

NOVEMBER 1994

ILLINOIS VALLEY

WHEELM'N

greater peoria's bicycle club



IVW Awards Banquet November 12

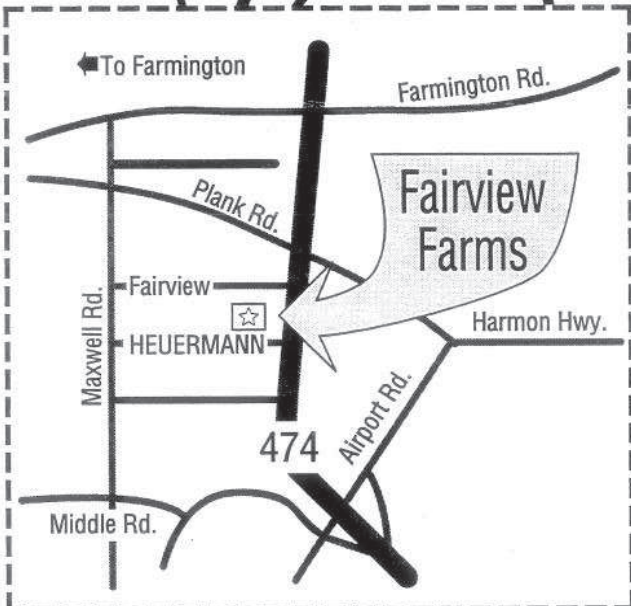
Fairview Farms Restaurant, 5911 Heuermann Road
Grip 'n Grin: 6:30 p.m.
Dinner: 7 p.m.

Buffet includes chicken, potatoes, salad, hot
veggies, corn fritters and rolls. Coffee and ice
tea included. Sodas are \$1. Alcohol is BYOB.
Cost: \$3.50 IVW members. \$6.75 general public.

RSVP before Nov. 2!

Registration form on page 9.

For more info, call Eric, 685-3921



Finding the banquet (both hands required)

1. Pretend the banquet is at the Peoria Airport (featured entree: honey roast peanuts).
2. Just before driving through the new entrance to the airport, slap yourself on the forehead and exclaim, "Now I remember where this place is!" (keep one hand on the wheel.)
3. Turn right at airport entrance and continue west on Middle Road (staying politically correct, of course).
4. Turn right (north) on Maxwell Road, then right (east) on Heuermann Road (ask Elizabeth about the name later).
5. Leap excitedly in the air as you realize you're in store for a fabulous Fairview Farms chicken buffet (wait until the car stops rolling first).

—Eric Hutchison

NEW MEMBERS

Jean Ascoli &
Michael Meadows....W. Peoria
Jill Attaway &
Mitch Griffin.....Delavan
Steve Kurt.....Dunlap

RENEWING MEMBERS

Ron Anderson.....Washington
Gene Crawford.....Peoria
Eileen & George Dudley....Peoria
Jim Kamp.....Tremont
Delmar, Jessica &
Terri Lowry.....Morton
Chris, Kacy, Kevin, Kyle,
Mike & Sally Pula.....Dunlap
Del Rusher.....Peoria
Jeff & Sharree Tate.....Peoria

ILLINOIS VALLEY WHEELM'N
newsletter published monthly

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DEADLINE IS THE 15TH OF THE MONTH.

Limbo lower now...

Shorter days leave only weekend rides

SUNDAY, SEPTEMBER 25 One of the oldest annual rides on the IVW schedule, the Tanner's Ride attracted nine riders on a 65° day with light winds. Hot apple cider and donuts were enjoyed at the orchard north of Peoria. On the return, the sun broke through the overcast as IVW members, including Charlie Klees and Roger John, pedaled back on Blue Ridge Road.

SUNDAY, OCTOBER 2 Jim and Sarah Emmons encouraged IVW members to travel farther north than usual on a 38-mile tour of Marshall County. Nine riders, including Elizabeth Heuermann and Drew Amett, enjoyed a "very windy" trip featuring that grail of cycling conditions: a tailwind at the end of the ride. 60°. NE wind @ 15 mph.

SUNDAY, OCTOBER 2 A rather cryptic message from leader Rob Alexander

concerning this three-member, 1 p.m. ride. "Gary [Hartzler] chose an alternate route, so George [Dudley] and I might have ridden 23-mile loops, maybe in the parking lot."

