



April 1997

ILLINOIS VALLEY WHEELM'N

greater peoria's bicycle club



Summer ride is out of this world.

The INTERPLANETARY BICYCLE RIDE
Follow the orbits of planetary explorers through the
"WORLD'S LARGEST MODEL OF THE SOLAR SYSTEM"
sponsored by United States Cellular
JULY 26 & 27, 1997
Peoria, Illinois

Sponsored by Illinois Valley Wheelm'n, Lakeview Museum of Arts & Sciences, Peoria Astronomical Society, Peoria Academy of Sciences, and Friends of the Rock Island Trail

WHAT'S INCLUDED:

- SATURDAY JULY 26, 1997—A "Century" ride to Pluto (shorter routes to selected Jovian Planets.)
- SUNDAY, JULY 27, 1997—Tour the inner solar system, from Mercury to Jupiter or Saturn

• RIDES FOR EVERY LEVEL. Depending on your planetary destination, there are options for every member of your family, for riders of all ages and abilities. For example:

- Jupiter—Saturn—Jupiter (Rock Island Trail) . . . 1.4 Billion miles (10 miles)
- Sun—Mercury—Venus—Earth—Mars—Jupiter—Saturn—Sun . . 3.9 Billion miles (27 miles)
- Jupiter—Neptune—Jupiter (Rock Island Trail) . . 6.4 Billion miles (45 miles)
- Sun—Pluto—Sun (City & county roads, trail) . . . 13 Billion miles (90 miles)
- Century option into the Kuiper Comet Belt. . . . 14 Billion miles (100 miles)

- BRAGGING RIGHTS—who else can say they've cycled to Pluto?
- REVERSAL OF THE AGING PROCESS—Since ride speeds will be in excess of the speed of light (186,000 miles/second), there are relativistic implications. Some observers predict that riders may return younger than when they started.
- One way ride from Pluto (optional).
- Premium package, including photo calendar, \$5 premium car wash, Rand McNally Road Atlas, root beer float, bottomless iced tea, museum and planetarium admission.
- Breakfast, outstanding food and drink at each stop and end of ride pasta & garlic bread.
- Support vehicle service, marked routes, and high-quality maps.
- Special rest stop exhibits from the Peoria Academy of Sciences, Peoria Astronomical Society, and Friends of the Rock Island Trail.
- Evening Star party. Observe the wonders of the Milky Way through the telescopes of the Peoria Astronomical Society.

NEW MEMBERS

Diane Broe East Peoria
 Karen deVries Peoria
 Robert Henderson Peoria
 Greg Oakes Metamora
 Grant A. Sornson Jr. & Family London Mills

RENEWING MEMBERS

John Antram Morton
 Beth, Ken & Ian Beckler Peoria
 Carl & Janice DeBoer Peoria
 Chuck Gullette Washington
 Roger & Sandra Jensen East Peoria
 Emmett E. Joslin Granby, MO
 Dalton Larson East Peoria

Cindy Matthias Peoria
 Dirk, Michelle, Carrie & Katie McGuire East Peoria
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 Robert, Nancy & Gus Neumann East Peoria
 Don Sheller, Christine Kancius & Stephen, Scott & Andrew Sheller† Morton
 Gene W. Short Peoria
 Scott A. Sutter Peoria
 Jeff, Sharree & Samantha Tate Peoria
 William J. Wright†* Peoria

†LAB member.
*Advocate-level membership.

**\$18 two day, \$15 one day,
add \$3 after July 11**

The Guinness Book of Records recognizes Peoria's Community Solar System as the world's largest such model. The planets span 60 miles of Central Illinois, with comets spread around the world.

For registration or more information:
Interplanetary Bicycle Ride
Lakeview Museum of Arts and Sciences
1125 West Lake Avenue
Peoria, IL 61614-5985
sls@bradley.bradley.edu
309-686-7000

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

Deadline: 15th of the month
Newsletter published monthly

April Rides

SUNDAY, APRIL 6. Mossville Grade School to
Chillicothe, 20 miles, 9 a.m., Gary Hartzler, 674-
3061. (Level II)

SATURDAY, APRIL 12. Mossville Grade School.
30–35 miles. Dave Schaufelberger, 579-2311.
(Level II)

SUNDAY, APRIL 13. Road Riding 101 from Lincoln
Grade School, Washington, 1 p.m., Rob Alexander,
444-3297. (Level 1/11)

SUNDAY, APRIL 20. Northern Exposure Special.
Meets at courthouse in Lacon, 50 miles (Level II), 20
miles (Level I), breakfast, 8:30 a.m., Jim and Sarah
Emmons, 246-2166.

SUNDAY, APRIL 27. Lower Bradley Park to
Brimfield, 8:30 a.m., breakfast/Casey's stop. 40?
miles, Jack Welch, 387-6117. (Level II/III).

EVERY THURSDAY starting April 10. SLOW & Go
from the parking lot at Russell's Cycle Shop in
Washington, 16 miles, 6 p.m. Jim Raney 444-7658.
(Level I)

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

EVERY WEDNESDAY starting May 7. Pleasant Hill Grade School, East Peoria, 6 p.m., Dirk
McGuire, 699-8482, and Richard Morris, 694-4104. (Level I/II)

DISSATISFIED WITH THE RIDES? Wish there were more Level I rides? Disgusted because there are
not enough gonzo Level III death marches? Then do something about it—volunteer to lead the ride
of your choice. No experience is necessary, no age requirements, and we are an equal opportunity
organization. Seriously, though, there is a need for more people to share their favorite rides with the
rest of the club. It is not a difficult thing to do and you might even have some fun doing it.

