

JANUARY 1995 (ALREADY?)



ILLINOIS VALLEY

WHEELM'N

greater peoria's bicycle club



Club Meeting— January 26

Join us at Russell's Cycling and Fitness Center for the January 26 club meeting. Joe Russell will provide us with a "show 'n tell" program about the many new bike products on the market. This is the first stop on the 1995 bike shop circuit. You'll find Joe's new store at Valley Forge Plaza as you enter Washington on Route 24. Meeting starts at 7 p.m. Please R.S.V.P. at 243-9191, so I'll know how much food to order. —Roger John

Bus Trip— February 25

Why drive when you can join us for a fun trip to Chicago? The IVW will have a 46-passenger Peoria Charter Coach Luxury Bus to transport us to this year's CABDA Consumer Bicycle Show at the Rosemont Convention Center. We'll leave the driving and parking worries to none other than club member Allen Silzer.

Saturday starts with our departure from Northwoods Mall at 7 a.m. After arriving at the bike show about 10 a.m., you'll have plenty of time to "wheel 'n deal" (lots of room in those big cargo bays for goodies from the show). Return to the bus at 3 p.m. for a short ride to the Bicycle Museum at Navy Pier, where you'll see well over 100 different vintage bicycles. Also at the "Pier" are a variety of eating opportunities, from fast food to fine dining. At 7:30 p.m., we'll board the bus for our return to Peoria. For those who haven't "OD'd" on bicycling, we will show a number of cycling videos.

If you want to go, R.S.V.P. today. A check made out to the IVW for \$20 per person will reserve your seat(s). The \$20 covers transportation and entry to both the bicycle show and museum. Mail your check to: Roger John, 512 N. Third, RR 1, Dunlap, IL 61525. Reservations are on a first-come, first-served basis. —Roger John

Hutchison Holidays

By Eric Hutchison

T'was the night before Christmas
In this bicyclist's home
His windtrainer stopped whirring
He'd gone out to roam

Wool stockings were snatched
From the chimney with haste
To ward off the frostbite
Which lays toes to waste

And the red guy with the big gut
For whom we're all rootin'...
(I'm sure he loads carbos
but does he like Newtons?
Probably not . . . burp)

Balclava for head gear
Tames any windstorm
It's Russian for "grandma"
And nearly as warm

On Goretex, on Lycra, on
neoprene boot
Thank goodness it's dark out
'else neighbors would hoot.

Outside I test bike lights
I hope they all work
I flick on the Nightsun
And slice through the murk

Now bike lights for night time
Are no laughing matter

But my strobe-flashing rumpus
Tends to bring chatter
(particularly in grocery stores)

Creeping down driveway
Whilst all but one sleeps
Full moon is my stoker
Crisp air I breathe deep

With triple crank spinning
Steep hill becomes tame
Up a road they call Grandview
Oh, so aptly named

Small lights dot the valley
Peace is the sound
Silently flying
With wheels on the ground

Hands poised on brake hoods
Quick stop if need be
Last ride I saw 'possum
No headlights had he

A top of the bluff now
A sound so serene
I pause to hear silence
As clothes release steam

Motoring gets tedious
And routine as rhyme
But a bike makes all trips seem like
It's just the first time

NEW MEMBERS

JOHN & JUDY APICI.....GROVELAND
TIMOTHY MEEKS.....WASHINGTON
MARIAN PARR.....PEORIA
DONALD SMITH.....PEORIA
MARSHALL ELSON.....PEORIA

RENEWING MEMBERS

JOSEPH &
R. JEAN ADAMS.....CHILLICOTHE
KAREN AUSTIN-JOSLIN &
SAMUEL JOSLIN.....PEORIA

RENEWING MEMBERS (cont.)

