

NOVEMBER 1995

ILLINOIS VALLEY WHEELM'N

greater peoria's bicycle club



CALIFORNIA, THERE I WENT . . . A few weekends ago, I experienced the hospitality of a group of fellow cyclists. I found myself in the Fresno, CA area for a weekend. One of my work contacts is a rider who mentioned a Sunday morning breakfast ride. The right thing happened and there I was on a borrowed bike wearing a borrowed helmet riding thru the vineyards in the Selma to Kingsburg area. This was before the heat had broken in this area, so being out at 7:30 a.m. wishing I'd also borrowed tights felt mighty good.

The terrain was flat and the roads sparsely traveled. The group of about 20 included three tandems. The 40-mile round trip was done at 17.3 mph average. They're no different than most of us—start a social ride, and somehow the temptation to hammer just is too great. Anyway, thanks Jay Ervine and everyone else who made me welcome.

Jim Hix, president of the Fresno Cycling Club, gave me a copy of their newsletter and we talked about club stuff as we rode. There's a bigger area to draw from, and they ride year around. Their club

has about 700 members so there are some things they do that would stretch us pretty thin.

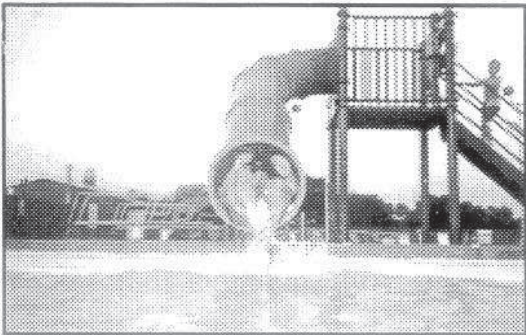
In his monthly article, Jim stressed something Glen Thompson advocates pretty strongly here. I wonder how many of us think about this? A rider by the name of Steve Ko had a black out during a ride and fell hard enough he had to be helicoptered out of a fairly remote location. He was single and pretty new to the club, so wasn't well known. As club president, Jim was notified because the injured and unconscious Steve had no identification with him to give "next of kin" or emergency contact information to the emergency response people.

Eventually the situation was resolved, and Steve has recovered. But their "Ko Rule" has gone into effect on all Fresno Cycling Club rides. Riders are expected to carry their membership cards with them. Those cards now carry emergency contact information on them and are laminated for durability. This seems like a step beyond Glen Thompson's idea of having an Illinois state identification card on board at all times. Who in our club will come forward to make this happen? —George Dudley



SUMMER MEMORIES

Jim Raney's Staggered Start Ride & Picnic, held Saturday, July 22, at Wenger Park in Washington, was not without its competitive edge. One nameless rider suggests that the event's riding, eating and swimming aspects combined to make this annual fun event the Midwest equivalent of Hawaii's Ironman.



The pool monster ejects its prey. Says Anonymous: "We even had a professional (at what we're not sure) photographer at the bottom of the slide to capture the moment."

A great big thank-you to Jim, Jan and Joey Raney for putting together the great triathlon. Stage One allowed your choice of mileage, and each ride was properly named. Five die-hards on the Pulse Quickener took off and did their 60 miles in less than the three hours allowed. (We heard a rumor that the lead of this death march couldn't get out of bed the next day. Is it true?)

The Pulse-Quickener did just that to one tandem captain. But I think the stoker thought she was on the flower ride. Flower-Seekers finished in record time, not seeing many flowers, but having enjoyed a great serenade provided by Miss Hanah Hueser.

Stage Two: We all excelled in this division. We set the record straight—"WE RIDE TO EAT!"

The final stage, Stage Three, found us strutting our white thighs and feet in the pool. And finally, details surrounding a certain five-minute leg cramp are being submitted to the Guinness Book of World Records. —Anonymous.

