



March 1997

ILLINOIS VALLEY WHEELMEN

greater peoria's bicycle club



New at Vitesse, Old at Illinois Cycle, Gone at PACRACC

MOVIN', MOVIN', MOVIN'. Fifteen years to the day that Vitesse Cycle Shop opened its second store, the Peoria Heights branch of Vitesse is changing ownership, name and location. On March 1, shop manager C.J. Harms will open the doors to C.J.'s Vitesse Cycle Shop on 7920 N. Hale, across the road from the Heilig-Meyer Furniture store just off Pioneer Parkway. At 5,000 square feet, C.J.'s is 2,000 square feet larger than its previous Prospect Avenue incarnation.

According to C.J., one of the reasons for the move was to get more involved with the Rock Island Trail, which runs nearby. "Vitesse waited for years for the trail to come to Peoria Heights. I got tired of waiting. We're ready to market more aggressively to trail users, especially families.

"It was time to take the bull by the horns. I was ready to make a career move, and the Peoria store was the only non-owner-operated shop in the Peoria area. There's a lot of room for growth. C.J.'s Vitesse will carry more kids bikes and more clothing and accessories for women."

The new store will employ four full-time and three part-time employees, including C.J.'s wife, Theresa. In addition to lines currently carried by Vitesse—Trek, Giant, Fisher and Specialized—the new store will offer Cannondale bicycles. To further capitalize on the proximity of the Rock Island Trail, the shop will rent bicycles and provide storage service. C.J.'s Vitesse will also feature customer waiting and children's play areas.

The Peoria Heights Vitesse store was opened March 1, 1982, by Chris Koos and Dale Kruse in order to expand their bicycle business beyond the shop's original Bloomington-Normal market. Chris Koos, now sole proprietor of Vitesse Cycle Shop in Normal, will continue to operate that store as a separate business.

The phone number for C.J.'s Vitesse Cycle Shop is 692-8780.

OLD AND HONORED. Illinois Cycle & Fitness has been recognized by the Peoria Historical Society as "an honored member of the Centenarians' Club" in recognition of over 100 years of continuous service to the public. According to owner John Bousky, the business was opened by the Voss brothers in 1892 and purchased by his father, Joe Bousky, in 1957.

John bought the business from his father in 1994 and expanded the original "mom and pop" Schwinn format to include Trek, Klein and GT bicycles and additional exercise equipment, including treadmills, stationary bikes and weight machines.

Seasonal Illinois Cycle mechanic and year-round IVW member Alan Enslow recently traveled to California to rejoin Trek's Wrench

Force, a mobile repair service that travels to the country's major invitational rides.

Illinois Cycle & Fitness is located at 4650 N. Brandywine Drive, across from Northwoods Mall.

A CENTRAL ILLINOIS TRADITION PASSES. The following letter was received by the IVW's database czar Larry Davis and many other PACRACC riders.

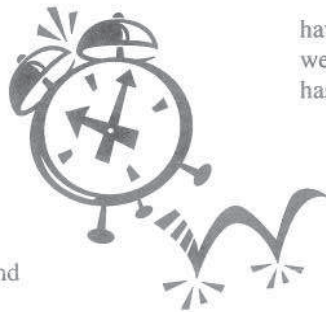
"We appreciate the support you have shown PACRACC and have enjoyed the opportunity to get to know you and share in your weekend of cycling adventure. However, declining ridership, which has affected bicycle events nationwide, has also impacted

PACRACC; therefore, The Pantagraph is ceasing its sponsorship of the event.

This decision not to sponsor PACRACC does not in any way reflect on the quality of the food stops, towns or overnight facilities. We have simply exhausted the possibilities within Central Illinois to alter the route to make it more appealing for a greater number of riders. Ride participation has decreased by nearly half since 1990, and without the opportunity for new adventure, we are not able to make the ride appeal to a wider audience.