My goal as ride leader is to provide a balance of different types of rides. However, I cannot do
it without the help of the rest of the club. As my wife points out, the other 95% of the known
universe is not quite as dedicated as me. Accordingly, the ride schedule will probably be skewed
toward the more difficult types of rides. So to protect me from myself, I need the members of the
club to come forward and lead the rides they wish to have. I can assure you that anyone who offers
to lead a ride will get to do so anytime, anywhere, and at any level. —*Jack Welch*

WEEKEND ADVENTURES. Multi-day rides return to the club with a series of rides led by IVW
member Bill Semmens. Bill could still use some volunteers to help plan and run each of the rides.
To volunteer or simply sign up for one of the rides, call Bill at 693-9388. And look for more
information in upcoming newsletters.

JUNE 28–29. The return of WHALE (Wheeling Around Lake Evergreen). Ride from East
Peoria to Lake Evergreen north of Bloomington. Camp out Saturday night. Group dinner
and breakfast at park. Fee will be charged. About 60 miles each day. Gear will be hauled.
Drivers needed.

JULY 18–20. Ride the Elroy-Sparta trail in Wisconsin. Group leaves Peoria Friday for six-
hour drive to Wilton, WI and camps there two nights. Ride the trail out and back on
Saturday and the other way on Sunday.

AUGUST 23–24. Ride from Peoria to parts, as of now, unknown—somewhere about 50
miles away. Camp out or hotel. Return on Sunday.

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.*



BIKE QUAD CITIES

WIDE ASPHALT, NEARLY LEVEL TRAILS

①

RIDE THE PARKWAY THROUGH BETTENDORF AND DAVENPORT. WOODLAND AND PARKS CONNECTED BY A SECLUDED WOODED PARKWAY. GO UNDER ROADS AND OVER BRIDGES SPANNING DUCK CREEK (SIMILAR IN SIZE TO OUR KICKAPOO) FOOD AND SHOPPING ALONG THE TRAIL UP ON THE CREEK'S BLUFF. ROUND TRIP ON TRAIL IS 20 MILES.

②

RIDE ALONG THE MISSISSIPPI AND GET YOUR FEET WET. THE TRAIL FOLLOWS THE ILLINOIS SIDE OF THE RIVER AT WATERS EDGE AND ON DIKES, THROUGH RIVERFRONT COMMUNITIES AND PARKS. 14 MILES.

③

A NEW AND UNEXPLORED RIVERFRONT TRAIL AWAITS ALONG THE BETTENDORF DAVENPORT RIVERFRONTS. WE'LL SAVE THIS ONE FOR ANOTHER TRIP UNLESS FLOODING AND/OR DAMAGE CLOSES PLANNED TRAIL RIDES.

TRAVEL TIME FROM PEORIA IS ONE AND ONE HALF HOURS. TRAIL HEADS ARE FIVE MINUTES APART ACROSS INTERSTATE 74 BRIDGE. LARRY PAUSTIAN WILL GUIDE THIS RIDE TO HIS HOME TOWN OF DAVENPORT, IOWA. LEVEL I RIDERS SHOULD BE ABLE TO DO BOTH TRAILS IN A DAY. 34 TO 40 MILES TOTAL. SOME MEMBERS MAY WISH TO SHOP PART OF THE DAY - SEE DINNER BELOW. ALSO A SIDE TRIP BY BIKE ONTO ROCK ISLAND ARSENAL IF TIME PERMITS OR AS AN ALTERNATE TO TRAIL 2 FOR SOME RIDERS.

RIDE IS PLANNED FOR SUNDAY JUNE 1st.

