



ILLINOIS VALLEY

**WHEELMEN**

*greater peoria's bicycle club*



January 2002

## New Year's Day Ride

Start the New Year right... join us for the first club ride the year!

When: 10 a.m. January 1, 2002

Where: 1202 S. 6th St, Pekin (The Hill's)

Refreshments: Bring a covered dish to share. (Beverages, plates and utensils provided.)

Ride Length: Adjusted for the weather.

Level: All levels welcome. (It will be an easy course.)

(In case of snow or ice, we can go hiking.)

Directions to New Year's Ride:

Take Route 29 South to Pekin. Route 29 becomes 5th Street. Take 5th Street all the way to beautiful downtown Pekin, until you come to a T. Turn left for one block. Turn right at Post Office. Take 6th Street several (about 4) blocks to Charles Street. Turn left. Park in driveway on left behind brown house. Note: There will be bike wheels in the front yard. For more info or directions, call Chris Hill at 353-4194 or e-mail dchill@bwsys.net.

## IVW Meeting/Swap Meet

January 9 at 7 p.m.

Safety Town, Sheridan Road, Peoria

Bring your new or gently used bike parts and accessories to the IVW "Let's Make A Deal" Swap Meet.

## Nature Center Hikes

Looking for some variety in your exercise routine? Come hiking with us! We will meet at Forest Park Nature Center at 4:30 PM on Wednesdays, January 9, 16, 23, and 30. Bring a flashlight and sturdy

shoes. In the event of snow, we will meet at the same time at Donovan Golf Course for cross country skiing. Donovan Golf Course is located in Peoria at 5805 N. Knoxville Avenue. After working up an appetite, we will select a restaurant for dinner. Winter passes much faster in the company of good friends. I hope you will join us. Happy New Year!  
Sheila Gribble

## I.V.W. Jerseys

Since it has been several years since the last time this was done, the I.V.W. is looking into having jerseys made again. We have contacted VOMax team apparel co. who made the last jerseys we had made. The company is very helpful, gives us a lot of options and makes a top quality product. Also, the cost of artwork is saved by staying with the same company and design. We are looking into changing the colors and going with the touring cut as opposed to the racing cut of the last order. Cost is going to be in the \$60-\$65 range which is very competitive for a top quality jersey. A minimum order of 25 is required so if you are interested please let me know. Advance payment will be required. We will discuss this issue further at the Jan. meeting/swap meet or contact me for more info.  
Greg Durst  
(309) 243-9694

## Bikes For Kids

Bikes for kids is returning! I'm sure a lot of you are very familiar with this program but for those of you who aren't, here's the scoop: Bikes for Kids is a collaboration of effort between the I.V.W., Sheridan Village, area bike shops, and the Salvation Army. In a nutshell, we provide the labor, Sheridan Village the

space and advertisement, p.r. etc., bike shops some parts and expertise, and then people from all over bring their no longer needed kids bikes to donate. When the bikes arrive then we go to work, making all the necessary repairs, adjustments, cleaning and whatever else is needed. Then finally the Salvation Army loads all the bikes up and distributes them to area kids who aren't fortunate enough to have a bike of their own. The date will be Saturday, May 4th. This is a great way for the get involved in the community and help the less fortunate kids experience the thrill of that first bike. Watch the newsletter or contact me anytime to see how you can get involved.

Thanks, Greg Durst  
(309) 243-9694

## New Members

Marlie Gaddie..... Marquette Hts

## Renewing Members

Jerry Brost ^..... Peoria  
George & David Ford\*^.....  
.....Bloomington  
Gary Hartzler\* ..... Moline  
Eric Hutchison ..... Peoria  
Roger & Kathy John\*..... Dunlap  
Linda & Samuel Kent..... Morton  
Ken & Dianna Luthy ..... Pekin  
Steve & Sue Mahany^ .... Dunlap  
Mark & Vicki Padesky family ....  
.....Peoria  
George Parsons..... Pekin  
Patty & Todd Sage\*.. Chillicothe  
Dorothy Venturi..... Farmington  
Bill Webster..... Chillicothe  
Chris & Kim White..... Peoria

\* LAB member ^ Advocacy

## Illinois Valley Wheelm'n

Greater Peoria's bicycle club

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

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### Editor

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Submissions, including stories, news,  
images, and/or humor are welcomed.  
Deadline: 15<sup>th</sup> of each month

### IVW On the Web

<http://www.geocities.com/ivw.geo>

*enter the above as one line; no spaces*

## Meet Your Board Members

Over the next few months, we will be introducing our Board Members through autobiographical essays. This is your opportunity to get to know the folks who spend a lot of their time keeping our club alive. So the next time you see one of these folks, please let them know that you appreciate their efforts.