We are proud to have been involved in organizing the event for 15 years with the tremendous support of Vitesse Cycle Shop. Thank you for being part of PACRACC, and we hope you will continue to enjoy the sport of cycling and participate in organized rides.

If you have any questions, please call me at (309) 829-9411, ext. 354." Sincerely, Terri Stelte, Community Services Coordinator, The Pantagraph, P.O. Box 2907, Bloomington, Illinois 61702-2907, Phone: 309-829-9411, 1-800-747-7323, FAX: 309-829-8497



NEW MEMBERS

Sandy, Marjorie, Nick & Brian BeckerMorton
Greg & Sandy BrownWashington
Terry, Barb, Jeremy, Amy,
& Joshua SwansonDeer Creek

RENEWING MEMBERS

Ken, Beth & Ian BecklerPeoria
Mary Jane ConnerWashington
Thomas GriffithEast Peoria
Shirley GusePeoria
Carol & Steven HallockPeoria
Eric Hutchison*Peoria
Everett LyonsPeoria
Stephen MeisnerPeoria
Thomas Parr*Chillicothe
Melvin PerrillPekin
Karen Saltsman*Bloomington
Steven & Lifa Shaffer*Peoria
Gregg SteffanPeoria
Glen, Marty, Fred & Grace ThompsonTremont
Jim Vaupel*Pekin

*Indicates 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.

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347-4841 (5:30-9 p.m.)

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

Deadline: 15th of the month
Newsletter published monthly

MARCH RIDES

SUNDAY, MARCH 2. Show and go from Bradley Park, Peoria, 20-30 miles, 11 a.m.
(Level II).

SUNDAY, MARCH 9. Road Riding 101.
From Lincoln Grade School in
Washington. 1 p.m., weather
permitting. Rob Alexander, 444-3297
(Level I/II).

SUNDAY, MARCH 16. Marina on the river in
Lacon, Casey's stop, 30 miles, 11 a.m.,
Jim Emmons, 246-2166 (Level II).

SUNDAY, MARCH 23. Pekin Insurance in
Pekin, 10 a.m., 30 miles, Jim Vaupel,
353-6104 (Level II).

FRIDAY, MARCH 28. ICC tennis courts, 8:30
a.m., 30 miles, Casey's stop, Steve
Grube, 699-6956 (Level II).

SUNDAY, MARCH 30. Russell's parking lot,
Washington, 8:30 a.m., 30-40 miles,
Jack Welch, 387-6117 (Level II)

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

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

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 inter-sections for traffic.
Avoid "group think."
- 6) If you stop, please pull off the road.

*The IVW strongly recommends that you
wear a helmet.*

NOTE: Be sure to check all starting times.



MORE SHOP TALK. "BSoP [Bicycle Specialties of Peoria] is a venture that my wife and I are undertaking to provide area cyclists with the opportunity to enhance their cycling enjoyment. Our focus is to provide replacement parts, upgrade components, assist those cyclists who would like to do their own maintenance/component installations, and provide whatever service the customer desires. We would greatly appreciate a mention of our business service to the IVW membership in the newsletter. BSoP phone/fax: (309) 686-1853 ; e-mail is BSoP@ix.netcom.com. Looking forward to IVW business. Best regards, Steve and Lifa Shaffer."

Advice for those inclined to take it...

WHY IS MOST ADVICE PHRASED NEGATIVELY? Is it that we won't do the right thing unless we know exactly what consequences we'll suffer for doing the wrong thing? Least you think I exaggerate the preponderance of negative advice, consider these historical examples:

To Adam and Eve:
"Don't eat that fruit or I'll revoke your Garden privileges. Doesn't matter if the serpent is a smooth talker."

To Lot's wife: "Don't look back or I'll show you a high salt intake problem."

To George Washington: "Don't rock the boat."

To Abraham Lincoln: "Don't bother with a second-rate play. Stay home instead. Anyway, you ought to figure out how to explain your wife's White House expense account. Yeah, I know, war's over—you keep saying that. That gives you the right to party all night?"