SUNDAY, OCTOBER 10 The annual Hilly 100 tune-up ride, this year led by Denny and Peggy Tresenriter, included visits to such topographical landmarks as Mont Bittersweet, School Street Pass, Bloomington Road Hill and that most infamous of chain-busters, Hill Street. 15 riders including Ron Chandler, Gary Hartzler and Jack Welch. 60° and sunny. NW wind @ 16 mph.

SUNDAY, OCTOBER 16 An equal number of kiddie stokers and single bikes showed up for the last Road Riding 101 event of the season. The 30-mile loop included an ice cream stop in Eureka. 12 riders. Temp in the 70s. SSE wind @ 15 mph.



BACK TO AMISH

LAND AND LAKES

(from left):

Victor Belov,
George & Eileen
Dudley, Charlie
Klees, Elizabeth
Heuermann,
Frannie Klees.

November Rides

WASHINGTON SHOW-N-GO. 8:30 a.m., Saturdays. Park at police station off Jefferson. Don't park in reserved spaces.

SUNDAY SHOW-N-GO. 11:00 a.m., Fondulac Park District Building, E. Peoria. For more info, call Steve Grube, 699-6956.

Show-n-Go rides recommended for experienced riders only. All riders should arrive 15 minutes before start times.

From bike plans to road block

Bicycle access moves to committee, trail backers score, Lehman still open

PEORIA BIKE PLAN TO DEBUT ON ELECTION DAY. On November 8 (it has to be a good omen) city council members will review the Tri-County's first bicycle access plan. The plan, created with IVW input, will be presented by Peoria's Traffic Engineering Department to the council's Community Growth and Development Committee chaired by Councilman David Ransberg. While this isn't an official public hearing, the public is welcome to attend and help answer the questions of council members. Your next opportunity to show support for better bicycle access in Peoria is 5 p.m., November 8 at Peoria City Hall. For more information, call me, Eric Hutchison, at 685-3921.



PEORIA TRAIL RECEIVES STATE GRANT. According to the October 21 issue of the *Journal Star*, the Peoria Park District has received a \$149,000 grant to pay half the costs of a 2.5-mile bike path from Detweiller Marina through Springdale Cemetery. The new path would connect to the existing trail that starts downtown at The Landing and ends at Woodruff Field. However, unlike the existing trail that is entirely off-road, the new path

"could use rights-of-way along city streets and park and cemetery roads." The park district intends for the riverfront trail to eventually connect with the Rock Island Trail that runs from Alta to Toulon.

The part of the path running through Springdale was already part of the Peoria bike plan proposed by the IVW to city traffic engineers. Because existing roads seem sure to be included in the new trail, Engineer Jim Baumann is working with the Park District to help it develop plans. A special challenge, because of a tricky railroad crossing is Adams Street by Woodruff.

The IVW is attempting to work with project planners to ensure that all on-road segments of the trail allow cyclists standard vehicular access.

TRAFFIC COMMISSION VOTES TO KEEP LEHMAN ROAD OPEN. At an October 20 meeting the Peoria Traffic Commission agreed to pass on its collective opinion to the Peoria City Council. Sometime during mid-November the council will either accept or reject the commission's recommendations concerning this controversial street.

At a September 8 public hearing, residents expressed their concerns about traffic volume and speed along the road which runs parallel to Sterling. Speaking on behalf of the IVW, I stressed the need to keep the road open to bicycle traffic, whether or not Lehman is closed to motor vehicles. My goal at the hearing was to remind Peoria residents that bicycle access is good for neighborhoods.

The report of the traffic commission to the council will include a list of traffic control measures. Currently proposals include traffic signals at Nebraska/Sterling to divert Lehman traffic to Sterling; more stop signs along Lehman; and stepped-up enforcement of traffic laws.

LEHMAN NOTES: 1) Traffic counts and accident rates on Lehman are comparable to Teton Drive and Peoria Street, other residential thoroughways in Peoria. 2) Residents rejected a city proposal to upgrade Lehman road and install gutters and sidewalks because the plan included special assessment fees to property owners along the route. 3) An upgrade of most of Sterling Avenue to five lanes between Forrest Hill and Nebraska is scheduled for 1995-96.