New members

Sue Eveland.....Morton
Greg & Trevor Heck.....Peoria
Brenner Klenzman.....Washington
Adam, Amanda, Carol, Dan,
Joe & Jon Lontai.....Peoria
Jon Meyer & Carol &
Shawn Stever.....Peoria
Donald Welle.....Lafayette

Renewing members

Joseph & R. Jean Adams ..Chillicothe
Ron Anderson*Washington
Andrew ArnettPeoria
Jan & Stan Geisz.....Washington
Jim KampTremont
Steve Kurt*Dunlap
Dustan MattinglyChillicothe
Marsha & Steve Miller.....West Peoria

*Indicates advocate-level membership

ILLINOIS VALLEY WHEELM'N

newsletter published monthly

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Recumbents in the Midwest

Maybe you have seen one, maybe you have only heard of them. Recumbent bicycles are gaining popularity, not only on the West Coast, but here in the Midwest as well. Their popularity can be traced to the comfortable riding position they provide.

Many cyclists are limited in their enjoyment of the cycling due to pain. As a thirty-two-year-old, I rediscovered the fun of the sport due partly to the need for exercise. At first, it was a challenge to attain the 20-mile plateau. Confronted with the posterior pain, I decided to ask about a solution. My friends said, "You'll get used to it." My butt said, "When?" After trying different riding shorts, I

As an advocate of recumbency, I am well aware that many people are inquisitive, yet reluctant to embrace this concept.

moved to a different saddle, then to a longer stem, then to larger tires, and so on. Nothing seemed to work after 20 miles of hard riding or 30 miles at a moderate pace. Four bikes and three years later, I tried my first recumbent and have ridden it ever since.

No, I'm not a zealot who sold off his diamond-frame bikes in testimony to the "perfect" bike. I still enjoy riding my mountain bike and my hybrid bike because they have a definite purpose in the total cycling picture. As of date, I know of no recumbent that can perform as a radical off-road, all-terrain land rover. As for the hybrid, it is my errand and around-town commuter unit. I enjoy riding each bike for the purpose intended and I don't see retiring either of them soon.

When it comes to the high-mile, high-speed part of my cycling life, I'm on a recumbent. This 38-year-old can enjoy the heads-up riding position for many more miles with absolutely no pain from the posterior, neck or wrists. My change of bikes has allowed me to expand my mileage and fun far beyond the limits imposed by traditional bikes.

As an advocate of recumbency, I am well aware that many people are inquisitive, yet reluctant to embrace this concept. They are concerned about three aspects of the recumbent bike. They ask:

1) Is it hard to ride? The answer is no. At first it seems very strange to see your legs in action, but it is still a bike. You have to concentrate for a couple of minutes, but after that it becomes very natural.

2) Is it hard to get up the hills? The answer is a qualified yes. Recumbents are sit-

only bikes that don't allow a break for standing while climbing. However, with experience and proper gear shifting, only a manageable percent of additional effort is needed.

3) Are recumbents faster? The answer is again a qualified yes. Recumbents with quality componetry can be faster than an equally equipped conventional bike due to the aerodynamic position of the rider. Recumbents with their high bottom brackets (cranks) allow the legs to be higher. Having the legs of the rider in the aerodynamic profile of the torso provides a smaller frontal area.

There are other advantages that bear consideration. First, the rider enjoys an unobstructed, head-up view of the landscape ahead. Head-up riding eradicated the neck pain I endured while holding up my oversized cranium to see the road.

Second, the old sit spot gets a huge break on the colon-crushing pavement indigenous to our little piece of Illinois. Yes, the recumbent relieves the problem of numbness some males experience during and after cycling.

Third, these bikes attract a different sort of attention within a community. Keeping up with the Joneses definitely is not a consideration with a recumbent. Most adults think they all look the same and swear they saw one "just like yours" in the next town or somewhere else (this comes as a severe letdown when you spend all winter hand-crafting a custom bike that you know is one of a kind). However, the

Keeping up with the Joneses definitely is not a consideration with a recumbent.

kids always call out "Cool bike!" when I cruise small-town streets in the area. I simply acknowledge them and marvel that these youngsters are not inhibited by the stereotype of what a bike should look like.

Recumbent enthusiasts are found in surrounding states and are eager to share their experiences. They enjoy talking about the increased comfort and renewed interest in cycling that recumbents promote. Many delight in just watching a rider take his or her first test ride, because it always involves lots of smiles. If you would like more information or an appointment to test ride a recumbent bicycle, please call me at (618) 262-5216 (5-9 p.m. CST) or at my address: Phillip Beal, 107 Lincoln Ave., Mt. Carmel, IL 62863.