To the Japanese: "Don't bomb Pearl Harbor. Go after New Zealand. How much of a fight can two million sheep put up, anyway?"

Don't, don't, don't—sounds like a broken record. Or at least it sounds like a rapper making the common error of substituting a turntable for a musical instrument. Back and forth, over and over. Don't do this. Don't do that. Donuts what I love to eat. Donuts got no calories. Cops eat donuts, too.

Most advice is free. No wonder most of it is negative. For instance, if stockbrokers really knew which stocks would jump 500% in a week, they wouldn't be giving advice—they'd be cashing in. Instead they say things like, "Don't bother with Microsoft. The name alone means small and weak. Give this Gates guy another month and you'll never hear of him again."

Another reason for negative advice? Positive advice just doesn't sound appealing. Try it yourself—read the next three sentences out loud.

"Better brush my teeth."

"Better get to work."

"Better wait a few days to buy my gun. Then I can really go postal."

See what I mean? None of this advice is designed to really address the heart of the matter—that people consistently fail to heed well intentioned, positively phrased

suggestions. Even though they may not do it intentionally.

So in the spirit of negative advice building stronger bodies twelve ways—yep, just like Wonder Bread—I hereby provide the Top Six Don'ts Of Beginning Bicycling.

1. DON'T JUMP THE CREEK IF YOU CAN'T TURN THE TIDE. This is especially a consideration for younger riders who are burdened by heavy, hand-me-down bikes. Yes, momentum is your friend, just as surely as the opposite bank is your enemy. Unfortunately—and most riders don't figure this out until about halfway across—the enemy of your enemy is not necessarily your friend.

2. DON'T TAKE APART YOUR SISTER'S BIKE UNLESS YOU DECIDE TO TURN IT INTO A CAREER. The story I remember hearing about this—I wasn't involved, at least emotionally—was that the box of parts used to be a blue Schwinn Hollywood. Of course, what wasn't understood at the time was that the box still contained a Hollywood; it was just that the big sign was down and the stars had moved out to the suburbs. Final word of advice on this one? Don't use screwdrivers instead of tire levers. Or if you do, at least wear a Kevlar vest.

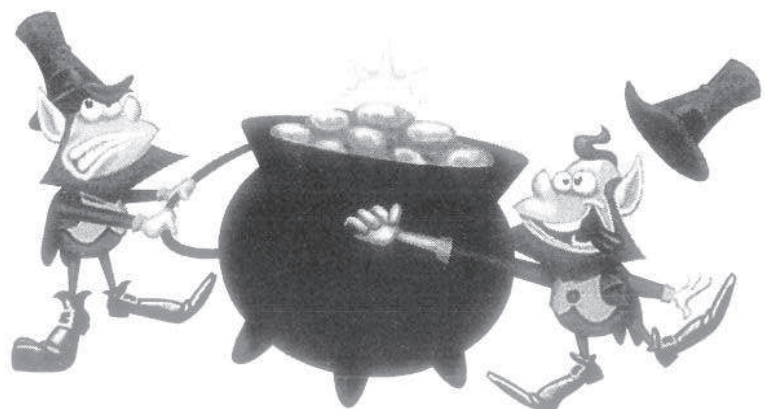
3. DON'T DRAFT A SEMI FROM WASHINGTON SQUARE TO CHERRY TREE SHOPPING CENTER AFTER THE SATURDAY MORNING RIDE. After all, you have to hang a right at Washington Estates to get home. Either that, or you'll have to dodge headwinds and golf balls coming back on Route 24. Like Nancy Reagan said when she became marketing director for an athletic shoe company selling \$300 shoes made by people pulling in \$3 a day, just don't do it.

And when you don't draft that semi out of the square, don't ride under the semi that just pulled out from the bowling alley and blocked both westbound lanes either—even if you can ride under it without loosening your toe clips first.