—Eric Hutchison

October 4, 1994

Another look at Lehman

Dear Eric,

May I offer a personal opinion as an IVW member who lives on, and rides bikes on Lehman Road? Lehman Road would be much safer for bike riders, Bradley University runners and all others if it was blocked to auto traffic at Flint Street.

Remember the traffic commissioners' statistics that the average speed of all vehicles on this road is 37 mph (!!) with a posted speed of 30 mph. The report also stated that 2,500 cars pass by my home every day. That doesn't fit the definition of a residential area very well. Perhaps "main thoroughfare" would be a better description...

Lehman was not designed for such high-volume traffic.... Cars passing each other at 40-45 mph have a hard time staying on the road. It's too narrow and cambered. There isn't enough room for two cars to pass and still leave room for a pedestrian or cyclist...

City and school buses also ignore the speed limits...

There is a distance of 0.4 miles between the 2100 block (Flint St.) and the 2500 block (Newman Pkwy.). There are no crossroads in this distance and therefore, no logical place for a stop sign...

Enforcement of the speed limit is a wonderful idea, but hasn't happened in the past. And you would think that after a little girl was killed on this street that something would have been done a long time ago...

I am all for the idea of a blockade with the same design as the Westaire/Brandywine link. This would create a safe traffic pattern for cyclists, runners, pedestrians and local residents...

So count my voice as one more for closure. Here's to safe cycling.

Sincerely, Beverly Enslow

The newest old shop in town

I WAS IN CHAMPAIGN RECENTLY for the Ride to the Depot. I enjoyed the ride (though not even Champaign County is entirely flat), and I enjoyed talking with Fritz, former owner of Paul's Bike Shop in Urbana and currently co-owner of Champaign Cycle with Peter Davis. He asked me whether I had visited the new Trek dealer in Peoria. I went over the few possible candidates, and then I asked, "You don't mean Illinois Cycle, do you?"

Sure enough, Illinois Cycle Shop has 200 Treks in stock, with more on the way. The new owner, John Bousky, carries Trek, Fisher and GT along with the shop's original brand, Schwinn. John, son of previous owner, Joe Bousky, claims that since taking over the shop in May, sales have been good. In fact, he says that September 1994 sales were up 400% over the same period a year earlier.

John seems confident in the future of cycling. He better be—he quit a well-paid white-collar job at Caterpillar to take over the business.

Some IVW veterans are still riding the Schwinns they bought from Illinois Cycle back in 1974. John claims that at least one of the Paramounts left on display but not for sale during the past-20 years will be sold. He's thinking about donating the other antique to the Bicycle Museum of

America. He's pretty sure that he's going to get rid of the lawn mower part of the business, but he will probably hang on to the snowblower concession to keep busy in the winter.

HEARD ON THE STREET: Illinois Cycle may be looking to sponsor a racing team.



NOTED DURING A VISIT to Peoria's Bicycle Bus on Main Street: *The Best Bike Rides in the Midwest*, by Phil Van Valkenberg. Phil, who just hung up his cleats as bicycling columnist for *Silent Sport* magazine, is the author of a new book containing information on 44 Midwestern bike routes of varying length and difficulty. Interestingly enough, one of those bike routes—and one of only three "best rides" listed in Illinois—is the one followed by our very own Tour de Prairie. *The Best Bike Rides in the Midwest*, by Phil Van Valkenberg, *Globe Pequot Press*, 256-pages, \$12.95.

YOU SAY IT'S TOO COLD OUTSIDE? You haven't been training enough to go to another out-of-town event? You say you've lost your lucky socks? Is that what's troubling you, Binky? Well, the folks at the Bicycle Museum of America have a new ride that's designed just for you: the "No Ride" Ride, December 31,

1994. The "No Ride" Ride is simple. Just fill out the entry form, enclose your check for \$20, \$25 or \$35 before December 15 and wait by the mailbox. Soon you'll receive an official Bicycle Museum of America patch and a limited-edition 100% thick cotton shirt or sweatshirt.

Proceeds from the "No Ride" Ride go to support the Museum's mission of preserving cycling's past. "On December 31, instead of rolling out of bed before barn animals do, sleep in. Read the paper. Have brunch with a friend. All while knowing you're helping a good cause with the Bicycle Museum's 'No Ride' Ride." *Bicycle Museum of America, North Pier, 435 E. Illinois Street, Chicago, IL 60611.*

HERE'S SOMETHING TO PLANT in your noggin'. According to a recent *Journal Star* article, the Central Illinois Hosta Society, founded in 1989, has 200 members. Hostas are shade-loving plants; their biggest enemy is the slug.