—Phillip Beal, sales, Tom's Bicycle Annex
Mt. Carmel, IL

How to build better roads for bikes...

"Praise the slightest improvement and praise every improvement." —from *How to Win Friends and Influence People* by Dale Carnegie.

A road I regularly use to bike-commute to work was recently resurfaced. Unlike other adjacent roads, this project included resurfacing the shoulder. Although this paved shoulder is somewhat narrow (about two feet) its resurfacing has greatly improved my ride work.

I decided to thank the party responsible (regardless of whether he had bikes in mind when he planned the shoulder). I also let his boss know I appreciated the work. The most important ingredient in a new road is not asphalt or gravel—it's the human beings who plan and fund it. The "human machine" thrives on honest praise and appreciation.

P.S. I strongly recommend the Dale Carnegie book for all bicycle advocates. The title may sound a bit cliché, but it's principles are rock-solid. "Salesman Sam" I am not. This book showed me how successfully approach folks who don't necessarily share my pro-bicycle enthusiasm.

NEW ROUTE 116 FEATURES PAVED SHOULDERS At an October 19 public meeting, the Illinois Department of Transportation unveiled plans for widening Route 116 to four lanes between Germantown Hills and Metamora. The local news did a fine job of reporting the controversy (unhappy local residents), but missed one small detail—this new road will also feature 10-foot-wide paved shoulders. This is similar to the design of the new Washington bypass.

If you want to help pave some extra miles for bicyclists in the Peoria area, write a short thanks note to IDOT for these shoulders. It would also be a good idea to ask for no rumble strips on this great new pavement. About three sentences on a post-card will do it. Here's the address: Mr. Dale Risinger, District Engineer, Illinois Department of Transportation, 401 Main Street, Peoria, IL 61602

ROAD APPLAUSE BUILDS MORE MILES WITH SMILES Sheridan Road (between Lake & Northmoor, Peoria) now features smooth, paved shoulders, which are an integral part of the recently-resurfaced roadway. This is one of my main bicycle routes, especially for work-commuting, so I decided to

thank the Peoria County Highway Department for this extra bit of care. Excerpts from my thanks letter to County Engineer Dale Page (copied to Chairman of the Peoria County Board, Sharon Kennedy):

"This (project) improves safety and access for all vehicles—motorized & non motorized . . . it eliminates cracks between the shoulder & motorist lane which can trap bicycle wheels and cause a fall . . . Since the selection of connecting secondary streets in north Peoria is extremely limited, Sheridan and Northmoor roads provide critical access for Peoria cyclists—we hope future upgrades will include increased overall pavement width. As demonstrated by (the Peoria County Highway Department's) bicycle lanes on West Peoria's Sterling Ave—bicycle accommodations can increase a roadway's 'people moving' capacity without the negative effects caused by increased motor-vehicle traffic."

All too often, the main public input received by road engineers is negative. Honest appreciation of a job well-done builds constructive relationships which help more bicycle-sensitive roadways.

A turn-of-the-century photography exhibit at Lakeview Museum this month highlights the original Peoria Bicycle Club

CYCLISTS GUIDE NEW CHARTER OAK ROAD About 20% of participants in an October 5 open house on the proposed extension of Charter Oak Road were IVW bicyclists. The City of Peoria is proposing a new road linking Charter Oak Road with Allen Road (adjacent to the Timberline Apartments complex at Allen Road and War Memorial Drive). Bicyclists' written suggestions included making the new road wide enough to accommodate all vehicles. Follow-up public hearings are planned for March and June 1996. By attending these hearings, we've got bicycles on the minds of the engineers in the early-planning stages—when plans can most-easily accommodate new ideas.

Besides talking the future (bicycles), we also learned some interesting history from long-time Charter-Oak residents. A faint line on the aerial-photo of the proposed project area turned out to be the remains of the original stage-coach routes which crossed this area.