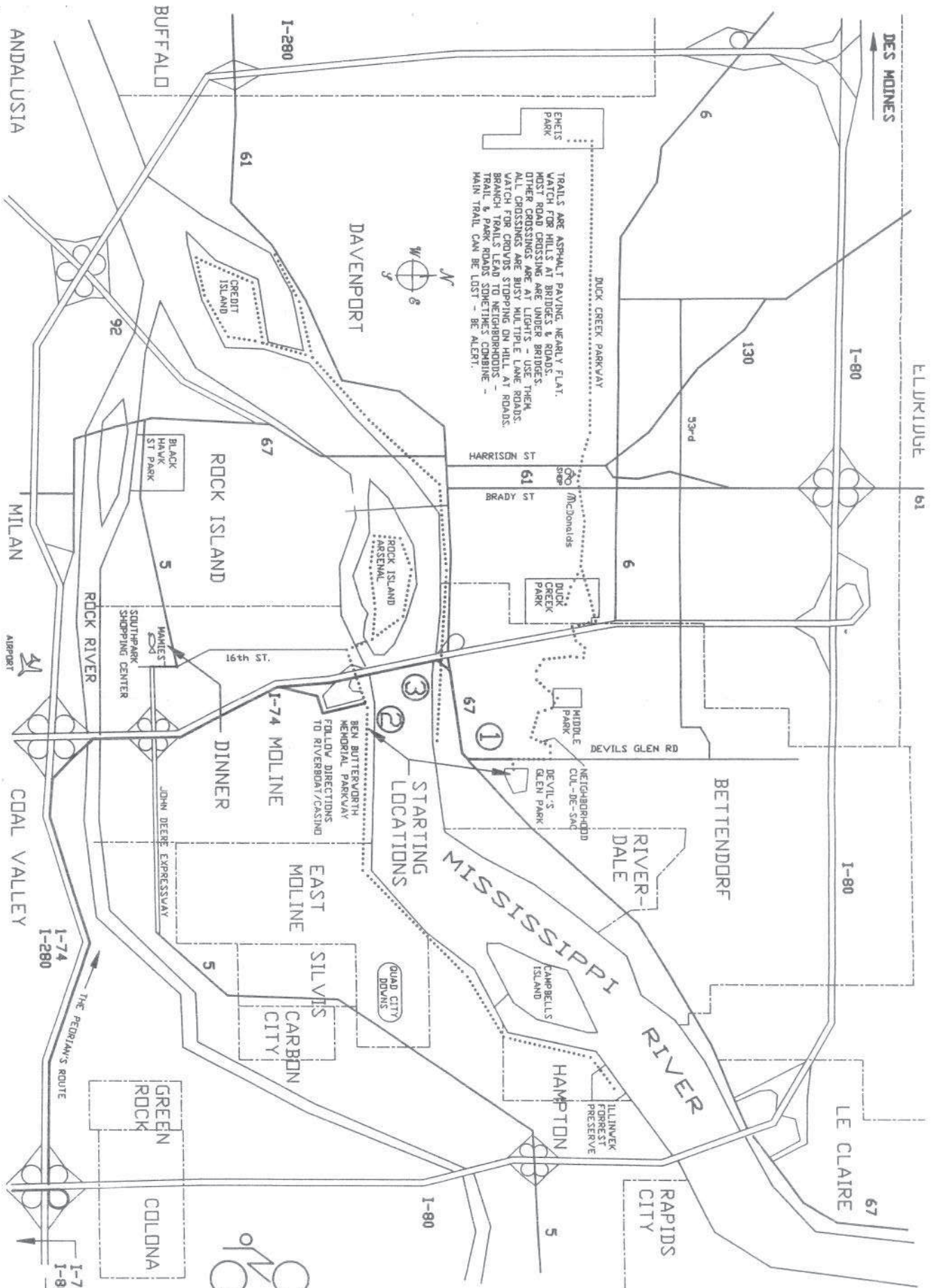
LEAVE PEORIA AT 7am ARRIVE BETTENDORF 8:30am

MEET AT TOWN & COUNTRY BOWL - CORNER OF GALE & FORREST HILL
(ACROSS FROM EMRO GAS STATION)

RIDE WILL START AT 9:00am FROM DEVEL'S GLEN PARK
BETTENDORF, IOWA

RETURN IN THE EVENING AFTER DINNER AT MISS MAMIES CATFISH HOUSE
3925 16TH Moline, IL - ONE BLOCK NORTH OF JOHN DEERE EXPRESSWAY
(BY SOUTHPARK SHOPPING CENTER, ONE HALF MILE WEST OF I-74)

FOR ADDITIONAL INFORMATION CALL LARRY PAUSTIAN AT 694-3947



TRAILS ARE ASPHALT PAVING, NEARLY FLAT.
 WATCH FOR HILLS AT BRIDGES & ROADS.
 MOST ROAD CROSSINGS ARE UNDER BRIDGES.
 OTHER CROSSINGS ARE AT LIGHTS - USE THEM.
 ALL CROSSINGS ARE BUSY MULTIPLE LANE ROADS.
 WATCH FOR CROUVS STOPPING ON HILL AT ROADS.
 BRANCH TRAILS LEAD TO NEIGHBORHOODS -
 TRAIL & PARK ROADS SOMETIMES COMBINE -
 MAIN TRAIL CAN BE LOST - BE ALERT.

STARTING LOCATIONS

DUCK CREEK PARKWAY - 10 MILES - 20 ROUND TRIP
 BEN BUTTERWORTH PARKWAY - 7 MILES - 14 ROUND TRIP
 ROCK ISLAND ARSENAL - 3 MILES - 6 MILES ROUND TRIP

QUAD-CITIES

ILLINOIS - IOWA

NO SCALE

THE PEORIA'S ROUTE
 I-74 PEORIA
 I-90 CHICAGO



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 two of three:

ON THE ROAD.

On the road the woman who wishes to ride *a la mode* has to know a number of little things that are overlooked by another woman, just as the smart set have a code for riding and driving that is inexorable as that they should not eat with their knives or put sugar on oysters. Society insists on an upright position, with, of course, no attempt at racing pace. It also frowns upon constant ringing of the bell—that will do for the vulgar herd who delight in noise. The well-informed wheelwoman keeps eye and ear alert and touches her bell rarely. She dresses daintily and inconspicuously—effaces herself, in fact, as much in this exercise as she does in all public places.

Very gallant escorts use a towrope when accompanying a lady on a wheeling spin. These are managed in various ways; one consists of an India-rubber door-spring just strong enough to stretch a little with the strain, and about six feet of shade cord. One end is attached to the lady's wheel at the lamp bracket or brake rod by a spring swivel, and the other end is hooked to the escort's handle bar in such a way that he can set it free in a moment, if necessary. When he has finished towing he drops back to the lady's side, hanging the loose end of the cord over her shoulder, to be ready for the next hill. A gentle pull that is a bagatelle to a strong rider is of great assistance to a weak one up hill or against a strong wind.

FOR PROTECTION AGAINST DOGS.

