay, the only restaurant in Dunlap—less than a year ago.

sign shaped like a high-wheeled bicycle and cranked it up in the air 18 feet, people took notice. Then, when Mary Boone, restaurant reviewer for the *Peoria Journal Star*, passed favorable judgement on Parks' eatery earlier this year, people began riding and driving to Dunlap from all over.

Other than the sign and the review, Parks' promotion has been "pretty much word of mouth." Not bad for a guy who claims he opened the restaurant for the simplest of reasons: "I wanted a place to eat."

And what a place it is. The restaurant

occupies a renovated two-story brick building that originally housed a hotel in the 1890s. Parks stripped the interior back to its red brick and wide-planked wooden floors, installed table-top to ceiling windows and decorated the place with posters of bicycles, the Rock Island Trail and of course, the Duryea.

In 1991, Parks began building a reproduction 1893 Duryea—America's first car, originally built in Springfield, Massachusetts. To date, Parks has created a prototype and five production vehicles. The latest vehicle was recently sold to Cleon Duryea, a descendent of the Duryea brothers. Another is displayed at the Wheels of Time Museum on Route 88.

The Duryea business—already hindered by the apparent unavailability of car-builder's insurance—is now on hold as Parks builds his restaurant trade. It's also in line behind another automotive project—the Kensington, a 1930s-style sports car. Both of Parks' automotive enterprises occupy the building next to the Bicycle Inn.

The start of Kensington construction actually preceded the Duryea by ten years. "I started the Duryea looking forward to the 1993 centennial. That put the Kensington on hold. I'm also creating all the tooling for the sports car as I go, looking forward to actual production."

The 95-percent-complete Kensington prototype features a fiberglass body on a steel chassis. The radiator sits more than a foot behind the front axle, followed by a mile-long hood, a cozy two-seat passenger compartment and a diminutive boat-tail rear end.

Parks—a graduate of the Art Center College of Design in Los Angeles—worked first at General Motors and then 14 years at Caterpillar before quitting the corporate world in 1987 while head of industrial design. He still performs consulting services for Caterpillar France and Caterpillar Paving Products in Minneapolis.

Though the Bicycle Inn seems like a radical departure for the 48-year-old designer, Parks disagrees: "I like to design things, whether they're automobiles or anything else. I bought a couple of buildings in Dunlap and thought, 'Boy, this'd be a neat old building to fix up.' There was a real need for a restaurant in Dunlap. And I was kind of ready to get out of Peoria anyway."

The government of Dunlap is very cooperative. "I primarily do whatever I want and they don't seem to have any objection. It's

really been a lot of fun. Next project will be fixing up the building next door, you know, to make the street look nice. Maybe it will bring some other activity into Dunlap. Kind of hope it does."

The Bicycle Inn, 208 Second Street in Dunlap, is open Tuesday through Sunday, 6 a.m. to 2 p.m. The business is completely smoke-free and features bicycle racks just outside the entrance, along with outdoor seating. —IVW Staff

## PEORIA PUTS POLICE ON BIKES.

According to new Peoria Police Chief Arthur Kelly, police-on-bicycle programs break the ice between law officers and residents the same way police-on-horseback programs do with the added benefit that "bikes don't eat as much."

At a recent public meeting on Peoria's community-based policing program, I asked Chief Kelly about Peoria's new bicycle patrol. He said bicycle-mounted officers soon discover that people are more open, more willing to talk without prompting. (Police/resident cooperation is the glue of community-based policing.) Residents usually ask officers two questions: "Where'd you get the bike" and "How'd you get into shape to ride it?"

The bicycle program began in June as part of a special unit called the Community Action Team. The bicycle is just one of the tools used by this group to concentrate on problem areas in the city. I plan to interview some of Peoria's bicycling police for next month's newsletter.