GREGG & LIZ BENNING.....DUNLAP
MARY JANE CONNER.....WASHINGTON
LARRY DAVIS.....PEORIA
GARY HARTZLER.....PEORIA
LAURA HUGHES.....PEORIA
JAN & RON MATUSKA.....MACKINAW
DEBBY & JEWEL MOYERSHANNA CITY
THOMAS PARR.....CHILLICOTHE



ILLINOIS VALLEY WHEELM'N

newsletter published monthly

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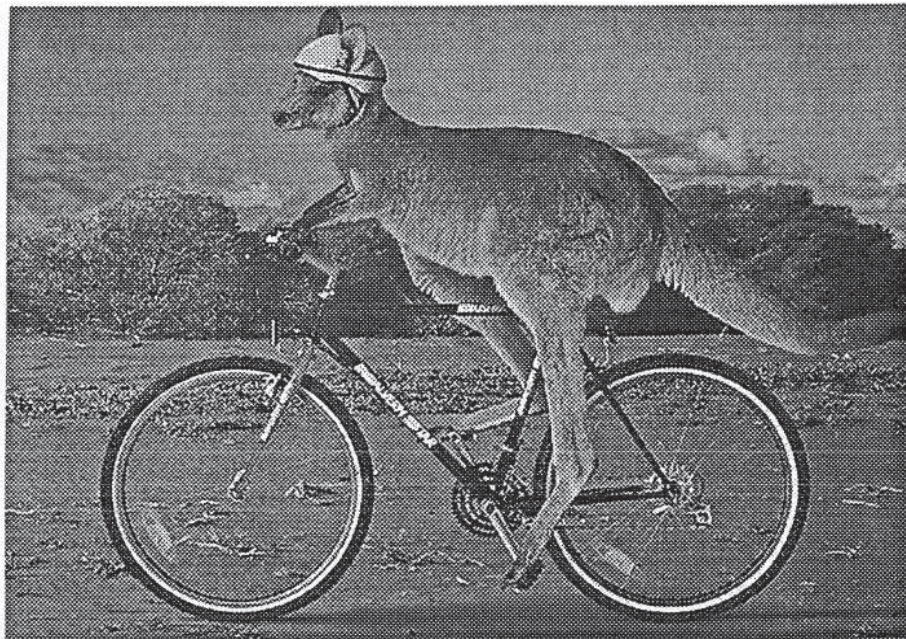
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Tom Parr

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LEAGUE OF ILLINOIS BICYCLISTS**

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Eric Hutchison

Mail articles, want ads and family heirlooms to
Samuel Joslin, 1318 W. Mac Queen, Peoria, IL
61604

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sjoslin@heartland.bradley.edu
or Bikewriter@aol.com



"The Aussie helmet laws must be strict because everyone observes them."

Lots of Riding, Little Cycling

How far can you go in a month? I don't know if November 4 to December 4 set a personal record or not, but it was about 27,000 miles. That's a lot of riding with only a minor injection of bike sanity in Brisbane, Australia, to break up the procession from place to place on big aluminum birds.

Australia is a different sort of place to what we're used to in North America. Most of its population is concentrated in a few coastal cities like Sydney, Melbourne, Brisbane, Perth (which I got to) and a few significant others. Then there's just lots of VERY sparsely populated country, most of which is desert. This creates some very different conditions and challenges for cyclists. It's tough to put together a loop tour like we're used to that links up a few small towns with low-traffic paved roads. There are still recreational riders and racers there, but their conditions are quite different.

So I was eager to get out anywhere I could on a bike to compare the

familiar with the Aussie way. Greg Graham was the Caterpillar representative I got hooked up with for a ride the afternoon of November 12. He's primarily a roadie with no club affiliation. We avoided a lot of bicycle set-up time because he rode his Melbourne-built custom road bike and allowed me to puff along behind on his mountain bike. Mercifully, it had road-compatible tires on it.

Brisbane is on the river of the same name, which provides a location for a pretty neat paved, multi-use trail along the river and, in parts, under the freeway. We were without cyclometers, but I'll guess there were about eight miles of trail that could be reached within a mile or so of Greg's condominium. So, we round-tripped it to the center of the city and back. Then we added a loop through the nicely spread-out university campus. The university loop is Greg's usual fitness ride in the early morning.

It was a great afternoon's outing for this exercise-starved guy, but I could see it would get sort of confining to have to pick from a limited number of big city ride opportunities. We're pretty well off here for ride choices, even if we do have a winter to endure.

I got to talk to another ex-avid



rider in Sydney. How avid was he? He once took six months off work to ride from Seattle to Tierra del Fuego. But the Sydney-area traffic has become tough enough to ride in that it's now a big drive-to-ride thing and he can't be bothered anymore. So let us count our central Illinois blessings.