4. DON'T PEDAL THROUGH TWO SUNSETS ON ONE RIDE, ESPECIALLY AFTER PULLING AN ALL-NIGHTER. Sure, it seems like a good idea. Finish up that last final exam, say good riddance to your good-for-nothing roommate and then ride 250 miles to Peoria. But take it from someone who knows someone who knows, when you're halfway between Havana and Morton and you don't remember if 1 a.m. is a noun or a Buddhist temple, a bicycle isn't your best form of transportation. Or tent.

5. DON'T DRAFT A JUNIOR CHAMPION TRACK SPRINTER FROM EASTERN EUROPE ON YOUR GOOD ROAD BIKE. As a matter of fact, don't draft a junior champion track sprinter from Eastern Europe on your beater bike. I don't care if one of his countrymen did become Pope; when he changes speed without shifting gears, you don't have a prayer. And neither do your shorts.

6. DON'T ARGUE ABOUT THE COMPARATIVE MERITS OF INDEX SHIFTING AND "GOOD OLD CAMPY SUPER RECORD" WITH ANYONE WHO OWNS A SKINNY DOG AND DRIVES A VOLVO. At the very least, don't do it for 20 years like you have ever since you and the guy who grinds dirt and calls it coffee became friends in high school simply because you both had the crazy idea that bicycling was something that the best athletes in the world did. And still do. Really, don't argue. After all, you're right, aren't you? —*Samuel Joslin*





Bicycle Etiquette

Reprinted
from *Social
Etiquette, or*

Manners and Customs of Polite Society, by Maud C. Cooke. Wabash Publishing House, Chicago, 1896. Thanks to Beth Beckler for her contribution of this text. Part one of three:

CYCLING HAVING TAKEN SUCH A MIGHT GRASP upon the land, it has naturally followed that an etiquette of cycling should be established, and that it should be well established and rigidly regarded by society.

There are the details of meeting, mounting, right of way and various other points which are carefully observed and give the desired air of fashionable righteousness, without which, for many people, the pleasure of meeting in a social way on one's wheel would be but legendary.

It is distinctly understood in the first place that "cycling" is the correct word; the up-to-date woman dares not speak of bicycling nor of wheeling.

A CYCLER'S GUIDE.

If in town, the early hours of the morning are chosen for a ride through the park. This is on the same principle that it is considered good form for a young woman to drive only in the morning, that is, when she herself is the whip. In the country the rules, both as regards cycling and driving, are not as rigid. The maiden, however, who is a stickler for form, does all her cycling in the hours which come before noon—unless there be a special meet, a bicycle tea, for instance, or a spin by moonlight.

Neither is it correct for a young woman to ride unaccompanied. In the matter of chaperons we are becoming almost as rigid as the French, who scarcely allow a young girl to cross the street, to say nothing of shopping or calling, without being accompanied by an elder woman, her mother, relative, or a friend, as a chaperon.

During the past few years there has been a tendency in America toward a closer imitation of all French etiquette which has brought in its train a strict construction of the duties of a chaperon.

MAIDS DO DUTY.

The unmarried woman who cycles must be chaperoned by a married lady—as every one rides nowadays, this is an affair easily managed. Neither must the married woman ride alone; failing a male escort, she is followed by a groom or a maid.

A woman is very fortunate is among her men or women servants, one knows how to ride a bicycle. Ladies occasionally go to the expense of having a servant trained in the art.

A MAN'S DUTY.

If one possesses such a commodity as a brother or a husband, he can always be made useful on a cycling excursion. Never is a man better able to show for what purpose he was made than upon such occasions.

The man's duty to the woman who rides might be made the text for a long sermon; but long sermons are never popular; therefore, it may be better to state briefly that he must always be on the alert to assist his fair companion in every way in his power—he must be clever enough to repair any slight damage to her machine which may occur *en route*, he must assist her in mounting and dismounting, pick her up if she has a tumble, and make himself generally useful and incidentally ornamental and agreeable.