The Illinois Valley Wheelm'n, founded around 1970, has . . . just over 200 members. Some Wheelm'n have it made in the shade, others are their own worst enemies. But it seems to me that a bicycle club dedicated to its members should be able to outgrow a garden club dedicated to a single plant, no matter how hardy. What's your opinion? And if you would like to see the club grow (to 500, to 1000 members or more), what kind of fertilizer do you think we need?

—Samuel Joslin

Winter is coming. What suggestions do you have to offer the cold weather cyclist?

—Chilly Chelsea, Washburn

Ah, the brave rider whistling through the wind. Or is it the wind whistling through the cyclist? Never mind. You don't want your whips to fweeze, do you? There. That's the first rule of winter riding—no whistling.

Rule two: Get your cold-weather riding out of the way early. Like in August.

Rule three: Send in the clowns. Get someone else to ride your bike for you when the temperature dips below, say, 60°. Studies from several exclusive eastern universities (they are the richest kind) indicate that riders who know when to say when remain extremely comfortable, even on the coldest days.

Rule four: Ride indoors when possible. How big is your house? If it reaches from Washburn to Metamora, you can



plan a pleasant indoor ride and still enjoy the thrill that comes with conquering time and distance. To say nothing of your affect on the local housing construction business.

Rule five: Get used to cold temperatures before you head outdoors. For best results, sit inside a large refrigerator at least 30 minutes a day before heading outside in January. Why a refrigerator? Because it's easier to get into and out of than a chest freezer, of course.

Rule six: Keep moving. In some parts of Paris, for example, people assume that strangers standing quietly are waiting to be tipped. And of course, once you get tipped, you'll be expected to retrieve something. Like a bottle of cheap wine. Or a table.

Rule seven: Practice laughing at car drivers confronted by dead batteries. Then learn to ride no-handed so you can imitate that battery bunny in the commercials.

Rule eight: Buy a thermometer that registers on the warm side. Think about it. Do you want to get up in the morning and look at a thermometer that reads -15° or one that promises 50°? Pretty much a no-brainer, isn't it?

—D.D.

Tandem record, questionable advice and NITE (hi)lights

AURORA BICYCLE CLUB members David Meridith and Gary Waggoner recently established the first trans-Illinois tandem record formally recognized by the Ultra Marathon Cycling Association (UMCA). The pair rode from southern Illinois to the Wisconsin border—435.5 miles—in an official time of 23 hours, 38 minutes. Remarkably enough, the twin speedsters stopped only twice: for a 15-minute break at the 200-mile mark and later, a 30-minute break to add lights to the bike.

Quick facts about the recent Capital City Century, hosted by the SPRINGFIELD BICYCLE CLUB:

Total riders: 491
 (214 on century,
 157 on metric, 120 on quarter-metric)
 Average age of all participants: 38
 Number of first-time century riders: 46
 Top three clubs represented: Illinois Valley Wheelm'n (18 riders), McLean County Wheelers (14), Taylorville Bicycle Club (10)



This article was entered under the headline, "Common Problems and How to Resolve Them," in the September issue of Spoke of a Wheel, newsletter of BIKEBURLINGTON (Burlington, IA):

Flat tire: When captive air molecules get sick and tired of serving their sentence inside a rubber tube, they get their friends to smuggle in tiny hacksaw blades, and they make a break for it. The result is a flat tire. Repair is straightforward and logical. You'll notice that a punctured tire is flat on the bottom, where it meets the road. In other words, the wheel is not round. Use your hammer to adjust the spokes until your wheel is round again. It's as simple as that. [Remember, this is a joke!—ed.]

Forget those early starting times. One of the biggest bicycle rides in the Midwest this year didn't get started until 11 o'clock. That's 11 o'clock at night. According to the Central Indiana Bicycling Association, over 600 riders attended the first Navigate Indy This

Evening (NITE) ride on Saturday, July 9 at the Major Taylor Velodrome. Escorted by motorcycle police, the big pack rode along the White River to downtown Indianapolis before returning to the bike

track. Three television stations covered the ride; one covered the mass start live during its 11 p.m. newscast. Sound interesting? The next NITE ride is Saturday, July 8, 1995.

