



December 1996

# ILLINOIS VALLEY WHEELM'N

greater peoria's bicycle club



## Adventure in the Land of the Lariat

One thing's first sure—there was no shortage of breadsticks and Euphrates crackers at the IVW annual banquet, November 9 at the Lariat Club in Peoria. Even though 69 people were crowded into the small banquet room, the newsletter editor managed to get his fair share of the cracker basket.

Vicky Padesky was voted Most Improved Female Rider while Chris Padesky took the corresponding honor awarded to his gender. Jim Rainey and Bill Wright were recognized as outstanding ride leaders. Bill said, "It's all the people who came out that make the [Tuesday night] ride successful." The club also gave special recognition to outgoing secretary Eileen Dudley and ride chair Tom Parr.

Charlie Klees, the club's first Effective Cycling Instructor, accepted the club's top volunteer award, the Hub of the Club, and half-way recommended the plaque be retired to the person who got him into cycling, Advocacy Chair Eric Hutchison. IVW



**Charlie Klees—Hub of the Club**

the all-important vice president role, important in case Bill travels to Japan and throws up on some unsuspecting dignitary. The editor's the same and so is the name. Eric Hutchison, advocacy chair and conscience of a nation agreed to soldier on, as did Franny Klees, the club's social chair and Brenda

President Bill Clark reminded the crowd that Charlie spent an entire day on one knee talking to children at the Kids Nowadays festival. Bill Clark entered his second year as president of the club and Russ Goin retained



**Bill Wright (left) and outgoing Ride Chair Tom Parr were recognized for their efforts at the IVW's annual banquet.**

Clark, the treasurer. Jack Welch became the new ride chair, Linda Reinholz took over the secretary's spot and Charlie Klees took charge of the IVW's new Effective Cycling department.

Dues were unchanged in tribute to the club's healthy financial picture. Despite the worst spring in years, the No Baloney invitational pulled a profit of \$746.40. The fall invitational, Diane's Ride, cornered \$1,002.80. Just to make organizing No Baloney more challenging in 1996, organizers John and Judy Apici moved to Singapore at about the same time the ride got under way. And Diane's Ride leader Roger John assumed the larger responsibility of running the Peoria Housing Authority. President Bill told the crowd that no volunteers had come forth to lead either ride in 1997.

Eric noted that the Peoria Bicycle Map is now available. Peoria residents should be sure to thank the city council for its support—especially the half of the council that is running for mayor in early 1997. —Samuel Joslin

### NEW MEMBERS

Jack, Rosella & Lori Fuller... Peoria  
Larry, Marty &  
Ashley Pausman\*... E. Peoria

### RENEWING MEMBERS

Jean Ascoli &  
Michael Meadows... W. Peoria  
Gregg & Liz Benning... Dunlap  
Mark Ferguson\*... Peoria  
David Hansen... Mossville  
Carl, Carol, Julie &  
Bradley Hendrickson... Peoria  
Steve Kurt\*... Dunlap  
Shawn Stever... Peoria  
Tri-County Regional Planning  
Commission... E. Peoria  
Pat Wendle\*... Peoria

\*Advocate-level membership

# Illinois Valley Wheelm'n Greater Peoria's bicycle club

Affiliated with the League of American  
Bicyclists and League of Illinois  
Bicyclists

All newsletter phone numbers are in the  
309 area code unless otherwise indicated.

#### PRESIDENT

Bill Clark 347-4841  
wdclark@heartland.bradley.edu

#### VICE PRESIDENT

Russ Goin 691-4610 (day) 693-1686 (evening)

#### TREASURER

Brenda Clark 346-2141 (8:30 a.m.–5 p.m.)  
347-4841 (5:30–9 p.m.)

#### SECRETARY

Linda Reinholtz 682-8225

#### RIDE CHAIR

Jack Welch 387-6117

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698-0048 (fax)

#### EFFECTIVE CYCLING INSTRUCTOR

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Phone: 688-0922

Computer users: Send e-mail to the editor at:  
**Bikewriter@aol.com**

Submissions, including stories, news, images  
and/or humor, are welcomed.