He rides at her left in order to give her the more guarded place, as the rule of the road in meeting other cyclers is the same as that for a carriage, to turn to the right. In England, the reverse is the case.

ASSISTING THE LADY.

In mounting, the gentleman who is accompanying a lady holds her wheel; she stands on the left side of the machine and puts her right foot across the frame to the right pedal, which at the time must be up; pushing the right pedal causes the machine to start and then with the left foot in place, the rider starts ahead—slowly at first, in order to give her cavalier time to mount his wheel, which he will do in the briefest time possible.

When the end of the ride is reached, the man quickly dismounts and is at his companion's side to assist her, she, in the meantime, assisting herself as much as possible. This is done—that is, dismounting in the most approved style—by riding slowly, and when the left pedal is on the rise, the weight of the body is thrown on it, the right foot is crossed over the frame of the machine, and, with an assisting hand, the rider easily steps to the ground.

In meeting a party of cyclists who are known to each other and desire to stop for a parley, it is considered the proper thing for the men of the party to dismount while in conversation with the ladies.

As to the furnishings of the bicycle, to be really complete, it must be fitted out with a clock and a bell, luggage carrier and a cyclometer, the latter being an absolute *sine qua non* to the woman who cares for records. From five to six lessons are always considered necessary before one can master even the details of riding.

Next month: On the road, protection against dogs and more.



e f f e c t i v e c y c l i n g

BE VISIBLE, BE PREDICTABLE, BE ASSERTIVE. Being visible does not just mean we should wear bright clothes. Rather, it implies that we should position ourselves in traffic so that motorists can see us, and consider us part of their environment. Therefore, use the roadway so you're constantly in the primary field of vision of other road users. Motorists forget us easily once we're out of sight. (Out of sight, out of mind . . .)

Being predictable refers to riding "style." We don't respect "squirrely" vehicles; likewise, we should also ride with care. Once positioned in the flow of traffic, hold your position until you alert others of your intention. Don't shift into empty parking lanes only to move back into the driving lane shortly thereafter. "C.R.," a famous Peoria County bike copy once said, "I don't like to give anything up that I may have to take back."

Being assertive in traffic is an art easily developed by an Effective Cyclist. Eye contact is most effective. If changing lanes, signal your turn in advance so as to "ask permission" from the vehicle behind. Then, look back while holding your lane to see if permission is "granted." Always be aware. When approaching a stop sign or traffic light, don't allow a passing car to move to an adjacent position where it may cut you off.

It is both our right, and our

responsibility, not to let ourselves be placed in compromising traffic situations. Sometimes it's necessary to point an index finger at a driver or yell "hey" to get attention.

WHAT'S A DOG KNOW ANYWAY? Once we know how and why a dog acts, we, as Effective Cyclists, can avoid most confrontations. As a young "lad" working in a dog kennel, I had the opportunity to work with some of the best trained German imported dogs and some of the stupidest mutts around.

Putting aside all prejudice toward different types of man's best friend, today's dog is really just a domesticated hunting animal.

Its animal instinct instructs it to give chase and, if an opportunity arises, take the prey down. Usually, this is done by rear attack to trip the prey. (Head-on and side attacks proved dangerous and those genetic giants didn't live to reproduce.)

The domesticated side of the animal really has two sides. It may feel territorial, and be protective of its domain—as is a dog that runs alongside for a while—or it may just be friendly.

At any rate, we can behave the same way when faced [reared?—ed.] with either the hunter or guarder. If a dog understands any English, it's probably these words: sit,

down, stay, come, heel or no. Sentences may confuse it if anything. So, the next time you're confronted, get the dog's attention by commanding "NO" and keep the same pace.

Remember, if a cyclist speeds up or acts excited, a dog may perceive an "opportunity" and react by advancing.