Meeting note: The stuff of local headlines—murder, rape, gang warfare—isn't the major concern of Peoria residents. I attended three meetings—including one on the South Side—on community-based policing, and by far the most common complaints were noise from inconsiderate neighbors and high-speed traffic in residential areas. Many in attendance also wanted to meet their neighborhood police officer face-to-face. It's hard to attract newspaper and television advertisers to pay for news programs that cry out "Noisy Car Terrorizes Neighbors at 3 p.m." Film at 11, back to you, Dan . . .

—Eric Hutchison

# How long can this go on?

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.

## SEPTEMBER

- SUN 4** Tour of Hog Heaven. Kewanee. 25, 62, 100 miles. Call Don Lundberg at (309) 852-3735.
- SAT 3—MON 5** 13th Annual Pantagraph Area Cyclists Ride Around Corn Country (PACRACC). 3-day, 220-mile ride around central Illinois. NEW ROUTE TO PONTIAC. \$80 (late fee). 100 mile, 2-day option available (COMPAC-RACC). Includes breakfasts and dinners, camping and showers. Highly recommended by the editor. PACRACC '94, The Pantagraph, 301 W. Washington St., P.O. Box 2907, Bloomington, IL 61702. For recorded message, call 309-829-9000 and enter 2453 (BIKE).
- SAT 10** Fifth Annual Lena Fall Festival Bike Tour. 10 miles, 50 and 100 kilometers. Breakfast included. Showers available. \$12 (late fee). Le-Win Jaycees, P.O. Box 394, Lena, IL 61048. For more info, call Dennis Robinson at 815-235-6088.
- SUN 11** Harmon Hundred. Wauconda, IL. Registration \$12 early. \$14 day of ride. Call Ron Hattendorf at (708) 362-5997.
- SUN 11** 13th Annual Crank Country Century. 25, 50, 62, 100 miles. Valparaiso, IN. \$12 (late fee). Includes light post-ride meal. Calumet Crank Club, Inc., P.O. Box 126, Valparaiso, IN 46384. Call Lynda at 219-462-1803 for more info.
- SUN 11** 22nd Annual Capital City Century. Springfield. 25, 62, 100 miles. \$10 individual/\$25 per 3 member family for 62 and 100 routes before August 27; \$13/30 thereafter. Quarter Metric \$6/\$15 before August 27; \$8/\$20 thereafter. Post-ride party. Free water bottle to first 600 registrants. Call Linda Schrodt at (217) 546-0505.
- SAT 17** Hope Ride. 13, 32, 50, 62, 100 miles. Hope, IN. Includes gourmet-style lunch on three longer rides. Coffee mug to first 750 registered. \$11 before August 17. For info, send SASE to Hope Ride, P.O. Box 115, Hope, IN 47246. Questions? Call Paul Ashbrook at (812) 545-5708.
- 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 RIDING WEEKEND IN CENTRAL ILLINOIS. COMBINE SPOON RIVER WITH DIANE'S RIDE.
- SUN 18** Tour of Scenic Ogle County. 25,50,75,100 miles. Stillman Valley H.S., 15 miles south of Rockford. Ride through lightly



traveled country roads in northern Illinois. Registration \$10 individual before September 3; \$12 thereafter. Includes post-ride spaghetti meal. Sponsored by the Blackhawk Bicycle and Ski Club. Call Larry Paye 815-654-3276 or J.B. Ferguson 815-962-4211.