Food, can't live with it, can't live without it. At least that was the thinking of Roger Cantu, president of the Oak Park Cycle Club, when he wrote his notes for that club's October newsletter (reprinted with permission):

EARLY LAST SATURDAY, WHILE STANDING IN LINE at the supermarket checkout, I happened upon something that caught my attention entirely. The woman in front of me was placing items on the conveyor that were, in a way, truly marvelous. No-Fat this followed low-fat that. Imitation cream from virtual cows followed by frozen pretend Stroganoff. After a quick mental tally, I realized that any item in my cart had more fat, calories and cholesterol than the entire contents of hers. I must have silently broadcast my amazement since she turned to me and said, "I have to watch my weight." Without thinking, I blurted, "I ride a bike." I don't think she understood.

As I walked home I reflected on the encounter. I should have elaborated and explained that if it weren't for my cycling, I'd probably be the size of a two-flat. How often have we told prospective members we ride to eat and eat to ride? Anyone reading this newsletter probably shares my two favorite pastimes: cycling and eating. If we ever got tired of our name we could, without changing our agenda, rename ourselves the Oak Park Any Excuse To Go Out And Eat Club.

In a way, one activity makes the other possible, or at least less consequential. Personally, I've developed a chart that equates cycling with favorite foods. In my chart, I know that the activity on the left equals the calories on the right. I can pursue both of my pleasures guilt-free. Here are some excerpts:

| ACTIVITY | FOOD EQUIVALENT |
|--|---|
| Ride from Oak Park to Salt Creek Trail and back. | Grilled chicken breast sandwich, salad, small brownie, club soda. |
| Coffee Shop Ride to Elmhurst. | Grande Latte and small plain Danish |
| Thirty-Something Ride | Powerbar, Gatorade, lean ham sandwich, 12 oz. soda, frozen yogurt. |
| Dog Daze Doubles Pre-Ride | 3 slices pizza, light beer, 1/2 cup real ice cream |
| Working a DDD Rest Stop | 1 orange, 2 nectarines, 1 1/2 turkey sandwiches, 24 oz. lemonade and 1 cookie every six minutes |
| Halloween Banquet | All the pizza you can eat. |
| Fractious Steering Committee Meeting | 1 bowl popcorn, 16 chocolate chip cookies, 2 cans Pepsi, carrot stick, 2 Tums |
| Annual Progressive Dinner | 18 appetizers, 16 entrees, 9 desserts and Diet Coke. |

Of course, I can't claim any scientific authority behind these figures, but they work for me. If you'd like to put together a similar chart, I'd be happy to help. Just give me a call and we can ride someplace and put one together over coffee and Danish.

house—he didn't. I thought, 'All we need is some kid crashing and I lose my house.' Once we came up with the first mold, I was out. My payoff was a helmet." With a laugh, Alan continued. "Now he's making millions."

GLOVER'S TOUR EASY

| | |
|--------------|--|
| Bike: | Tour Easy recumbent made by Easy Racers, Freedom, CA. |
| Bags: | 3 pairs of panniers—front, rear and below-seat. Custom-made misc. bags and 16" by 28" rear trunk. |
| Racks: | One Blackburn rear and two low-rider racks (below-seat rack features custom bracket attachment) |
| Hubs/BB: | Phil Wood |
| Rims: | 48° Mavic E3 rim in rear 36° 20 x 1.75" rim in front |
| Crank: | 175mm Shimano 600—52/38/24 |
| Freewheel: | 7-speed 13-32 |
| Derailleurs: | Shimano Deore rear, Suntour triple front |
| Pedals: | Sakae mountain pedals (uses non-cleated size 13 touring shoes) |
| Fairing: | Custom design from Zipper, detachable "body skin" wraps around fairing and riders back for cold or wet-weather riding. |
| Lights: | Vista 6- and 12-watt headlights/rear strobe light |
| Dog gear: | 2-foot fiberglass dog whacker stored in hollow frame tube (duplicate of fiberglass windsock mount) and Halt. |
| Camping: | 4 1/2-pound Sierra Design Skylight tent, self-inflating air mattress, MSR stove with Sigg fuel bottle. |
| Windsock: | Red, white and blue, 2-foot design from Monterey, CA. |
| Length: | 7 1/2 feet |
| Weight: | 170 lbs. (w/o rider) |

If Gentes is storing away money, Alan is storing away memories. Like the numerous people who invite him to dinner or point out alternative routes. "This ride gives me a chance to meet the people instead of just cycling through the area. And I've pick up a lot of local history along the way. One rancher in Colorado showed me his 60,000-acre ranch and the cave that bandits used to hit anyone on the Sante Fe trail."