Actually, before getting to Brisbane, I'd tried to hire a bike in Melbourne from an outfit named Mr. Tandems Pushbike Hire Co. Alas, the phone was disconnected. But you'll observe there are two kinds of bikes down-under: Our kind, or pushbikes, and Harley motorbikes. And there are some wonderful-sounding organized tours there. Someday, maybe . . .

And what of Singapore? Well, there I discovered a superior type of tandem. The one rider (I refer to this person as the "stoker") does all the pedaling while the captain sits along side and issues instructions. These are not built



by Santana or Cannondale. They're based on the black Chinese Swan. Each machine sports an elegant parts gruppo consisting of rod-actuated brakes, a single-speed drive train (looks like about a 42x21), steel rims and simple platform pedals. Stokers seem to qualify for their jobs by having thong sandals and a chain-smoking habit. The drivers are most prevalent after dark, and fearless in the daunting (at least to me) Singapore traffic.

Similar "tandems" were seen in substantial numbers in the Philippines, but were based uniformly on what appeared to be BMX bikes. Unfortunately, the drivers hauling your reporter around in the Philippine traffic were unaware of the true priorities of things and would never stop long enough to allow me to study their machines.

The new season will soon be upon us here in the Heartland. We have some great new officers with ideas and energy. It should be a great year.

—George Dudley

Get-Togethers

It's cold outside, but you can ride vicariously with your cycling friends at the following breakfast spots at 8:30 a.m. during January.

Newell's, East Peoria8
Oogies, Peoria15
Bob Evans, E. Peoria22
Oogies, Peoria22

For more information on get-togethers and rides, call ride chair Tom Parr at 274-6101.

New Year's Day Party! Join us at 11 a.m. for the New Year's Day ride at Eric and Jennifer Hutchison's house, 209 W. Crestwood, Peoria. Bring food for the potluck and then ride. Or, if you prefer not to ride, stick around the house while the polar bears bask in the meager warmth of the sun. For more information, call Eric at 685-3921.

Book Review

Bicycle Transportation, A Handbook for Cycling Transportation Engineers by John Forester. MIT Press, 1994. \$25.

If you were a golfer, you would leap at the chance to play on a course designed by Jack Nicklaus, and take lessons from this pro. Cyclists have long learned their lessons from John Forester by way of the *Effective Cycling* book, the associated course administered by the League of American Bicyclists, and the video. He is less widely known for his early and continuing efforts to develop the field of cycling transportation engineering, the topic of the book reviewed here.

John has preached the pure gospel of vehicular cycling for over 20 years. "Cyclists fare best when they act, and are treated as, drivers of vehicles." This manner of cycling is best achieved on the existing streets and roads, rather than on special facilities or bikeways. Improving facilities usually means improving the roads by ensuring smooth, clean surfaces, wide outside

lanes, no in-line grates, sensitized traffic signals, and useful parking. Bike lanes are deemed contrary to proper cycling because they induce improper traffic behavior which can cause accidents. Separate paths can occasionally be useful in justifiable situations.

This book was written for professionals who work on cycling matters, and for the cyclists who want to properly help advise and influence them. The vehicular cycling principle, on which John bases his engineering recommendations, is derived from scientifically valid evidence. But traditional engineering is only a part of this book. Most analyzes the history, law, politics, psychology, accident studies, and explanations of traffic engineering as it pertains to cycling. John explains this is necessary because the infamous cyclist inferiority complex has dominated most of the planning. The inferiority complex and the resulting policies are construed in two parts: as society's way to keep cyclists out of the way of motorists for their convenience, and as the non-vehicular cyclists' way to keep themselves out of perceived danger from motor vehicles. Both are satisfied when lanes and paths

are constructed for bicycles. John endeavors to shift the focus of efforts and spending away from the building of these facilities toward the real issue, incompetent cyclists, who are the greatest cycling problem and hazard, and who need proper cycling training.