Every bicyclist in the land will rise up and call the inventor of the ammonia gun for dogs blessed. Nothing is more annoying to the rider than to have a mongrel dog barking at his pedals and scurrying across his pathway in such close proximity to the front wheel as to be a constant reminder of a possible "header." The gun is calculated to make an annoying dog sneeze and sniff away all future ambitions to investigate the pace of a rider. It is said to be a perfect instrument in every way. The advantages enumerated for it are: Positively will not leak; has no spring to press or caps to remove, and will shoot from five to twelve times from fifteen to thirty feet with one loading.

A FEW DON'TS FOR CYCLERS.

Don't try to raise your hat to the passing "bloomer" until you become an expert in guiding your wheel.

Don't buy a bicycle with down-curve handles. It is impossible to sit erect and hold that kind of handle.

Don't go out on a bicycle wearing a tail coat unless you enjoy making a ridiculous show of yourself.

Don't travel without a jacket or loose wrap, to be worn while resting. A summer cold is a stubborn thing.

Don't allow for a taste for a bit of color in your make-up to tempt you to wearing a red or other gay-colored cap.
Don't get off the old gag about "that tired feeling" every time you stop by the roadside for a little breathing spell.

Don't absent yourself from church to go wheeling, as you and your bicycle are welcome at most houses of worship.

Don't leave your bicycle in the lower hallway of your flat-house for the other tenants to fall over in the dark.

Don't believe the farmer boy who says that it is "two miles to the next town." It may be two, four, six or twelve.

Don't be more than an hour passing a given point, although wheeling on a dusty road is honestly conducive to thirst.

Don't smile at the figure others cut astride their wheels, as it is not given your to see yourself as others see you.

Don't coast down a strange hill with a curve at its bottom. There is no telling what you will meet when it is too late.

Don't ride ten miles at a scorching pace, then drink cold water and lie around on the grass, unless you are tired of life.

Don't try to carry your bike downstairs under your arm. Put it on your shoulder, or you will come to distress.

Don't laugh the watchful copper to scorn because your lamp is burning brightly. He can afford to wait his time to laugh.

Don't dress immodestly or in the costume of a track sprinter. Sweaters worn like a Chinaman's blouse are almost indecent.

Don't forget that the modern law of the road requires you to turn out to the right in passing another bicycle or other vehicle.

WOMEN'S BICYCLE RIDES.

"Women who ride bicycles should make it a law with themselves never to ride after a feeling of weariness comes over them," said a well-known physician. "I just came from visiting a woman who tried to ride around the city last Sunday. It was the fourth time she had ever ridden a wheel out of doors. She got half way around, came home in street cars and a carriage, and has been sick in bed ever since. She ought to be an example to all women who ride. For those who are beginning, especially, and in a measure for all women, there is a great danger in overdoing. Some women ride centuries, it is true, but they are men in strength. No ordinary woman should start out before knowing how far she is going. Ordinarily, though, they ride twice as far as they ought. They start out and ride away from home until they get tired.

"Then they have to ride back, getting more and more exhausted with every turn of the wheels. No ordinary woman who rides once or twice a week should go more than ten miles at a trip. That is perhaps an hour's ride, that may be easily extended to an hour and a quarter before that distance is covered, and if she does not feel fresh and in a glow when she stops, she may be certain that she has ridden too long. Naturally there is that healthy tired feeling which any one recognizes after athletic exercise, but it is quite different from and never to be mistaken for the weariness which comes from too much exertion and straining of the nerves and muscles. Very few women have ever been injured on a bicycle who kept to this rule and limited their riding to nominal distances.

*Next month: Appropriate ride length,
condemnation of the skirt and tips for the
pedestrian*



Trains & trails & land use, oh no

Years ago, in a cock-eyed salute to Disneyland, the folks at Firesign Theater—a live-radio-on-tape-theater-of-the-mind group—presented a unique approach to American history. Westward expansion was summed up in a short conversation between a native American and an American entrepreneur. The conversation, and I paraphrase, went roughly like this.

“What are those humps over there?”

“What humps?”

“Those big piles of dirt.”

“Oh, those are our ancient Indian burial mounds.”

“Hmmm. Say . . . can you move 'em? Train's coming through.”

And within a tenth of a second, the train dopplered right through the sound stage.

Recreational trail advocates at a recent city council meeting must have felt something like that Indian.

Let's review: For several years, cycling issues—including the recently published Peoria Bike Map—have been only grudgingly considered by the Peoria City Council. The reasons are simple, and predictable. Bicycling has more to do with people rediscovering their surroundings than with luring tourists and retaining business. Bicycle advocates aren't as well funded or organized as advocates for other organizations. They don't command locally compelling statistics that support bicycle-friendly road improvements and path construction. And in a society driven by quantitative measurements—interest rates, employment figures and gross domestic product—bicycle advocates are armed mostly with qualitative data, the statistical equivalent of the phrase, “If it feels good, do it.”

Few people in government have attempted to see the city from a self-propelled perspective. Not long ago, one city council member asked why cyclists would want better roads when the city could easily improve sidewalks.

Nonetheless, the greater Peoria trail network—which includes the Rock Island Trail and the East Peoria to Morton trail—is a great addition to the area, achieved through vision, hard work and years of persistence. Expanded through Peoria, the trail system could contribute to neighborhood stabilization and community pride. As proof of the current trail's allure, consider that at least one developer is promoting the trail as a reason to buy six-figure homes in the Alta area.