One memory that Alan hadn't counted on was "a vicious attack" by a kidney stone early in the trip. The pain came on as he camped just north of Santa Barbara, CA, after a 90-mile ride. The next day, he rode 12 miles to a hospital and spent the next 14 days there. After a month-long layoff, Alan gathered his gear and continued east.

Along the way, he sends postcards to children at three grade schools, two in California and one in New Jersey. Sometimes Alan stays up to 2 a.m. to write about big-eyed lizards, small Western towns and other discoveries. "The kids in New Jersey have never met me. All they know is that somebody is riding toward them on a big bike.

"I got involved in writing to the kids because a fifth-grade teacher I know was looking for a way to get kids interested in history and current events. The writing makes me feel I'm not out here by myself. For one thing, it takes discipline to look at the world through the eyes of a child.

"The kids are looking forward to it, and they aren't passive recipients—they

FOR SALE: 24-inch Sekai 4000 frame, \$50; one pair 700C wheels, \$50; one old Campy crankset w/BB, \$50. Jack Welch, (309) 387-6117.

FOR SALE: 58cm carbon fiber Specialized Allez frame with water bottle cages, C-Record crank, BB and front derailleur, \$500 or best offer. Battaglin TT bike with Roval wheels, lots of Campy and Scott 100K bars, fits riders w/frames sized 54cm to 58cm, \$800. 60cm Gianni Motta frame w/o fork, chrome rear end, needs paint, \$120. Kevin Neblock, (309) 376-2024.

FOR SALE: Tunturi Rowing machine, \$50, Samuel Joslin, (309) 688-0922.

raise money through recycling programs to pay for the postage."

Alan began serious planning for the world trip in 1991. He spent much of his time getting his finances in order. One of his last acts before the start of the journey was to sell the same house that kept him from partnering with Jim Gentes. "I'm not focused on what's going to happen to me in five years. I just watch my budget. As I need to, I'll work along the way.

"Next year, who knows? What if I meet a woman in Sweden and decide to get married?"

—Samuel Joslin



Next stop: everywhere!

Round-the-world rider visits central Illinois

When I first heard of Alan Glover, all I knew was that a cyclist was headed from California toward the Midwest and planned to continue around the world. Sounded like a good article to me.

Later, when I saw a picture of the rider, I became skeptical about the his chances of making it to Illinois, let alone China, Asia and Australia. I mean, the guy was riding a recumbent, for gosh sakes. Everybody knows that serious riders ride bikes with skinny little saddles designed to inflict pain upon their users.

But it turned out that Alan had ridden "serious bikes," too, like on his 1991 visit to the USSR (before that country's breakup) and, in April of this year, a trip to Vietnam with 55 fellow cyclists.

"The Vietnam trip was like an invasion," Alan said. "That trip did a lot for me in regards to solidifying this notion of riding around the world. After the Soviet Union, I thought I going to be sick all the time. But in the USSR, I hadn't really made up my mind that I was training for the world trip. I wasn't serious.

"Before Vietnam, I figured it was going to be a third world country, probably the worst conditions I'd meet on my big ride. I got sick again, but I realized that I could take care of myself and I could pull through that stuff. I felt strong and I rode 1,200 miles on the main road from Hanoi to Ho Chi Mihn City."

According to Alan, the main highway in Vietnam is a narrow two-lane country road. And it's the only continuous north/south road in the country. "The same guy that led the Vietnam trip is talking about a mountain bike ride down the Ho Chi Mihn Trail which is basically a footpath. People in the mountainous areas

still use it. That would be a kick to do."

So why a recumbent on this trip? "I chose the Tour Easy because of its carrying capacity and comfort. I get tired riding the bike, but I don't get sore." Not getting sore means that Alan can pedal 50 miles a day on his heavy bicycle. And

ready for the long haul. "I did a lot of training in Death Valley during the spring and winter over the last three years. I would do a three or four-hundred mile journey fully loaded, trying out different things, working on my stamina. I love the desert and the natural hot springs in the surrounding area to loosen up the muscles."