**Deadline:** 15th of the month  
*Newsletter published monthly*

# Eric gets on the bus

**BETTER LIVING THROUGH CHEMISTRY.** To quote LAB State and Local Advocacy Director Noel Weyrich, "Politics is a chemical process." I had a recent "reagent" experience myself I thought I'd share. I've been working for a few months to get public bus service restored to my place of work. What does this have to do with bicycle advocacy? It's sort of a stepping stone. My view is that anything that gets the average American commuter to try an alternative to the standard auto-pilot mode (single occupant automobile) is a step in the right direction. It's an opportunity to



raise awareness about transportation—and the large part it plays in our lives (which most folks tend not to think about until

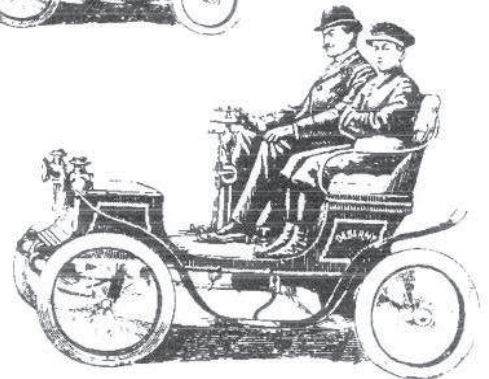
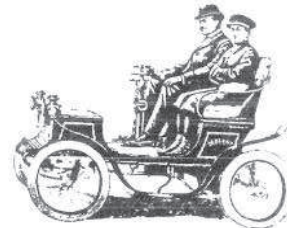
that fateful day when the car won't start). It's also a chance to get more cars off the road—making more space for bicycling.

Anyway, through interest surveys and various means we managed to get a trial bus route restored. Ridership is starting slow. My part of the deal is to help promote the service at work to fill the bus with riders (P.S. I do not work in the communications department.).

So far, management has allowed me to do this through items in the company

newsletter, e-mail, etc.), but you might say they haven't exactly led the charge. Today, I asked permission to post a flyer promoting the new bus service. My manager gave me a bit of a surprise. He said he was working on permission to have the company subsidize the cost of the bus fare for employees. This was on my brainstorm list of possible ways to promote the service, but I've always considered it to be the last-frontier due to the bottom line (money).

While I was in his office he called another contact to explain the bus was good for the environment and helped reduce pressure on parking lot space (themes I'd helped plant a few months earlier). Sometimes advocacy progress is painfully slow and sometimes it comes in great leaps forward. Sticking around for the sprints is the key. —Eric Hutchison



**For Sale:** Santana Marathon tandem, 22-1/2" x 20-1/2". Includes Yakima mount and full set of bags and racks. Value new: \$3,700. Will sell for \$1,500. Contact Todd Cravens at (612) 884-7606 or e-mail Crave2@aol.com. Or call Samuel Joslin at 688-0922.

**For Sale:** Yakima Roof Rack for two bikes. Includes SST MKII Rack with key locks, 48" crossbars, 4 Y-11 clips, fairing. \$325 when new. Asking \$140. Call Gregg at 243-5206 after 4 p.m. and weekends.

**For Sale:** Two Specialized Rockhopper Megs. Upgraded with triple crank, QR rear hub, QR seat binder, alloy bar and seat post. Very good condition. \$185 each. Rola Roof Rack fits '86 to '92 Taurus Wagons. Four bike fork clamps and two wheel clamps. \$125. Randy Townsend, 347-3848.

**Stolen:** 21" Univega Gran Touring. Candy apple red with silver seat tube and fork. Mountain-bike style handlebars, women's saddle, Sugino high-column headset top nut, extra-tall Nitto Technomic black handlebar stem. Decatur police report #96101885. Contact Allen D. Hansen, (217) 875-3919 (home) or (217) 429-4839 (work).