Yet two organizations in support of

extending the trail south through Peoria—the Friends of the Rock Island Trail and the Peoria Park District—now find themselves in conflict with two local businesses—Gateway Milling and Carver Lumber.

The Friends of the Rock Island Trail, led by Peoria lawyer George Burrier, was formed to overcome the political, social and legislative barriers to construction of the original Rock Island Trail, a path that now stretches from Pioneer Park on the north side of Peoria through Dunlap, Princeville and other towns to the north.

The Peoria Park District, while interested in providing its taxpayers with more bicycling opportunities, has no jurisdiction over non-park roads and no inclination to address issues of interest to road users, except for those occasions where a trail might have to intersect or travel along a road for a short time.

For the Park District and the Friends, the trail is the only game in town. Both groups want to extend the Rock Island trail along a railroad right-of-way. There's only one problem.

The train still exists.

And some folks want the current, publicly owned rail company handed over to a private entity, Pioneer Rail Corp., a company that has built a reputation for turning run-down short-lines into money makers.

This could get messy.

After the original Rock Island Trail was proposed, landowners along the abandoned right-of-way fought trail advocates for years. It finally took the death of a key legislator in a house fire to weaken and eventually defeat the opposition. Perhaps ironically, perhaps not, one of the blocks to the current trail extension is a former Peoria mayor from the antitrail era, Richard Carver, who spoke to the council on behalf of Carver Lumber, one of the two businesses still served by the train.

Anyone who has cast even a cursory glance at the tracks can see that repairs are desperately needed. Trail proponents argue that even if the train were turned over to the come-back kid (er, corporation), taxpayers would still pick up the tab to improve and replace 14 rail crossings. All to support two businesses, companies that some say can easily switch freight shipments to trucks.

It's enough to make good old road cyclists sick. Let's think about this: Trains that run along their own right-of-way are now the enemy, while trucks that intimidate car drivers as well as bicyclists are now our friends?

Train advocates argue that Peoria should take a stand against wholesale abandonment of railroad track, especially in a time of remarkable comebacks by short-line and main-line railroad companies. They have positioned support for the train as support for business and the future.

And they're not above a little friendly blackmail, either. Shortly before the end of a special session on the proposed right-of-way abandonment, one supporter of the handover to Pioneer Rail stated that one of the businesses on the line was thinking of expanding, but only if train service continued. This seemed to be new information to several members of the council.

Some city council members, told that a vote against supporting the existing line could be construed as anti-business, now seem uncomfortable with the idea of trail conversion, despite the fact that in years past the council has basically told bicyclists to have patience, that the Rock Island Trail would soon become a grand corridor connecting Tazewell and Peoria counties.

The city council, which in the past has shown more sympathy to trail extension than to road access issues, is forced to find a compromise between rail and trail advocates. Yet, compromise along the line in question seems impossible. Expanding the right of way to allow for both trail and rail use is deemed to be topographically impossible and/or incredibly expensive.

The cynic will say that there will be a “win-win” financial reward for the last two businesses on the line; either the track will be improved at no cost to them, 1,800 feet of track will be laid to connect them with the Union Pacific (ditto on the charge), or they will be financially compensated for the loss of the track. This compensation could come in the form of a subsidy for costs incurred in a switchover to truck transportation (even though both companies already have truck terminals), or even moving expenses to enable the companies to transfer to a “more suitable” location.

Who will emerge as the real loser in this most recent trail fight? The park district and the Friends? Or rail supporters? How about the city council that has promoted two mutually exclusive versions of the future for several years?

The cynic might decide the loser was the last company to abandon rail service before the rail had the opportunity to abandon the company. But if the cynic is right, it doesn't matter whether the “train's coming through” or not.

The natives are going to pay.

—Samuel Joslin



Illinois Invitational Rides

Invitational rides are organized to promote bicycling and raise money. The ride's sponsors typically provide a pre-planned route over paved backroads with maps and/or pavement markers; rest/food/water stops; and help in case of mechanical problems or medical emergencies. You also can expect to meet other riders, with diverse skill, fitness, and experience levels. This calendar is reprinted from the League of Illinois Web site at