At home in San Jose, Alan spent a lot of time just "putzin' around" with riders of the Almanden Bicycle Club. As a result, most of his Death Valley rides were cold turkey; he didn't do a lot of serious cycling before heading out to the desert. "It's easy to train around your house, but you've got a different frame of mind when you're zinging out someplace else. It's like you're really on a trip; it's like you can't come home. You've got to finish this thing."

Alan worked as an industrial designer in Silicon Valley for 15 years after graduating from San Jose State. After defining his career choice as a combination of art, business and engineering, Alan talked about his connection to the original Giro helmet—the helmet that established the trend toward light weight, high-performance protection.

"Jim Gentes, the owner, and I went to school together. The original name for the helmet was the 'Brain Bucket.' Jim came up with the name Giro later on. We worked in his garage, hand-carving the very first mold.

"Together, we did the initial aerodynamic testing. We were putting dummies on top of cars. We'd have airstrips on them and do some videotaping at different speeds. We were doing some different styling and getting the venting to work as well as developing some fun, colorful designs.

"However, I was concerned about liability. He wasn't. And I owned a



SMILE FOR THE MILES. Alan Glover, 41, writes postcards to schoolkids while riding around the world. Some of his new-found fans are lucky enough to hear his stories in person.

heavy is the right word: the blue-eyed, 6-foot-4 cyclist has pedaled 3,700 miles since California on a bike that, when fully loaded with Alan's worldly goods, weighs 170 pounds. "It's the largest bike they make. And I had some custom fittings made to accommodate all the bags and a custom windshield."

An industrial designer when he isn't pedaling, Alan used several multi-day rides to make sure that his lowrider was

Record count at road hearing

Surprise Sterling Avenue upgrade announced



IVW President George Dudley studies Forrest Hill/Gale plans.

FORREST HILL/GALE PUBLIC HEARING ATTRACTS 122 PEOPLE. Twice as many people showed up for the October 6 public hearing on Forrest Hill/Gale compared to previous public hearings on the same project. Moreover, in excess of 85% of all written comments submitted during and after the hearing supported improved bicycle access.

According to road officials, this percentage of positive comments at a public hearing is nearly unheard of. They went on to say that road engineers are usually on the receiving end of complaints. With this event, Peoria-area bicyclists constructed a bridge between themselves and local road planners. This event continues to send a strong message to local and state governments that Peoria-area residents/voters/taxpayers are willing to support improved bicycle access.

Also at the hearing, Peoria City Engineer Gene Hewitt told me that extra-wide outside lanes for bicyclists were also in the works along the current two-lane section of Sterling Avenue between Nebraska and Forrest

Hill. This project, initiated by the city without a request from the IVW, will be started even sooner (during 1995-96) than Forrest Hill/Gale.

The hearing was covered by WHOI (Channel 19) which conveyed an upbeat bicycling message to the greater Peoria area during three newscasts on October 6 and 7.

Thanks to all IVW members who attended the hearing and filled out comment forms. Special thanks go to those who provided a reminder of the hearing to 90 other IVW members by their participation in the IVW telephone-tree: George Dudley, Jim Wittmer, Sheryl Hansen, Ken Beckler, Franny Klees, Bill Stevenson, Russ Goin, Quinton Smith, Marion Sword, Fred Unes and Steve Meisner. Also thanks to those who rode with me to the hearing on their favorite human-powered vehicles: Steve Grube, Charley and Franny Klees, Bill Stevenson, Marion Sword, Don (Smitty) and Valerie Smith, and Samuel Joslin.

—Eric Hutchison

Reunion time in California

"You're coming to the reunion, aren't you?" he said to the old guy discussing tractors in a field near Salinas.

It took me a little while to figure out who had asked me the question. Turned out it was Dick Eckhart, with whom I'd started kindergarten and made it through to the graduation of the class of '54. So when I got home, I dug up the form and sent it in. After all, Dick and I had outlived the school building; it was time to find out about some of the other happenings of the last two generations.

That's how Eileen and I ended up in the bike and in-line skate shop adjacent to Monterey's Cannery Row that day. We'd done the Monterey aquarium; now it was time for something important. Like that bike trail!