# Back in the saddle again...

I would like to take this opportunity to introduce myself to the newer members of the club. My name is Jack Welch and I am 49 years old. I live in Groveland with my wife, Mitzy, and a spoiled Dalmation, Sadie. My job is at the Caterpillar facility at the Mapleton as a Pattern Designer. I joined the club in 1975 and have been the president and ride chair in the past. I have been riding a bicycle regularly since 1974, with the exception of a period in the late eighties and early nineties.

Many changes have taken place in cycling since 1974: index shifting, clipless pedals, freewheels that don't self-destruct, winter clothing, brakes that actually work and lightweight wired-on tires. In addition to the changes in the hardware, there has been a dramatic change on the social side as well. I began cycling at the start of the second renaissance of the sport at which time riding a bicycle was considered a child's activity. If one thinks cyclists don't get respect from motorists now, the attitude of motorists then bordered on contempt. The numbers of cyclists at that time was such that if I saw another one on the road, it was almost certain that I knew who it was. Along with the hostility from the motorists were the feelings of "friends" and relatives. Imagine, an adult riding a bicycle! However, some of my most severe critics have smoked and drunk themselves into early graves while I keep pedaling on. (Sounds like an O. Henry story doesn't it?)

I have a simple philosophy concerning riding a bicycle: Do it. This philosophy is going to guide me in my execution of the position of ride chair. In an effort to ensure riders and rides are properly matched, I am establishing a rating system which is explained somewhere else. It has been my experience when I have been out of town with my bike and wanted to ride with the local club that a rating system is a helpful aid. Some I have seen have been quite elaborate codes. The one that I

**some of my most severe critics have smoked and drunk themselves into early graves while I keep pedaling on.**

propose consists of three levels: I, II, and III. These levels are based on speed, distance, and self-sufficiency. Other rating systems I have seen also consider terrain. I feel that except for the most extreme cases a level III rider should be able to handle any normal terrain.

We are fortunate to have a Effective Cycling Instructor (Charlie Klees) in the club now. He will be working to move people who wish to up from Level I status to either Level II or III.

The club has an excellent offering of rides in the Level I and II categories. In fact, there is going to be a new one starting in the spring from Pleasant Hill School in East Peoria (more details later). I wish to maintain this excellent base and develop the Level III rides more for those who desire it.

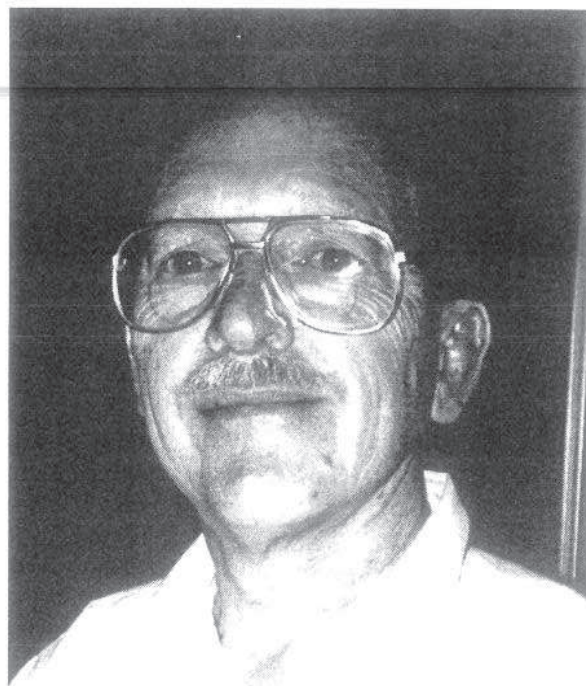
At this point I would like to give a rough sketch of the rides for the upcoming year. The Saturday morning Level III ride will continue year round as usual. During the months of December, January, and February there

will be Level II Sunday rides alternating on either side of the river at times to accommodate the hours of sunshine. Right now March is up in the air. It is a real difficult month because of the wide variations of weather. By this time the show-and-go rides are old, but the weather in March is so unpredictable that having organized rides is risky. More on March later. Starting in April there will be organized rides on Sundays. The 101 rides, Slow-and-Go rides, Tuesday night and Thursday night rides, etc., will come on line according to their leaders' wishes. Like I have said previously, I would like to develop Level III Sunday rides in addition to existing rides. To this end, these will begin early with shorter distances and progress to a maximum of 50 miles later on in the season.