When you see a dog before it sees you, get its attention so it won't be startled. The trainer for TV's "Littlest Hobo" once told me a dog will be driven by instincts for two to three seconds after being startled. It will not react to commands during that time, the most dangerous time for the cyclist. Anti-dog sprays are dangerous to operate while riding and will probably be inhaled by both the rider and the dog. However, the spray is quite effective to train nuisance dog owners. (Just kidding, of course.)

THE SHADOW SPEAKS. Where can you ride during the week of July 4th with 1,500 people for five days and have a choice of eight rides per day for less than \$180 room and board? The League of American Bicyclists National Rally in Lafayette, Indiana, July 3-6, of course. For more information on the rally, contact Charlie Klees (that's me!) or refer to the LAB home page on the Web: <http://www.bikeleague.org>

NEXT MONTH: The most common accidents and ways to avoid them. —Charlie Klees

Illinois Valley Wheelm'n Membership Application

(please print)

Name #1 _____ Birthdate _____

Name #2 _____ Birthdate _____

Name #3 _____ Birthdate _____

Name #4 _____ Birthdate _____

E-mail address (print clearly) _____

Address _____

City _____ State _____ ZIP _____

Phone () _____

Signature (Name #1) _____ Date _____

(parent or guardian needed if registrant is under 18)

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 \$ _____

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

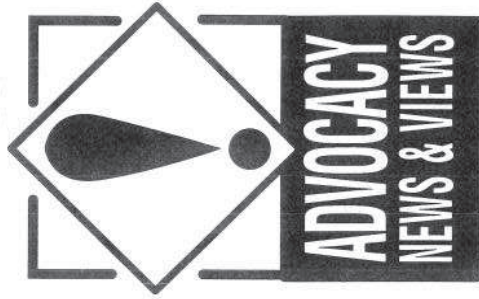
IVW DOES ECI FOR 4-H. Effective Cycling Instructor Charlie Klees and I taught a bicycle safety workshop to about thirty 4-H children and their parents on Saturday, February 15. The event was part of a 4-H "Clover Clinic" held at Illinois Central College, which draws children from throughout the Tri-County for a day of learning and fun. Charlie and I considered sneaking into the adjacent workshop to sample the raisin bread—lots of carbos needed to talk bike safety, you know.

It was a rewarding day and I learned a few things in the process. For example, children in this age group (8-12) sometimes have BMX-type bikes with foot pegs on the front or rear axles. While these pegs are intended for trick riding (by someone wearing lots of protective gear), they are most often used by children to give a friend a ride—with occasional disastrous results. One mom related the story of her son's broken collarbone from a peg episode. Just a reminder for your kids—riding double is a bad idea. It makes the bike hard to control, takes twice as far to stop, and limits the rider's ability to see approaching hazards.

My personal highlight of the day? The little guy who asked Charlie and I to autograph his bike safety book after the class. This may have been my fleeting 15 minutes of allotted fame, but I can't think of a more enjoyable way to receive it.

BIKE-FRIENDLY CENTENNIAL DRIVE? On February 4, IVW members attended a public information meeting on the proposed reconstruction of East Peoria's Centennial Drive from Illinois Central College to Grange Road (construction target mid-1998). The plan looked reasonably bicycle friendly—outside traffic lanes wide enough for shared bicyclist/motorist use (just under 15'). This new section of Centennial Drive will look very much like the existing section from ICC down the hill.

The meeting was a prime example of how a small effort can have a large impact. Since total attendance at the meeting was light—about 15 people, including the project's engineers—the bicycling message, as delivered by East Peoria IVW residents, represented a large percentage of the total public input for this major project. In the words of my favorite philosopher, Woody Allen, 80 percent of success in life comes just from showing up.



ILLINOIS VALLEY WHEELM'N
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PAID
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Your IVW membership expires: 10/03/97

RON ANDERSON
203 LOCUST
WASHINGTON, IL 61571-2207

Inside March...

*PACRACC is dead
and I'm not feeling so good myself...*

—Eric Hutchison