- SUN 18** 26th Annual Hoosier Hundred Cycling Event a.k.a. The Hot Dog Run. Starts at Forest Park Shelter #4 on Route 19, Noblesville, IN. 50,62,100 miles. Lots of food, lots of flat land. Sponsored by the Central Indiana Bicycling Association. Registration \$10/\$20 family; \$12/\$24 day of ride. Catherine Dusing, 5340 Crown St., Indianapolis, IN 46208.
- SUN 18** Haldeman Hundred. Stillman Valley. Post-ride meal. Call John Konetski at (815) 874-4344.
- SAT 24** Bob Galloway Memorial Amish Country Bicycle Tour. 25,40,60 miles. Arthur, IL. Free snacks at registration and along longer routes. Registration \$5 before August 31; \$6 thereafter. Home-cooked meal available at additional \$6 (adult) \$3 (child)—\$1 extra after August 31. Sponsored by Decatur Freewheelers. Call Dennis Cunningham at (217) 423-5004.
- SUN 25** Heartland Century. 25,50,62,100, 124 miles. Starts in Scott County Park, 10 miles north of Davenport. Registration \$20 before September 1, \$25 thereafter. Includes long-sleeve t-shirt, large water bottle, patch, showers, continental breakfast, country buffet picnic. Call Dean Mayne at (319) 323-3514.
- SUN 25** Prairie Cycle Club (Champaign) Fall Century: Ride The Fork. 35,65,100 miles. Begins & ends in north-eastern Champaign County. Includes post-ride pasta meal, warm showers, camping. Registration \$10 before September 10; \$14 thereafter. From Champaign, IL take I-57 north, 136 east. Approximately 11 miles, turn left (north) on 2700 E (Penfield Road) to the Middle Fork River Forest Preserve. Follow signs to the Activity Center registration area. Sponsored by the Prairie Cycle Club. Call Marni Basic at 217-384-7153.

## OCTOBER

- SAT 1** Ride To The Depot. 16,25,65,100 miles. White Heath, IL. Follows Sangamon River and passes Allerton Park. Registration \$13 (\$7 per person on family short route). Includes breakfast at Community Club in White Heath (Take I-72 from Champaign to the White Heath exit #66 and follow the signs). Sponsored by the Champaign (IL) Touring Society. Call Peter Davis at 217-352-7600.
- SAT 1** Fall Color Tour V. 15, 30, 62 miles. Sturgis, MI. Watch the leaves turn as you pedal through the scenic countryside of St. Joseph and Branch counties in Michigan and LaGrange County, Indiana. \$13/\$15 before Sept. 16, \$18/\$20 thereafter. Includes post-ride meal, door prizes. Sturgis Chamber of Commerce, Box 165, Sturgis, MI 49091. For more info, call the Chamber during business hours at 616-651-5758.
- SUN 2** Pumpkin Pie Ride. 25,50,75,200 miles. Ottawa. Registration \$14 until September 12; \$18 thereafter. Includes t-shirt. Sponsored by Starved Rock Cycling Assn. Call Pete Johnston 815-434-7389.
- SUN 2** Kampsville Kookout. Jacksonville. 50, 100 miles. \$13. Sponsored by Jacksonville Bicycle Club. For more info, call (217) 245-6603.
- SAT 15, SUN 16** Hilly Hundred. Bloomington, IN.

# Sound Education

What is the speed of sound and how does it apply to bicycle travel?  
—Ingratiating Inga, Hanna City

First, a definition. Sound: A vibration in solid or fluid material, capable of detection by the human ear. Examples of vibration include the whistle of wind through a fender strut, the grr-runch of chain on chainstay and the chorus of noise generated by rapid travel over speed bumps.

Although scientists cannot explain the speed of sound without making loud, annoying wooshing noises and most of them don't even ride bicycles on a regular basis, they have determined that a bicycle—*regardless of quality*—cannot be ridden faster than 738 miles per hour at sea level without making some kind of sound.

Which just goes to prove that scientists are nuts. Nobody rides at sea level—to do so requires a flat earth. And few people believe in the flat earth theory these days—those who adhered to this ridiculous notion were either beamed off the planet or gobbled up by the Loch Ness monster years ago. There must be a more accurate way to determine the speed of sound.

And there is. Since sound is vibration and some bicycles vibrate more than others, the speed of sound *varies*, depending on the design and mechanical condition of a specific bicycle. Let's look at three examples:

- 1) The speed of sound on my Nekomaki 2000 is 15 mph—that's the speed at which the toe straps flip around enough to hit the crank arms.