LEHMAN ROAD WRESTLE CONTINUES If you've been following the paper, you've noticed that Lehman Road's blockade (installed this summer) has not ended that neighborhood's motor-traffic woes. Car turn-around on the narrow street is a problem and some have gone the extreme of driving through adjacent front-yards to avoid the blockade. Furthermore, this experimental barricade cuts off all traffic—including pedestrians, wheelchair users, and bicyclists. The city's traffic studies show that motor traffic volume is down, but average speeds are not. The city is weighing its options, which include a possible right-turn-only (for northbound Lehman traffic) at Newman Parkway. If you live in the Lehman Road area, this is the right time to let district Councilman Steve Kouri know your views. I wrote a letter pointing out the needs of non motorized traffic. He especially needs to hear it from his constituents.

CYCLING MAKES THE MUSEUM A turn-of-the-century photography exhibit at Lakeview Museum this month highlights the original Peoria Bicycle Club (PBC). Included are shots of club members and their highwheelers on Peoria's city streets—which don't look too familiar by today's standards. Asphalt was decades away—by default, those tipsy highwheelers were mountain bikes. In those days Peoria had at least eight cycling clubs, (PBC being the largest at 450 members), five bicycle factories, and frequent track races in Lakeview park. The exhibit runs through November 19. For more bicycle history, check out the book "Bicycle Fever" by Steven Streight.

HAPPY CYCLISTS GET MOONED Seventeen riders joined my September 24 Discover Peoria/New Moon bicycle ride. A special welcome to the new folks who came out to discover how fun cycling in the city can be—Barb Johnson, Steve Kurt, Rick Boudreau, Joyce Roth, and Lori Durkin. Most of the riders "bike commuted" to the ride start—the furthest being Jack Welch (Groveland)—tipped helmets, gang.

OCTOBER, THE PEAK WEEK Pardon me while I gush. River bluff color show of turning leaves. Violet haze sunrise on my right shoulder, fading full moon on my left. Wind jacket in the morning, shorts in the afternoon. Tailwind. Bike commuting to work the second week in October set me straight again—there is simply no better way to get there. —Eric Hutchison



FROM THE INTERNET: The Lieutenant Governor of Missouri signed S.B. 471 on July 12, 1995. That is the bill that repeals the mandatory sidepath law in Missouri. The bill also liberalizes some of the rules regarding required bicycle equipment. The new law becomes effective on August 28, 1995. —Richard V. Gilpin, Gilpin123@aol.com

COMPLIMENT! My son Trevor and I just joined the Wheelm'n club and then took our first ride on Sept 17. Thanks to Bob Alexander for a very nice first trip and Frannie for very good company. We

started in Washington and rode to Metamora where we sampled some fine local cuisine (ice cream at the Dairy Queen) then back to Washington. 20 miles altogether and it was kind of windy so it was a challenge for my 10 year old son and myself. Thanks again. —Greg Heck

HAPPY BIRTHDAY. The Chicagoland Bicycle Federation, Chicago's major bicycle advocacy group and the only one in the state with a paid executive director (so far), recently celebrated its tenth anniversary. —Samuel Joslin

Cyclotouring 'round Lake Ontario

Rural cycling broken by only a few cities for 600 miles—a cyclist's delight. It's only a two-week trip 'round Lake Ontario travelling at 10–15 mph for 50 miles a day, and that includes two days off for sightseeing in Toronto, Canada, and Niagara Falls!

A series of lightly travelled roads with paved shoulders rings the lakeshore. In the few urban areas—Toronto, Hamilton and Kingston (Ontario, Canada) and Rochester

evening. Average rainfall is 2–3 inches per month during the same time. Perfect conditions.

For a comprehensive book on this self-guided tour around Lake Ontario, 'Round Lake Ontario, A Bicyclist's Tour Guide, send \$20 (check or money order) to Harvey

Botzman, P.O. Box 10585, Rochester, NY 14610. For a complete how-to-do-it-yourself guide to cyclotouring, *Long Distance Bicycle Touring Primer*, based on workshops conducted at GEAR '94, send \$6.50. Or order both books for \$25, post paid.

—Harvey Botzman

Parks can be found every 50 miles or so along the shoreline.