<http://www.lib.uchicago.edu/~rd13/lib>

- April 20, Sun — Folks on Spokes Easter Ride, University Park, 25/35/45/65 miles on flat to gently rolling rural roads; 8-10 am. \$10 before April 6, then \$15; "Easter Egg" sandwiches, musical entertainment; helmets required; Folks on Spokes Bicycle Club, P.O. Box 824, Homewood, IL 60430; 708-730-5179. Contact: Tom Derrig e-mail: terminatortom@juno.com or Bob Stickley e-mail: BobStick@aol.com
- April 26, Sat — Tour De Stooges, Lebanon, 8-63 Miles, \$5 until 4/12 then \$7. Ride and then watch Stooges films. 200-300 riders, Flat to rolling terrain. Fee includes map, sag, route markings, lunch. Hostelling International/Gateway Council (314) 644-4660, 7187 Manchester Road, St. Louis, MO 63143 email: ratz1@i.net
- April 27, Sun — T. G. I. Spring, Athens, 35/55 miles, 8 am. \$7 until April 18, then \$9. This year's routes across the Sangamon River valley will be colored with Redbud, daffodils and Dogwoods. They have more hills so we've shortened the routes to 35 and 55 miles. Both routes converge to a common point for a furnished lunch. Springfield Bicycle Club, POB 2203, Springfield, IL 62705 or e-mail: jnugent@hrm.bradley.edu
- April 27, Sun — Silver Springs 60, Yorkville, 25/45/62 miles, flat to rolling terrain; 7:30 am @ Beecher Community Center; \$16 includes spaghetti dinner; register by March 31; T-shirt available; SASE Aurora Bicycle Club, P.O. Box 972, Aurora, IL 60507-0972. Mike Brackett, 630-892-1010.
- May 4, Sun — Sudden Century, Herscher, 30/45/62/75/100 miles, flat to rolling, 7 - 10 a.m. (7-8 for 100 mi), Herscher High School, Herscher, IL (Kankakee County) \$12 before 4/30, then \$15. Family rates available. after ride pasta dinner; shower. Joliet Bicycle Club, 17430 Ridgeland, Tinley Park, IL 60477, Contact: Kathi Cassman, (708)633-9739 or Mark Karner, (815)741-3991 or email Dave Shepherd: dshep1@ix.netcom.com
- May 4, Sun — Prairie Pedal, Prairie Crossing, Grayslake, 15/35/40/75 miles, \$20, includes t-shirt if mailed by April 15. Pasta feast, kids events, also a 5 mile. \$5. "family ride". Proceeds will help build paths in the Liberty Prairie Reserve. Liberty Prairie Conservancy, 32400 N Harris Rd, Grayslake, IL 60030. Call 847-548-5989 or fax 847-548-7592 or email: LPC1997@aol.com.
- May 4, Sun — Lake Forest by Bike, Lake Forest, 2 hr. ride from Market Square. \$5, CAF members free; Chicago Architecture Foundation. 312/922-8687
- May 10, Sat — LARACOL V, St. Charles, 20/40/62 miles from Hosanna Lutheran Church, \$15. by April 26. (pre-reg only). Association of Late-Deafened Adults. Call 800-996-BIKE or 630-443-0314. LARACOL, P.O. Box 803, St. Charles, IL, 60174.
- May 10, Sat — Toffee Century, Robinson, 10-100 miles, 7-10 am from Robinson Park. \$7. (\$10. family) until April 18. Crawford County Cycling Club, Troy McArthur, 9095 N. 725th. St., Robinson, IL 62454. 618-544-8440 (H) 630-271-3271 (W) Email: mcarthy@vax11.danavictor.com
- May 10, Sat — 300km Brevet, Edwardsville, 190 miles in 20 hours, 6 am from parking lot NW of county courthouse. Register 5:15-5:45 am., \$5. Flat to rolling terrain. NO SUPPORT. COGS rides and events COGS / IR Brevet Series, Louis Branz, 618-656-2282. Email: louis.branz@edwardjones.com
- May 16-18, Fri-Sun — Third Annual Prairie State Tandem Rally, Springfield, Sponsored by the T.I.G.E.R.S. (Tandems Illinois Going Everywhere Riding in Style). For information e-mail John Werthwein at ILLTANDEMS@AOL.COM with your snail mail address to get a brochure.
- May 17, Sat — Sangamon River Valley Bike Ride, Monticello, 15/30/50/100 mi, 8:30-10am (9:30 if 100mi) from the square in Monticello. \$12. includes lunch. (more online information). Monticello Lions Club, 1-800-952-3396, or 1-217-762-7921. Joe Kimlinger, email: jkimlin@net66.com Jan Adamczyk, email: adamczyk@ux1.cso.uiuc.edu
- May 17-18, Sat-Sun — Rock River Ramble, Sterling, 37/43/54/70/75 miles. Rides begin from Lawrence Park, Island in Sterling, IL. Fee: \$35 until 5/1/96, then \$40. Includes T-shirt, meals. 400 rider limit. Rich Wessels, North Western Illinois Bicycle Club, Rock River Ramble, Rock Falls IL, 61071 or call: (815) 626-1930
- May 18, Sun — Arlington 500, Barrington, 30/44/54/68 miles, 7-10:30am (9:30 if 68mi) \$6.00 before May 11, \$9.00 day of ride. Barrington High School, 616 W. Main Street, Barrington, Illinois, Contact Greg Konieczny at (847) 398-4633. Arlington Heights Bicycle Association, 117 S Patton Ave., Arlington Heights, IL 60005
- May 18, Sun — McLean County Wheelers' 18th Annual Spring Metric, Downs, 31/50/62 miles, 7 - 9 am. (7-8 for 50,62) \$12. until May 7, then \$15. T-shirts \$9., after-ride meal. High wind rebate!! McLean County Wheelers, P.O. Box 947, Bloomington, IL 61702-0947; Craig Ryan, 309-664-0512, email: CraigR1008@aol.com; or Kevin Christianson, 309-378-2225, email: kjcbike@dave-world.net.
- May 18, Sun — Lakefront by Bike, Chicago, 3 hrs. ride from Navy Pier. \$5; Chicago Architecture Foundation 312/922-8687.
- May 18, Sun — Tour of the North Shore, Skokie, 7-9 am North Shore Hilton, Skokie. \$15. t-shirt for first 700. American Cancer Society, Jolie Diamond, 847-328-5147.
- May 24 or 25, Sat, Sun — Stateline 60, Roscoe, 32/62 miles, 7-10am from Riverside Park, Roscoe, (N of Rockford). \$12 until May 17, then \$15 includes lunch. T-shirt \$15. Blackhawk Bicycle & Ski Club, attn. Blackhawk State Line Sixty, P.O. Box 15443, Rockford, IL 61132. Contact: Arlan Brass, 815-637-3854 or 815-874-7208, fax: 815-637-5302 or email: abrass@aol.com, or email: spokesig@sinnfree.sinnfree.org
- May 31, Sat — 400km Brevet, Edwardsville, 250 miles in 28 hours, 6 am from parking lot NW of county courthouse. Register 5:15-5:45 am., \$5. Flat to rolling terrain. NO SUPPORT. COGS rides and events COGS / IR Brevet Series, Louis Branz, 618-656-2282. Email: louis.branz@edwardjones.com
- May 31, Sat — The Psycho Challenge, Marseilles, 6/12 hour endurance time trial around a 48-mile loop. 8-10am from Illini State Park. \$18-\$24. Awards. Oak Lawn Bike Psychos, P. O. 652, Oak Lawn, IL 60454. Contact Alan Biernacki, 630-654-8808 or Marvin Boehm, 708-233-6894.
- June 1, Sun — McHenry County Bicycle Club Udder Century, Union, 10/31/50/62/100 miles on scenic flat to rolling rural roads 6:30-10AM. from Donley's Wild West Town, Union, IL. \$13 until May 19 then \$15; Family of 4 \$40 then \$50; t-shirt \$10. Pasta Dinner, Map, Sags, Food Stops, Museum Entry, lots of cows! McHenry County Bicycle Club (815)477-6858 (708)442-1188 Contact: Linda Lauer 3917 Custer Ave. Lyons, IL 60534 lx2@megsinet.net