Bicycle Transportation is not bedtime reading. Brew a strong pot of tea before you sit down to study it. You will need it to appreciate John's frank writing style and thorough explanations. If you are not familiar with *Effective Cycling*, you may want to read parts of that book first. I know one cyclist who read the 1983 edition of *Bicycle Transportation* first, and it was quite a shock to his psyche. Reading this book will persuade you that John has been a most dedicated cycling activist for the past quarter century, striving to accomplish what is best for cyclists of all types and abilities. He never shirked from defending our rights to ride the streets and roads of the transportation system. Simultaneously, he developed a comprehensive course intended to teach cyclists how to ride properly on these streets and roads.

—reviewed by Gordon D. Renkes,
Ohio State University

Illinois Maps & More

ILLINOIS BICYCLE MAP MAKES HISTORY. The first in a series of nine bicycle maps from the Illinois Department of Transportation is now available. *Illinois Official Bicycle Map, Shawnee Region, Map 9* guides bicyclists to more than 50 scenic attractions across southern Illinois, including the Shawnee National Forest and Giant City State Park. Bike routes and trails shown include the Illinois segment of the Trans-America route first mapped by Adventure Cycling (formerly Bikecentennial), as well as the Trail of Tears National Historic Trail. Bicycle resource groups listed in the document include (guess who?) the IVW.

This full-color map is free for the asking from IDOT. Contact Map Sales, Illinois Department of Transportation, 2300 South Dirksen Parkway, Springfield, Illinois 62764. Perusing the map has already chased away my winter chills with visions of a spring bicycle vacation among them Shawnee hills.

When you request a map of your own, you'll be doing more than gaining a great bicycle resource; you'll also be sending a vote of approval to IDOT for continued bicycle accommodations. Craig Williams, Illinois Bicycle/Pedestrian Program Manager, tells me that the central Illinois bicycle map will be done by next summer—in plenty of time for the next major cycling season. Tipped helmets to Craig—the official bike maps are due mainly to his efforts.

EXCERPTS FROM A LETTER BY WILLIAM T. SUNLEY, Engineer of Local Roads and Streets concerning IDOT bicycle maps: "Several years ago, the Department was challenged with producing a bicycle map to promote safe cycling on the roadways of the state. After researching the available options, the Department chose to provide a product that would best facilitate the use of the bicycle as a transportation option. Bicyclists could then select the safest routes available for travel—to whatever destination.



"Certain bicycle-related factors, such as traffic volumes, roadway widths, paved shoulders and pavement condition were extracted from the highway database and used to generate a 'suitability' rating for each roadway segment. This rating was translated to a color display on the digitized county maps."

IVW ADVOCACY CHAIR GETS BEHIND THE BUS. In a recent editorial to the *Peoria Journal Star*, I called for renewal and expansion of GP Transit, Peoria's embattled bus service. Copies went to city and state transportation officials. My reasons for writing included:

- To broaden the image of the IVW among public officials by supporting another efficient form of transportation.
- To support another alternative to the car. It may be easier to first get the average sedentary motorist onto a bus than a bicycle. If we can get Joe-average traveler to use ANY alternative to his car keys, we've won a major battle.
- To communicate GP Transit's positive but largely overlooked story. There are many good reasons for riding the bus which deserve to be heard. Recent media coverage of the tax-referendum debate focused mainly on begging taxpayers to support the bus as a social service for "the old, sick and poor" (*Journal Star*). This image is not likely to win the bus what's really needed—more riders from all walks of society.

- To support a bicycle-compatible vehicle. When equipped with a bike rack, the public bus makes longer bicycle commutes practical. People can ride the bus to work in the morning and bike home in the afternoon (See December newsletter story about Seattle, Washington's \$950,000 bus rack installation).

EXCERPTS FROM ERIC'S EDITORIAL: "The long-term health of Peoria's bus service depends on winning more customers (riders), not more tax dollars..."

"With a bit of promotion, GP Transit can take its rightful place as a valuable community asset—a solution to traffic congestion and air quality problems..."

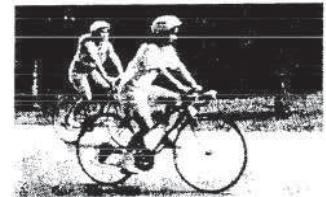
"According to the American Automobile Association, the average cost of operating a private automobile is 39.4 cents per mile. At this rate, my weekly commute costs me \$51.20 by car, \$7.50 by bus."