### Marge Semmens, President

I think most of you folks who are active in the club, know who I am because I tend to be outgoing (Bill says he'd call that a toned down description). I joined the IVW in 1996 as Marge King and owned a 5-speed Schwinn ladies bike with fat tires that weighted about 100 lbs. My first encounter with the club was on the annual Elroy-Sparta trail ride. There I became a member of that notorious group called "Bill's Babes". Bill Semmens was the ride leader and I somehow wound up camping with three single women, near his camper. Any way, that is when Bill and I first met.

I will not forget that weekend. I was by far, the last rider on each day's trip. A couple of tandem couples pushed me part of the way, just so I could make it back by dark. What an adventure. I met many terrific people & decided to upgrade my bike, in hopes that I might ride with the group some day.

My next bike was a hybrid Trek with fat tires again, but it was a little lighter and had a few more gears..... but I continued to be the last dog in the pack. By this time, 1997 or so, Bill was coaxing me to ride the tandem (he had lost the original stoker and was looking for a replacement). On the tandem I was mostly able to stay with the group and felt more included. Admittedly, with the tandem, my love for biking may not have developed.

I began accumulating the miles & developed a passion for riding. So, I upgraded my bike again to a Bianchi Volpe (almost a real road bike, now). I

began doing some long distance riding & have met some great bicycling friends.

Bill has the fame of being the longest, continuous member of the club. I think he joined in 1972 sometime. I joined the Board in 1999 as the newsletter mailer, when I assumed the duties from Sue DeDecker. I have also been a ride leader for two seasons; leading the Monday night beginners ride out of Dunlap. Bill and I have jointly led quite a few weekend rides in central Illinois and Wisconsin.

For me, the greatest benefit of being involved in the IVW is the opportunity to meet all the kind, interesting, healthy members. (I married one of them, you know.) As a group, I think the IVW Members are top-notch people.

I am still usually the last in the group and require a good push every now and then (but only if its cold, rainy, or both). Our tandem is now fitted with a kiddy stoker kit. Bill says our six-year-old grandson makes a lighter & stronger stoker than me. I have been displaced!!

As your president over the next year, I hope to continue the active ride schedule and social events we have established and keep the club alive and growing. Let me know if you have any suggestions on how we can achieve this goal.

### Larry Davis - Database

I was taught to ride in our cinder driveway south of Sandoval, on a too-large and too-limber used aluminum bike my Dad had bought for my sisters Janice and Susan. My older brother already had learned to ride, and little brother Bruce hadn't been born yet...so must be 1956 or 1957. Don't know the make/model of the bike. It was unfinished and shiny, and Lester wouldn't let me ride his bike anyway.

Dad had bought me a bike to ride that was a black-painted beater...and I had the misfortune to leave it behind my friend's mom's car...which she didn't

even need to back over it to get onto the street (but she did, and it was "my fault") and I got to ride a crooked bike until we moved to Highland and was given a Famous Barr bike.

None of these bikes had more than single speed coaster brakes...and the first multi-gear bike I rode was a Schwinn 3-speed frame converted to Bendix 2-speed coaster. I built it up of abandoned (honestly) and cast-off bikes around campus in 1973 or so. No money, no job, begged a whopping allowance from my parents of \$100 per month to go to graduate school. Stripped and painted (flat brown) that bike, rebuilt the hubs, did all the fun stuff like wrapping handlebars (fancy little randonneur) and inventing ways of mounting the primitive brake levers up on the upper part of the bar so I could reach them easily. Even had a swell leather Ideal saddle from Durst Cycle on it. That dear bike (and well-worn seat) was my last before I bought a car and entered the working world, but it was stolen off my porch on Bradley at Bourland in 1977 or 1978. (Let me know if you see it around...)