Prospect and other prospects.

CORRECTION: The name of a District 4 candidate for the Peoria City Council election, Mr. Robert Belville, was misspelled in our February newsletter.



CALMING THINGS DOWN ON PROSPECT. State-of-the-art traffic calming techniques will make their Illinois debut this spring on Peoria's north Prospect Road. After a two-year struggle, the North Prospect Area Neighbors Association has convinced the city

to modify the design of Prospect Road to control motorists' excessive speed. The first phase will be paint striping to make the driving lanes appear narrower. Phase two will be raised traffic humps which can be comfortably crossed at speeds at or below the posted speed limit. Note: A speed hump is longer and more gradual than a speed bump.

The north Prospect project has far-reaching implications for Peoria. The lessons learned on Prospect Road will be included in a city-wide policy which has been drafted for traffic calming.

Editorial comment: The turn-key mobility that our automobiles provide (and on which most Americans completely depend) has a price. Loss of quality of life in our neighborhoods, like Prospect Road, is one that literally hits us where we live. If we were animals under a microscope, scientists would classify our auto-dominated culture as "messaging the nest." Where would you rather live? (1) Mega mall plopped at mid-cornfield, linked by a mega-road to an isolated island of housing (today's most common plan, or lack thereof) OR (2) Bicycle/pedestrian planning, traffic calming, and neighborhood-scaled shopping (hope for a better future). How do we make the change? Contact with politicians is important, but there is more subtle and critical voting going on every day. It happens every time we tell our Realtors what type of neighborhood we're looking for. Please add "good bicycle connections" to your shopping list.

THE SCARLET DUI? It seems that personalized license plates for automobiles have taken a new twist. According to a the Journal Star, communities in California are requiring convicted drunk drivers to display a special DUI plate on their cars. In legal terms, this is known as shame sentencing.

Since automobiles are now as important to most Americans' personal image as clothing and hairstyles (car advertisements have

basically nothing to do with transportation), this seems to be an appropriate part of punishment. Regression to the Puritans or an idea whose time has come? In my personal experience, the most dangerous thing facing bicyclists and pedestrians is chemically impaired motorists.

IDOT CHIEF TALKS BIKES WITH IVW. Dale Risinger, District Engineer for the Peoria area district of the Illinois Department of Transportation, spoke at the IVW's February 20 dinner meeting. Mr. Risinger discussed plans for road and bridge projects—many which will affect local bicycle access. Some examples:

- I-74 reconstruction (between IL6, Peoria & Pinecrest Drive, East Peoria)—will include improved accommodation for bicyclists and pedestrians on the Sterling Ave and Gale Ave overpasses. The I-74 project is the local IDOT's #1 priority, according to Mr. Risinger.
- US 150/IL 91—US 150 (War Memorial Drive) is planned to expand to a 6-lane road to accommodate the proposed shopping mall on Peoria's northwest side. A 10 foot wide multi-use paved path for bicyclists and pedestrians is planned on the south side of US150 between IL91 and Frostwood Parkway. In response to neighborhood concerns, the mall developer has agreed to install noise abatement structures or plantings along US 150.
- IL 40 (north Knoxville Ave, Peoria, IL 6 to Cedar Hills Dr)—Paved shoulders (10' wide) are planned, but this project is not funded at this time.

Mr. Risinger suggested that bicyclists review IDOT's five-year plan of future road and bridge projects for possible effects on bicycle access. To be most effective, bicyclists need to provide input during the early planning stages. IDOT's five-year plan is a "want list"—not all projects in this plan have as yet been funded. It is updated annually. IDOT places a select number of projects from the five-year plan in its one-year plan—all projects in the latter plan are funded and ready to proceed.

When asked about the upcoming federal transportation budget, ISTEA II, and its effects on bicycle facilities, Mr. Risinger said that IDOT "wouldn't fight" the Enhancements Program. (Note: The Enhancements Program was a special portion of the existing ISTEA bill which made dollars available for bicycle and pedestrian projects.) While he expressed concern about some past Enhancement projects which seemed unlinked with transportation uses, such as historic preservation, Mr. Risinger said that bicycle and pedestrian facilities were a good use of these funds.