(NY), there are bikeways along the lake. It's a flat ride almost all the way. Not boring since the circumnavigating roads make small twists and turns and occasionally have small hills. The farmland is broken by small villages and resort areas (in their original early 20th-century glory), marinas, wildlife refuges, provincial/state parks and War of 1812 sites.

Credit card, sag-wagon equipped and partially loaded cyclotourists can stay at B&Bs, motels, hostels and in the provincial/state parks' cabins. Parks can be found every 50 miles or so along the shoreline. Guerrilla camping ("Hey, that's a nice spot, down this dirt road at the end of this orchard under those trees!") possibilities are endless.

For those who fish, the Lake Ontario salmon, perch and bass are legendary. For those who want culture, there are summer stock theatres, historical sits, music concerts, museums and visual arts exhibitions. Quiet and "away from it all" riding and resting is available all the time.

The weather? Great! Usually the temperature (June–September) is in the 70s or mid-80s with low humidity during the day and five to ten degrees cooler during the

Mountain Bike Racing at Jubilee

The 1st Annual Jubilee Jam Mountain Bike Race was held on Saturday, September 22, at Jubilee College State Park near Kickapoo. Over 170 cyclists from Illinois, Indiana and Iowa competed in various age and ability categories over a 4.5-mile course consisting of wide trails, narrow single-track, several creek crossings, and steep climbs and descents. The Expert event was won by Justin Risley of Sullivan, Illinois. On race day, Risley was second in overall points in the Central Region National Off-Road Bicycle Association standings. —Steve Daggs

Results

Expert Men:	1) Justin Risley, Sullivan, IL, 2) Robert Woo, Peoria Heights, 3) Chris Daggs, Normal
Expert Women:	1) Michelle Lantz
Sport Men (19–34):	1) Jeff Johnson, Springfield, 2) Steve Antonocci, Peoria, 3) Chad Himmel, Peoria, 4) Edward Dutczak, Calumet City, 5) Brian Coil, Bartonville, 6) Kevin Lantz, Metamora
Sport Men (35+)	1) Mike Ozment, Normal, 2) Jim Smith, Jr., Peoria, 3) Mark Peterburs, Michols, IA
Sport Men (12–18)	1) Steve LaFont, Peoria, 2) Ashley Miller, Streamwood, IL, 3) Adam Clark, Brimfield
Sport Women:	1) Bev Enslow, Peoria
Beginner Men (19–34)	1) Greg Springborn, Peoria, 2) Mark Tank, Normal, 3) Steve Driscoll, Normal
Beginner Men (35+)	1) Gary Cziko, Urbana, 2) Ken Beckler, Peoria 3) Mark Padesky, Peoria 4) Steve Daggs, Washington, 5) George Whorten, Goodfield
Beginner Men (12–18)	1) Hans Schmidgall, Peoria, 2) Scott Sharlow, Warrensburg, IL, 3) Stewart Wall, Gridley
Beginner Women	1) Lisa Pawlowski, Urbana, 2) Missy Nordsick, Peoria, 3) Barbara Templeton, Normal

November Rides

EVERY SATURDAY Washington Show 'n Go.
Leaves from Washington Square. Please park away from square. Show 'n Go rides are recommended for experienced riders only. 8:30 a.m. No leader.

EVERY SUNDAY Mossville Grade School.
Ride length and destination to be determined by weather. 1 p.m. Tom Parr, 274-6101.

RULES OF THE RIDE

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

The IVW strongly recommends that you wear a helmet.

1995 ILLINOIS VALLEY WHEELM'N ANNUAL BANQUET

OFFICIAL RESERVATION/AWARDS FORM

Please reserve # _____ seats at \$11.00 each
(amount includes taxes and tip) 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 Monday, November 6.** Send your check payable to the IVW to:
Illinois Valley Wheelm'n, c/o Roger John, 512 N. 3rd RR1, Dunlap, IL 61525. For more information, call 243-9191



ILLINOIS VALLEY WHEELM'N MEMBERSHIP APPLICATION

(please print)

NAME #1 _____ BIRTHDATE _____

NAME #2 _____ BIRTHDATE _____

NAME #3 _____ BIRTHDATE _____

NAME #4 _____ BIRTHDATE _____

NAME #5 _____ BIRTHDATE _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

PHONE () _____

SIGNATURE (NAME #1) _____ DATE _____

(parent or guardian signature needed if registrant is under 18)