Next bike was a Sekai 1000 with 10-speeds, that I bought in Normal and had delivered to the just-opening Vitesse in the Heights. Never had so many gears, but the frame was too flexible at the bottom bracket under my load. Started riding with Craig Burgess and his friends, including Karen Austin. We would ride up through town via Karen's California street apartment, then over to Atlantic near Glen Oak and on up to either Vitesse's shop or a longer route that followed Lake onto Harvard and east to Grandview Drive. Started walking and running about that time, so I was probably in the best shape of my life. Sold the car to the mailman (needed a lot of work) and walked to work for about a year.

Got another car...paid it off and promptly had it totaled down on Kumpf and Jefferson one fine Saturday when it was 100 degrees and I'd just gotten tomato stakes at Kelly's.

Some time in there, Sam Joslin became good friend and mentor.

Managed to sell me my turquoise (the red one was too sexy for me) Trek 560 (still spinning), and to share his darkroom in the back of the shop. I started taking pictures at the Saturday time trials on the Old Galena Road that started at the CAT Tech Center...so that was the first interaction with the IVW. Used to go to the shop and join Sam and whoever at Malnati's in Sheridan Village for manicotti after the shop closed.

Somewhere in those days I mentioned to Karen that Sam could be trusted with her bike...later they got married. Go figure.

I rode only around town, until I was invited to the Tuesday night ride that started at the old Pioneer Bank (corner of Pioneer Pkwy and University). Sam led that ride and hosted the after-ride dinner at Avanti's.

I'd been running 5K races with the Striders for a while, and trained with them for Steamboat out on the Rock Island Trail. Seemed like the time to buy a Trek 830 hardtail mountain bike. First ride out with Craig, and I absentmindedly rode straight over a curb. Didn't kill myself or the bike...those 2 inch tires are pretty forgiving.

Sam and Karen, and Craig, talked me into riding PACRACC with their friend Kathy Shishilla. That was murder on the twitchy 560, and it was a shame to put a handlebar bag on that racing machine, so eventually I bought the aluminum Trek 1220 (still got it) for it's triple chainrings and comfort.

Still pre-STI, but it did have index-shifting. The brake-lever-shifting would come later, when I bought Chris White's Trek 2120 carbon fiber "wedgie" (still got it) after he discovered recumbents.

Latest "steed" is the 1900 Waterford Adventure Cycle (which will not be appearing at the swap meet, Rob) that I bought just after the No Baloney morning ride this year. Got to ride it out in the afternoon to Jubilee and show the new shiny object.

That's the saga of bikes in my life, or at least the milestones. Did manage to ride a fine trail in Georgia over Thanksgiving week, but that's another tale.

from the League of Illinois Bicyclists:

## DRIVER GUILTY OF FIRST-DEGREE MURDER IN ROAD RAGE DEATH OF CYCLIST

Carnell Fitzpatrick was found guilty of first-degree murder on Tuesday for the road rage killing in April 1999 in Chicago of bike messenger Tom McBride, 26. Fitzpatrick faces 20 to 60 years in prison. Cook County prosecutors called the case the first local incident of road rage in which a bicyclist was killed by an angry driver seeking revenge for a minor traffic dispute. "When you have a three-ton vehicle and maybe a 20-pound bicycle, that is no even match," Assistant State's Attorney Lynda Peters said moments after the verdict. "It's very skewed."

Chicago-area bike messengers and cyclists filled the courtroom during much of the tense and complicated five-day trial. Messenger George Christensen, who had worked with McBride for many years, said, "My toughest day of messengering--through extreme cold, extreme heat, whatever--was the day after he was killed. I could really feel his presence that day." Christensen said he hoped the verdict would send a signal to drivers that "vehicles are murder weapons," and that he thought the trial's outcome would give, "bicyclists a little insurance that the law is on their side". He added, "It could have happened to any of us. We've all had these confrontations." For details, see <http://chicagotribune.com/news/local/chi-0112050262dec05.story>.

## Ride Schedule

Saturday: Show 'n Go ride from Washington Square at 8:30am, typically 35 to 40 miles. Level 2 riders and up.

Sunday: Metamora Square at 1pm. Distance varies. Led by Jim and Sarah Emmons. Level 2 riders and up.

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See article for details.....

**ILLINOIS VALLEY WHEELM'N  
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Your IVW membership **EXPIRED: 11/27/2001**

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