Anyone who has traveled will attest to the quality and quantity of roads we have available to us around here.

There is a world of riding experiences for us around here, from Henry to San Jose, from Galesburg to Bloomington. All it takes to enjoy this is a little effort. I normally believe that everything in life has an upside and a downside, but I have yet to discover a downside to cycling. The January issue of Bicycling has two excellent articles in it related to staying fit your whole life. One of them is about the team that set a new seniors' record for the Race Across America (RAAM). This group of four men, all over fifty years of age, rode across the country in five days, 11 hours and 21 minutes. The other one is entitled "Fit Forever" and makes excellent reading.

I would like to close with the final paragraph from that particular article: "The bottom line goes to Waneen Spirduso, EdD, one of the world's leading authorities on aging. I can tell you from my experiment of one that she has found the key: 'In order to be beneficial on a long term basis, exercise must become an integral, weekly



**At the annual banquet, Jack Welch had this advice for cyclists interested in improving their performance: "Just remember, if you can feel your toes, you're not pushing hard enough."**



# Effective Cycling funded, Mr. Car talks



**Surface  
Transportation  
Policy Project  
(STPP)  
Assistant  
Director  
Roy Kienitz  
explains that  
“solving  
congestion by  
building more  
roads is like  
treating obesity  
by loosening  
your belt.”**

**STATE TO FUND ECI TRAINING SEMINARS.** On October 1, the League of Illinois Bicyclists (LIB) was approved to enter into a \$20,000 contract with IDOT, the Illinois Department of Transportation, to hold two seminars to train Effective Cycling Instructors (ECIs) who will work with children in school or park district settings.

Under the contract, LIB would train about 25 ECIs in two sessions, one each in central Illinois and in the Chicago area. LIB will subcontract with the League of American Bicyclists (LAB) for instructor training.

The program has been designed to encourage experienced cyclists who work for or are volunteers for schools, park districts, 4-H and scouting groups to obtain sponsorship from one of these organizations to become certified instructors to teach children. Costs for ECI training, normally \$285-380, plus a lodging allowance, will be paid by the contract. A \$50 deposit (to be returned upon completion of the training) will be required. —*Fall 1996 League of Illinois Bicyclists newsletter*

**CERTIFY YOUR LOCAL SHERIFF.** Instructors from the Chicago Police Bike Patrol Unit will be teaching an IPMBA Police Cyclist Certification Course in the spring of 1997. This course (32 hours of instruction) is offered to police and campus security officers. Class size will be limited to 60 officers. The deadline for registrations is March 15, 1997.

Dates: April 7-10, 1997  
Time: 0800 to 1700 hours  
Location: Wilmette (IL) Police Department  
Cost: \$160.00 (IPMBA Members)\*  
\$200.00 (Non-Members)\*

\*Cost includes a copy of the book, *The Complete Guide to Police Cycling*.

For further information and/or application, contact Sgt. Tom Northfell, Commanding Officer, Chicago Police Bike Patrol—Unit 153, 1121 S. State Street, Chicago, IL 60605. Telephone: (312) 746-8250. Fax: (312) 746-6743. —*forwarded by LIB Executive Director Al Sturges*

## Quotes of the Month:

“We cannot depend on highways as our sole source of transportation any longer...We must combine the use of highways, waterways, airways, bikeways and railways if we are to be prepared for the transportation demands of the 21st century.” —*Pennsylvania Department of Transportation secretary Brad Mallory*

“The enhancement program is helping to beautify communities, improve the quality of life and recreation facilities and preserve environmental and

**AAA USES TRAFFIC JAMS TO ARGUE FOR MORE HIGHWAY CAPACITY.** A recently released report by the American Automobile Association (AAA) targets 10 of the nation’s worst traffic bottlenecks that car drivers must cope with in their daily commutes. The study is part of AAA’s larger “Crisis Ahead” campaign, designed to play on the public’s sympathies for the nation’s road maintenance needs and geared towards the pending reauthorization of the federal transportation bill in 1997. In an article in *USA Today* (10/31), AAA spokesman James Kolstad attempts to fuse the need to upgrade substandard roads and bridges with the more questionable approach of reducing congestion by increasing road capacity. He notes that “a highway system is only as efficient as its most congested points.”