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

ARE YOU RENEWING, OR IS THIS A NEW MEMBERSHIP?(CHECK ONE)

RENEWING NEW

IF NEW, HOW DID YOU FIND OUT ABOUT THE CLUB? _____

ARE YOU A MEMBER OF THE LEAGUE OF AMERICAN BICYCLISTS? (CHECK ONE)

YES NO

BASIC MEMBERSHIP:

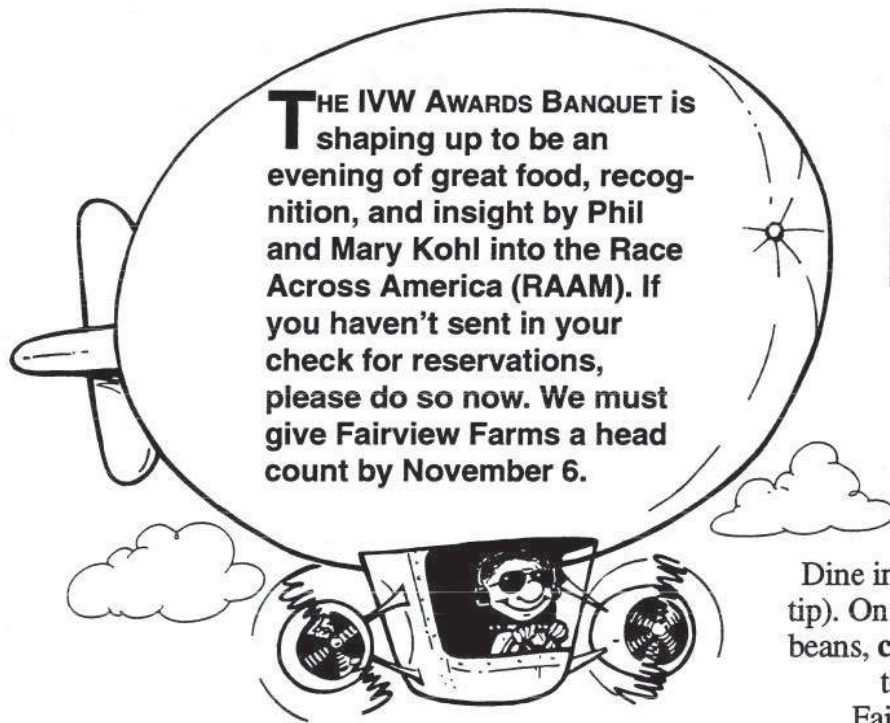
INDIVIDUAL (\$10) \$ _____

FAMILY (\$12) _____

VOLUNTARY ADVOCACY CONTRIBUTION

(\$5, 10, 15, OTHER) \$ _____

TOTAL ENCLOSED \$ _____



THE IVW AWARDS BANQUET is shaping up to be an evening of great food, recognition, and insight by Phil and Mary Kohl into the Race Across America (RAAM). If you haven't sent in your check for reservations, please do so now. We must give Fairview Farms a head count by November 6.

**BRING A
FRIEND!**

To the annual IVW
**AWARDS
BANQUET**

FRIDAY, NOVEMBER 10

Doors open: 7 p.m.

All-you-can-eat buffet: 7:30 p.m.

Food, door prizes, food, awards, food, group conviviality and food!
(Did we mention food?)

Dine in style for \$11 each (cost includes taxes and tip). On the menu: chicken, ham, pasta salad, green beans, **corn fritters fer gosh sakes**, au gratin potatoes, coffee, tea, dessert & more! Meet us at

Fairview Farms, 5911 W. Heuermann Road in Bartonville. For more info, call Roger John at 243-9191.

Mail your check (payable to the IVW) and reservation form (p. 7) to Roger John, 512 N. 3rd, RR 1, Dunlap, IL 61525 before November 6!

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: 10/03/96

RON ANDERSON
203 LOCUST
WASHINGTON, IL 61571-2207

ANNUAL BANQUET...

7 p.m., November 10, Fairview Farms
Reservation form inside this newsletter!