- 2) The speed of sound on my friend's titanium Wedgie Rocket was thought to be infinite—until he had a flat while coasting down a mountain last year. Turns out the speed of sound for the Wedgie Rocket was 60 mph; however, because the bicycle was a total loss and the experience is unrepeatably, the accuracy of the data remains in doubt.
- 3) On many bicycles sold today, decal technology has lowered the speed of sound to zero. That's right, new bicycles featuring dramatic graphic treatments actually scream standing still. And yes, it is annoying.



To measure your bicycle's speed of sound you need only a few simple tools. The bicycle, a speedometer and yourself.

As you accelerate, keep one eye on the road and the other on your speedometer (both eyes on the speedo will result in an abrupt end to your test ride and corruption of the data—if you're lucky).

When you hear a sound, that's it—that's the speed of sound of your bicycle. If you don't hear a noise from your bicycle early on, please don't push past 80 mph—we've lost more than one hard-of-hearing test rider that way.

—D.D.

**For Sale:** 1934 TRACK BIKE (fixed gear). 21-inch frame, Parsons saddle, double-budded spokes. "Bent" chain and seat stay tubing. \$100. Glen Thompson, 925-3343.

2ND GREAT MONTH: TREK 1400 ROAD FRAME AND FORK. 52 cm, all aluminum, includes Shimano 600 headset. Never ridden, never built. \$299. 165MM SHIMANO DURA-ACE CRANKSET. Never used. \$125. TUNTURI ROWING MACHINE. Excellent condition. \$89. Samuel Joslin, 688-0922.

## 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 LAB automatically qualifies you for membership in the League of Illinois Bicyclists, the statewide organization of bicyclists

## LEAGUE OF AMERICAN BICYCLISTS 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

### LAB MEMBERSHIP CATEGORIES:

Individual: \$25

Family: \$30

Advocate—Individual: \$35

Advocate—Family: \$40

Send check to:

League of American Bicyclists, 190 W. Ostend St., Suite 120, Baltimore, MD 21230

(410) 539-3399/FAX (410) 539-3496

Membership Hotline 1-800-288-BIKE

# Now, a few words from elsewhere...

Denise Osborn of the Decatur (IL) Freewheelers Bicycle Club claims that the longer fresh ground turkey is cooked, "the more it tastes like the meat it is replacing."

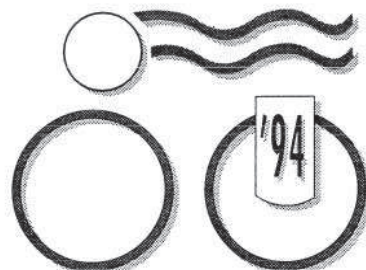
Sixteen riders took on the Iowa 24-Hour Challenge according to Dave Holmes of the Quad-Cities (Davenport, IA) Bicycle Club. Top five finishers were Bob Breedlove with 460 miles, Paul Black, 419, Tom Buckley, 419, Scott Sturtz, 392 and Matt Levy, 377. Top woman was Sharon Kaufman with 210 miles.

Members of Folks On Spokes (Homewood, IL) Bicycle Club had amassed a total of 58,646 miles by July. At the same time, the club's Commuter Club reported 1,152 trips totaling 13,799 miles—an increase of 111 trips and 2,108 miles over last year.

The still-growing Chicago Cycling Club now has a name for its newsletter: *Deraillleur Mailleur*. Headed up Chicago way? The CCC offers a 15-50 mile ride every Sunday at 8:30 a.m. from the totem pole in Lincoln Park.



**DIANE'S RIDE** is Saturday, September 17. You'll enjoy breakfast before the event, the famous Pasta Fest afterward and great riding between snacks. \$12 until Sept. 3; \$15 thereafter. Need a form? Call (309) 688-0922 today. To volunteer your services at a food stop or to bake cookies, call Bill Clark at (309) 347-4841.



**DIANE'S RIDE**

*Register Today!*

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**Illinois Valley Wheelm'n**  
**6518 North Sheridan Road**  
**Peoria, IL 61614**

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 WASHINGTON, IL 61571

**Diane's Ride is Sept. 17...**  
**Get your red-hot ride forms here, call (309) 688-0922!**