In a letter to the editor published the following week (11/6), Surface Transportation Policy Project (STPP) Assistant Director Roy Kienitz explains that “solving congestion by building more roads is like treating obesity by loosening your belt.” Kienitz concludes that the problem is not too few roads, but a lack of reliable alternatives to driving.

For copies of materials related to the AAA report contact Grace Erb at STPP, 202.939.3470, or via e-mail: gmerb@transact.org (please provide your fax #).

—*from Surface Transportation Policy Project, vol. 2, issue 44 (electronic edition)*

**MR. CAR TALK TALKS BIKE.** Tom Magliozzi, co-host of the syndicated radio show “Car Talk,” says the American passion for four-wheeled motion amounts to a Faustian bargain. “Sure, cars give us freedom,” he says, “But as my favorite philosopher, Benjamin Franklin, always said: ‘There is no such thing as freedom without responsibility,’ and we have ignored the responsibility.” A good start, he says, would be to limit the number of cars on the road. The man who makes a living talking about cars doesn’t drive one to work: “I ride my bike,” says Magliozzi. —*from the Christian Science Monitor as reported in the International Bicycle Fund Newsletter*

historic treasures across the state.” —*Michigan Transportation Director Robert Welke in a story about a new Michigan bicycle and pedestrian trail cleared for ISTEA Enhancement funds.*

“Oh, and the bikers bring cash, fanny packs full of cash.”

—*from an article in the Mankato (MN) Free-Press (8/13/96) by Mark Fischenich describing the economic benefits of rail-trails and their success in reviving many small towns in southern Minnesota*



**AH, FOR THOSE BALMY DAYS OF OCTOBER.** Here's proof positive that Rob Alexander seeks to entertain as well as educate during his Road Riding 101 events. After this ride in October, Rob treated everyone to a great chili cook-off. And the salsa—straight from the garden—was so fresh it had to be slapped.



**EFFECTIVE CYCLING COMING TO A BIKE CLUB NEAR YOU.** "Bicyclists fare best when they act and are treated as drivers of vehicles." This statement by John Forester is the cornerstone of Effective Cycling. In the next year all the safety hints I'll write about will revolve around this statement. We, as cyclists, have rights and responsibilities that need to be followed if we are to enjoy cycling on our nation's streets. So, when in doubt on how to behave, simply remember Forester's words. Effective Cycling instructors have them tattooed inside our eyelids. —*Charlie Klees*