APRIL 1—A NEW BEGINNING. By the time you read this, about half of Peoria's city leadership will be brand new—including our mayor. Prior to the council and mayoral elections, we did a survey of candidates views on bicycle issues. Our goal was to inform and educate as well as measure. I'm happy to report that the majority of the new faces, especially the mayor, expressed bicycle-friendly views.

This, by itself, will not create change. Action—real road and trail improvements for bicycling—will depend largely on our own follow-up with the new council and mayor. In planning the survey questions, I created my own list of "what's important for Peoria" and linked bicycling to these issues. In your own contacts with the city government, you may want to use these same issues (or add your own). Here's my list:

- Neighborhood preservation and renovation—Increased bicycling decreases residential motor-traffic problems, including noise, pollution and hazards to children.
- Growth and development (northwest side and riverfront)—Bicycling provides access and customers for new businesses without the parking and traffic problems from motor vehicles.
- Jobs—Bicycles provide access to jobs for citizens of all income levels. A bicycle-friendly image demonstrates the city's commitment to the quality of life issues which attract new employers.
- Suburban flight (white collar exodus from the city)—Bicycle friendliness provides a quality of life feature which attracts new residents. Bicycling the city is the best way to learn about and appreciate its assets—parks, historic buildings and neighborhoods, riverfront.
- Tourism promotion—Bicycling encourages visitors to linger and explore, rather than just motor through on high-speed thoroughfares.
- Healthcare costs—Bicycling provides preventative medicine in the form of regular exercise, which is low-cost and close to home.
- Illinois River preservation—Bicycling helps citizens develop a personal relationship with the riverfront and interest in the river's preservation.
- Reduced property taxes—Bicycles move more people in less space than automobiles, reducing traffic congestion and pressure for expanded roadways and parking lots.
- Peoria/Chicago highway and ring road—Bicycle facilities create increased mobility, economic development, and improved quality-of-life for local communities at costs which are minor compared to these huge public works projects.

—Eric Hutchison

The League & You

For years club cyclists (probably like yourself!) have been the backbone of the League of American Bicyclists. At one time councils of clubs formed the hierarchy governing the League. Now a Board of Directors governs the League and local clubs offer so much that new members may not become aware of LAB.

The League of American Bicyclists (LAB) and its first state-chapter affiliate, the League of Illinois Bicyclists (LIB), are working to make this nation—and this state—better places for bicyclists.

LAB was founded in 1880 to lobby for bicyclists' rights and improved roads. It has united bicyclists around these goals ever since! Current efforts include advocating for continued availability of funds for bicycle-friendly projects through the reauthorization of the Intermodal Surface Transportation Efficiency Act (ISTEA); teaching rights and responsibilities of bicyclists to riders and motorists through the Effective Cycling program; and the International Police on Mountain Bike Association (IPMBA) which sets standards and trains police officers on bikes (who then set a great example of adults using bicycles as transportation!).

LAB's efforts to lobby for ISTEA and for Federal funds for bicycle education carry increased weight with greater numbers of

members—Congress pays more attention to 100,000 constituents than to 25,000! That's why LAB needs you!

LAB is working for you, the bicyclist, regardless of whether you are a member. As a member, you would also receive the excellent magazine bi-monthly; access to travel advice and free lodging through the ride contact and Hospitality Homes networks; "Bikes Fly Free" when certain airlines and travel agent are used; AND invitations to events such as the upcoming National Rally in Lafayette, IN, in July. Rallies are a great opportunity for rides, workshops, meeting other cyclists—and a great cheap vacation. LAB even offers two events in Florida in the winter!

Illinois is the first state to have a state-chapter affiliate of LAB—the League of Illinois Bicyclists or LIB. Therefore, if you live in Illinois and join LAB you are automatically a member of LIB and receive its quarterly newsletter and access to LIB advocacy training workshops as well as all the benefits of LAB membership.

LIB is the liaison between the Illinois Dept of Transportation (IDOT) and local bicyclists in implementing IDOT's policy of routine accommodation of bicycles in road construction projects if warranted. LIB is also coordinating Effective Cycling education in the state and has received an IDOT grant to train Effective Cycling Instructors to teach children. If you support

these efforts—or want to be a part of them—join LAB/LIB!

Both the national and state organizations are benefiting you and all cyclists whether or not you join us. We would like to have your support for these efforts to add to the funds available and to add to the numbers we can say we represent. Joining will afford you the direct benefits described and also give you the good feeling of knowing you are part of the effort to improve conditions for bicyclists.—*Barbara Sturges, LAB Regional Director, (708) 481-3429*

Membership Coupon League of American Bicyclists & League of Illinois Bicyclists

Name _____

Address _____

City _____ State _____ ZIP _____

Telephone _____

Individual \$30 Family \$35

Make checks payable to: League of American Bicyclists, 190 W. Ostend St., Suite 120, Baltimore, MD 21230 or call 1-800-288-BIKE (and tell them LIB sent you.)

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)

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 \$ _____

**Where the heck is
that staple puller?**



WHERE THE FLEET GO TO MEET. The next club meeting will be held at the Imperial Garden, 7708 N. University, April 10. Jack Welch will speak. Fun starts at 5:30 p.m.; Jack holds forth at 7 p.m. Questions? Call Franny Klees, 694-3674.

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