—Eric Hutchison

A New Bicycle Map Is Now Available...

■ About the Map

The Illinois Department of Transportation has just published a new bicycle map covering the southernmost 13 counties of Illinois, including the Shawnee National Forest area. It is the first in a series of nine maps covering the state by regions.



Although the map shows off-road trails, its primary purpose is to rate the suitability of existing U.S., state, and county roads for bicycling. Full-color photos and information about scenic, recreational, and historic sites in Illinois assist the touring bicyclist in what to see and do, and where to eat, get bike repairs, and spend the night.

■ Who the Map Is For

The map is intended for bicyclists of average or above experience who are comfortable bicycling on roads and highways. It is not intended as a guide for young children.

■ How to Order a FREE Copy of the Map

Contact Map Sales, Illinois Department of Transportation, 2300 South Dirksen Parkway, Springfield, Illinois 62764.

■ What's Next...

Maps for other regions of the state will become available through 1995. New announcements will be posted as each map becomes available.



Illinois Department of Transportation

Ordered 12/30/94

Ends & Odds

HAPPY FEET. If wind chill has you off the bike, take a hike with the Pimiteoui Trail Association. This Peoria-based group, led by president Dan Redmon, will explore six miles of the Wake Robin Trail at Forest Park Nature Center, Saturday, January 7, at 9 a.m. Of course, if it's really cold, they may shorten the outing. For more info, call Dan at 346-6826.

ALL ABOUT MAPS. The Chicagoland Bicycle Federation will host the Chicagoland Bicycle Map Symposium, February 4, from 9 a.m. to noon. Topics to be covered include the history and future of Chicago-area bicycle maps, the role of computers and the experience of one non-profit group that produces maps for "fun and profit." For more information and to register (deadline January 20), call CBF at (312) 42PEDAL.

AIN'T IT THE TRUTH. "Sometimes men come by the name of genius in the same way that certain insects come by

the name of centipede—not because they have a hundred feet, but because most people can't count above fourteen." —George Christoph Lichtenberg, as quoted in the November issue of *The Quick Release*, newsletter of the Bicycle Club of Lake County (Libertyville, IL).



SIMPLE TASTE. Here's something you might not have known about the Japanese: They buy eight million bicycles annually, 80% of which are single-speeds. Figures from the December issue of *Bicycle Retailer and Industry News*.

ANOTHER MARKETING MYSTERY. Stolen from BikeBurlington (Burlington, IA), which stole it from the Hawk-Eye Bicycle Association (location unknown): "Deb was pleased with her new Eureka tent, but disappointed that after searching the packaging material, she could not locate the three men as advertised."

THE ODDS ARE AGAINST THEM. According to a study published in the September/October *ITE Journal*, wrong-way cyclists in Palo Alto, CA, are 3.6 times more likely to become involved in a bicycle/motor vehicle accident than cyclists traveling with traffic flow. Wrong-way cyclists under 17 are even more accident-prone, facing up to 6.6 times the risk. (The National Highway Traffic Safety Association reports more than one-third of "pedalcyclists" killed in bicycle/motor vehicle crashes in 1993 were between five and 15 years old).

The sidewalk is no oasis of safety; riders there are 1.8 times more likely to find themselves in an accident than road riders. The study, published by the Institute of Transportation Engineers, was based on Palo Alto police reports of bicycle accidents from July 1985 through June 1989.

THAT'S NOT SO OLD. The Joliet Bicycle Club celebrated its 20th anniversary in 1994. To mark the event, a recent newsletter was published with pages copied from a 1975 issue—the earliest document in the club's archives.

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: \$30
- Family: \$35
- Advocate—Individual: \$50
- Advocate—Family: \$60

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

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New Year's at Eric's!
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Tuesday Night Riders:
January 17 reunion
at Leonardo's—6:30 p.m.



"The Singapore 'tandem' offers certain advantages for the captain not available on my Santana."

(Everything you need to know about Singapore and Australia—or at least everything George knows—inside this month's issue)

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

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

Your IVW membership expires: 10/03/95

RON ANDERSON
203 LOCUST
WASHINGTON, IL 61571

January meeting...
January 26 at Russell's Cycle & Fitness (pg. 1)