**Most Improved  
Female Rider:  
Vicki Padesky**

—that would be her . . . to the left—

**(most improved male:  
Chris Padesky)**

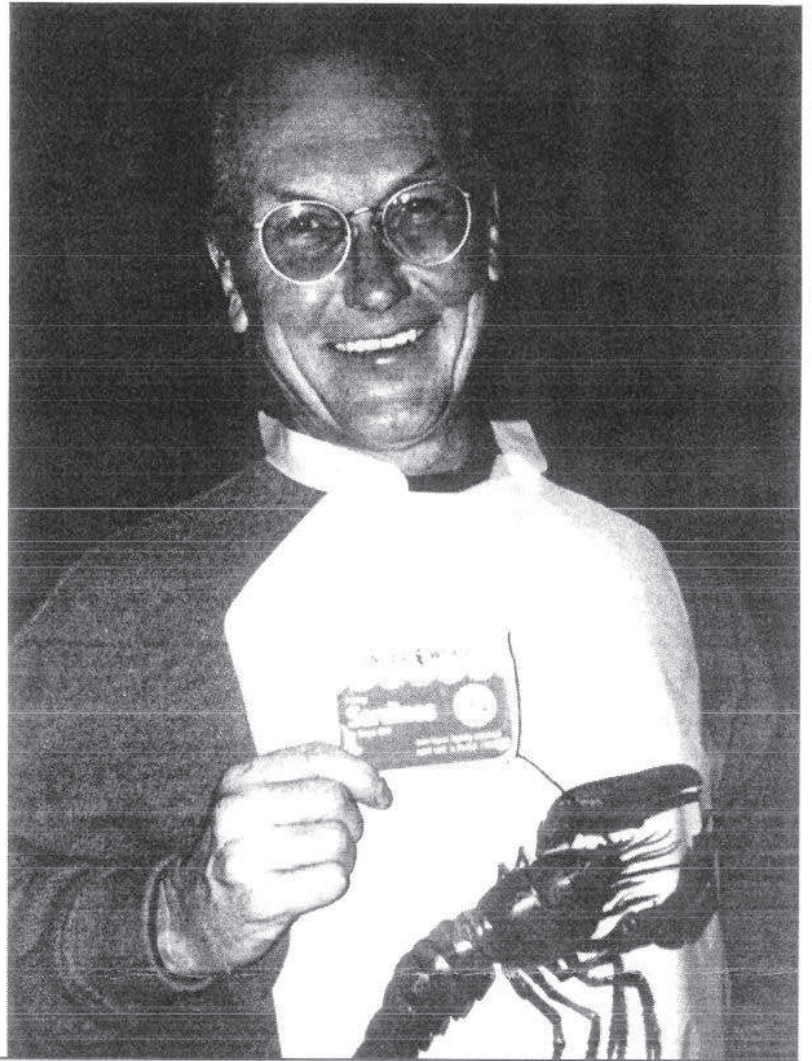


*Handwritten signature or text at the bottom of the page.*



This is a theoretical representation of the sun. Refer to this illustration the next time you go in search of our local star.

**ALL THOSE YEARS OF DR. SEUSS PAY OFF.** Having demonstrated his encyclopedic knowledge of Eric Hutchison's favorite author, Roger John scored a lobster bib, a can of sardines and the admiration of his peer group at the annual banquet. Saa-lute!



## Couldn't do it without you.

The IVW newsletter relies on the stories and photographs supplied by its members, and on the hard work of these two folks: Larry Davis (the guy

with the tie, also known as the keeper of the IVW database, and Sue DeDecker (the lady playing chicken with her thumb, also known as the queen high mistress of newsletter retrieval and mailing).



# RATING THE RIDES.

The most difficult, and perhaps the most important, job in a bicycle club is that of matching riders with the appropriate type of ride. To this end we have developed a rating system to help insure this match. There is nothing more discouraging to a new rider than to show up for a ride which is too difficult for their abilities. On the other end of the spectrum, it is likewise frustrating and discouraging for an experienced rider to show up for a ride for which they are not adequately challenged.

Even though you might be riding in a group, cycling is a highly individual sport. The only way you will improve is to ride the bike. The good news is that a modest amount of effort will be rewarded with many benefits, both physical and mental.

The rating system is as follows:

**Level I.** This is the beginning level at which everybody at some point in their life starts out at. These riders are typically people which have just bought a bicycle and are just learning basics of cycling. These rides will teach riding etiquette, proper riding technique,

and basic mechanical skills both on the ride and at home. Some of these rides will offer mechanical and vehicle support. The mileage for level I rides will be less than 20 miles and the pace will be below 15 mph.

### RATING LEGEND

- Level I:** Beginner, less than 20 miles, less than 15 mph, not self sufficient
- Level II:** Intermediate, 20-50 miles, 15-18 mph, partially self-sufficient
- Level III:** Experienced, 50+ miles, 18+ mph, totally self-sufficient

**Level II.** At this level the rider is expected to have gained the necessary skills to enable he/she to increase both the mileage and pace to 20-50 miles at 15-18 mph. Also at this level the rider is expected to carry the tools to deal with flats. These tools should include: spare tube (preferably two), tire levers, patch kit, and tools

to remove both wheels. Help will still be available from fellow riders for more serious situations.