The rail line used to carry the S.P.'s

Del Monte Express as far as the grand old hotel and it continued on to the Pacific Grove sand dunes to pick up sugar-white sand by the train load for glass making. Now it's a paved trail on top of the rocks bordering Monterey Bay. It's good for about 20 miles and provides access to ridable roads in an area where traffic is pretty dense. Put it on your next California vacation itinerary. Rentals were fat tires and cross bikes in addition to the skates. Of course, those options were in Eileen's B.S. (Before Surgery) era, so we had to pass.

Another good sign in the old home town of Salinas. Valley Cycles had just doubled their store size. Also on the trip I learned from the *Sacramento Bee* that Kestrel will have a new life after near-death from its

involvement with Schwinn and Mitsui. That might explain why it took so long for Sue Weast to get her Kestrel frame repaired.

And now we're back in River City, which just proves that everything is interconnected. As you read this, plans will be well underway for the annual awards banquet. It will only be better if you've been a part of that process. Our cycling season is winding down to mostly weekend rides. But let's consider what next year might bring. What might '95 be like if you'd join the active people in the club? The IVW is never more than what the members make it. But sometimes, you discover a magic situation where the efforts of the workers start to multiply and the club becomes more than the sum of its parts.

So please say yes if you're called on. Better yet, don't wait for the call, make on yourself. Your skills and effort are needed. See you on the road.

—George Dudley



1994 ILLINOIS VALLEY WHEELM'N ANNUAL AWARDS BANQUET

OFFICIAL RESERVATION/AWARDS FORM

Please reserve # _____ seats at \$3.50 each for a total of \$ _____.

NAME: _____

PHONE: _____

Here's my list of award winners:

MOST IMPROVED FEMALE RIDER _____

MOST IMPROVED MALE RIDER _____

HUB OF THE CLUB _____

(outstanding club volunteer of the year)

This form and payment must be received by November 2.

Send your check payable to the IVW to:

**Illinois Valley Wheelm'n
c/o Eric Hutchison
209 W. Crestwood Dr.
Peoria, IL 61614**

For more information, call 685-3921



DO YOU HAVE WHAT IT TAKES to be ride chairperson, social chairperson or Diane's Ride chairperson? Can you raise your hand when you're asked a question? Call Eric Hutchison at 685-3921 to put your name in nomination. And we'll see you at the Annual Awards Banquet, 6:30 p.m. at Fairview Farms, Saturday, November 12!

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:

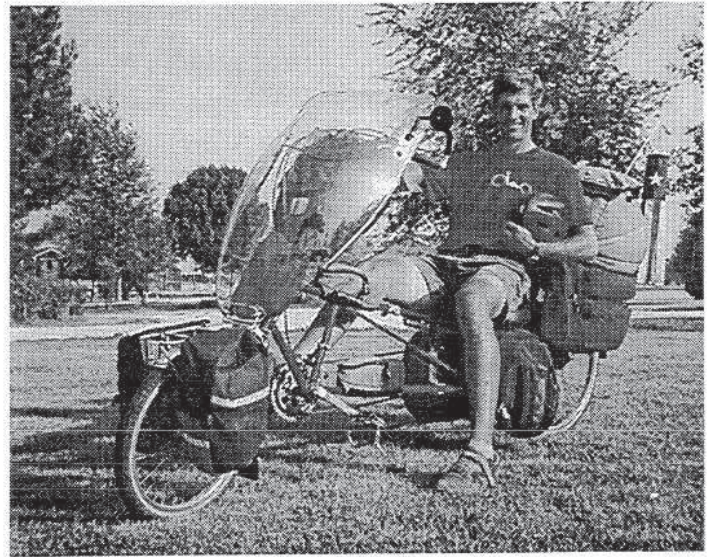
- Individual: \$25
- Family: \$30
- Advocate—Individual: \$35
- Advocate—Family: \$40

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

INSIDE NOVEMBER

| | |
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What's 7-feet long and weighs 170 lbs? We're still not sure, but this guy is sitting on it. See page 4.

RSVP for the annual meeting today!

The IVW Awards Banquet happens Saturday, November 12. That's the time for food, door prizes, awards and good times. But you have to **reserve your space before November 2**. Details on page one.

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

Bulk Rate
U. S. Postage
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Permit No.310
Peoria IL 61601

Your IVW membership expires: 10/03/95

RON ANDERSON
203 LOCUST
WASHINGTON, IL 61571

ANNUAL MEETING...

...November 12 at Fairview Farms!