**Level III.** Riders in this category will be, for most purposes, self-sufficient except for the most catastrophic breakdowns. At this level a cyclist will normally be doing solo riding and capable of distances of 50+ miles and a pace of 18+ mph. The rider will have the knowledge to deal with all traffic situations and carry the necessary tools and supplies to deal with all minor mechanical breakdowns and physical problems. Being dropped on these rides is not unheard of. Many people, however, join the club at this level. —Jack Welch

## December Rides

**SUN., DEC. 1:** Show and go from Court House in Downtown Peoria. 11:00 a.m. (Level II)

**SUN., DEC. 8:** Show and go from Court House in Downtown Peoria. 11:00 a.m. (Level II)

**SUN., DEC. 15:** Show and go from Court House in Downtown Peoria. 11:00 a.m. (Level II)

**SUN., DEC. 22:** Show and go from Court House in Downtown Peoria. 11:00 a.m. (Level II)

**SUN., DEC. 29:** Show and go from Court House in Downtown Peoria. 11:00 a.m. (Level II)

**EVERY SATURDAY:** Show and go from the square in Washington, IL. 8:30 a.m., Jack Welch, 387-6117. (Level III)

Show and go rides are determined by weather and participants.

### 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.*

## 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 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 NORTH SHERIDAN RD STE 2, PEORIA IL 61614-2933

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) \$ \_\_\_\_\_

Household (\$12) \_\_\_\_\_

Voluntary advocacy contribution: (\$5, 10, 15, other) \$ \_\_\_\_\_

Total enclosed \$ \_\_\_\_\_

**DECEMBER 1975.** Quite a year. The United States Cycling Federation adds a second women's category to its list of racing categories. A U.S. rider, Sue Novara, takes gold at the Worlds. Roger de Vlaeminck wins his third Paris-Roubaix only after Eddy Merckx fails to sustain a comeback charge from a flat tire only five miles from the finish. French rider Bernard Thévenet, wearing the checkerboard Peugeot jersey when not wearing the yellow, wins the Tour de France.



**DECEMBER 1981.** Cold weather doesn't stop everyone, although IVW President John Wellwood writes that he has decided to leave his ski mask outside when he rides up to his local bank. Les Siegrist is the new ride chairm'n; Ron Anderson, the program chairm'n. Nine IVW members, including Andy Cowan, Dave Diebel and Dennis Rude,

ride in the East Peoria Christmas Parade on December 5. League of American Wheelmen members vote to retain the organization's century-old name.

**DECEMBER 1986.** Officers for 1987 include Ron Matuska, president; Jean Waycuillis, vice president; Marty Trumpold, secretary; Bill Semmens, treasurer; Bob & Val Jones, co-ride chairs; and William & Mary Overbey, membership.

**DECEMBER 1991.** No president or vice president are listed as belonging to the board of directors. Officers present and accounted for in time for the upcoming 1992 season include Bonnie Davis, membership chair; Nick Paweski, social chair; Jim Whitmer, ride chair; Steve Weast, secretary/treasurer; Samuel Joslin, editor; Myron Oesch, unassigned.

# Pedal in the New Year

Charlie and Franny Klees will host their second annual Polar Ride on January 1, at 10 a.m. C&F live at 515 S. Pleasant Hill Rd., East Peoria. Please bring a covered dish. Riders and non-riders welcome. Route dependent on weather. Additional parking at 'head start' next to church. Call 694-3674 for more information.

**ILLINOIS VALLEY WHEELM'N  
6518 NORTH SHERIDAN RD STE 2  
PEORIA IL 61614-2933**

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

Your IVW membership expires: 10/03/97

RON ANDERSON  
203 LOCUST  
WASHINGTON, IL 61571-2207

**What are you doing New Year's Day?**  
*Meet the club at the Klees house,  
515 S. Pleasant Hill Rd., E. Peoria*