



ILLINOIS VALLEY WHEELM'N



January 2007

greater peoria's bicycle club

Email @ iwheelmn@yahoo.com



PREZ SEZ: It's a new year and time for bold new experiences. Have you ever wanted to do a week-long bike ride? If so, there's still an opportunity to bike one of the longest, largest and oldest touring bicycle rides that you can find in the biking world - RAGBRAI®. The Register's

Annual Great Bicycle Ride Across Iowa is heading into its 35th year (July 22-28, 2007). Even though it's limited to 10,000 registered riders, there are around 5,000 bandits (non-paying cyclists) that also ride. So cyclists virtually take over the route.

The original plan was to set up a charter bus for the IVW members if we heard from at least 30 members last month. Unfortunately, only eight members expressed interest which is not enough to charter a bus. Plan A didn't work, and now we have Plan B. Plan B is to join up with a group out of Chicago called the CUBS (Chicago Urban Bicycle Society). Roger and I have traveled with this group on past RAGBRAI® rides and they do a 1st class charter.

CUBS cyclists ride in style compared to the average RAGBRAI®er. The majority of 10,000 cyclists camp in masses at county fairgrounds, but not the CUBS. They "rent" the yards of three or four homes in the overnight towns for their members to set up tents and use the home facilities (showers/toilets). Generally, the homes have 3 or 4 bathrooms each. Roger and I went with the CUBS 10 years ago and we never had to wait in line for a bathroom/shower. Additionally, after biking all day (around 70 miles), we arrive at our overnight campsite with our gear already unloaded from the van and a hospitality tent up with lawn chairs and tables of snacks and coolers full of beer, water and soda.

If interested you need to e-mail Jerry Turry at jerry@turry.net now (today) What are you waiting for? Mention that you are an IVW member and are referred by me or Roger.

Jerry has organized an annual trip for 17 years and he personally drives each year's route after it's announced to get the best overnight homes. He limits the group to 65 total. Almost a third of that total are repeats from previous years. It is a very organized group to go with. Normally you must enter the lottery system to register and hope you'll be one of the 10,000; but groups, like the CUBS, get allocated registration. So by going with them you know you'll get registered.

You can also go to the CUBS website to check out the group: www.ragbraicubs.org RAGBRAI website is at www.ragbrai.org

If you want to go with the CUBS, do not register until you hear back from Jerry Turry.

I hope you can join us for RAGBRAI! It's a new year. Be daring and try RAGBRAI®.

A few administrative changes:

- The new newsletter editor is Liliana Wong and any information members may contribute that is intended for insertion into the newsletter should be forwarded to her at her email address, lilianawong@insightbb.com, or by phone at (309) 691-8211. One might email her just to congratulate her for her service in this regard.

- There are several changes in board/committee members reflected in the IVW Chairperson listing on page 3.

- There is a new membership application form, (last page) because of the slight increase in membership dues voted in at the annual meeting in November.

Spain Cycling Trip Slide Show at Safety Town, February 7, 6 p.m.

Jack Welch will make a presentation on a cycling trip to Spain that was tentatively put together by him and a few other IVW members for April, 20-29, 2007. In the presentation Jack will show slides of the first trip (Spain has not changed much since then) and answer questions concerning it and future trips. One can visit: www.cyclespana.com to see some familiar faces and get a feel of where they travel in Spain. Jack is not anticipating a large, unmanageable group; but a smaller, low maintenance one. Jack's group does not act as tour operators; but decide on a date, place, and then every person makes their own flight details, car rentals, etc. Of course they will be glad to help and provide support. So anyone going has to be able to do their own details to coordinate with the rest of the group. Anyone willing to do that and would like a neat cycling and cultural experience is welcome.

New Members:

MACGREGOR, DONALD A.....PEKIN

STASH, FRANK.....PEORIA

Renewing Members:

DAGGS, STEVE.....WASHINGTON*^

EMMONS, JIM & SARAH & FAMILY
.....LACON*

GRANE, JOAN.....BRIMFIELD*^

JOHNSON, BONNIE.....PEORIA*

KENT, LINDA & SAM..... MORTON

MOYER, ELSIE C.....HANNA CITY

PARKER, KEN & ROSIE.....MORTON

ROBERTSON, SUE.....PEORIA^

SCHICKEDANZ, PEG.....BLOOMINGTON

LIB Membership* Advocacy^

**New Year's Day Ride -
New Location!**

The Semmons' will not be able to host the ride as reported in the previous newsletter. Marge injured her knee skiing and we wish her a speedy recovery.

Rob and Cindy Alexander will be the ride hosts on January 1, 2007. Their address is 310 Jackson St, Washington.

The ride begins at 1:00 PM, so **be ready to ride at that time**. There will be a 15 and 25-mile ride. If you don't want to ride but would like to attend the potluck afterward, try to be there by 3:00 PM. Please bring a covered dish. You can reach the Alexanders at 444-3297.

New "No Baloney" Ride Website Planned

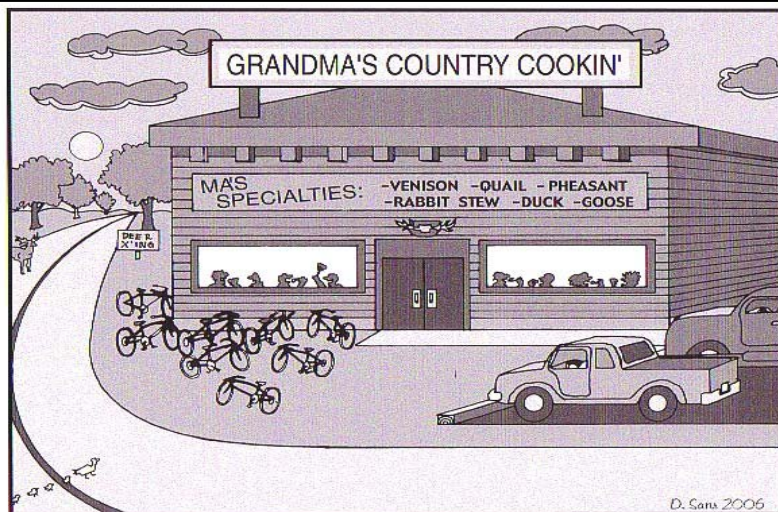
Justin McWhirter, our new webmaster, is going to put this site together, but would like some input from IVW members or assistants on putting this together. Ideas are needed. Good maps are needed. If a member has found a good site that he/she thinks is attractive and/or effective contact Justin at justin.mcwhirter@gmail.com. He will take a peek and can borrow parts of the site as inspiration for our site.

Classified Ads

Classified ads for club members are welcome. Please e-mail your advertisements to lilianawong@insightbb.com as an attachment.

The ad **MUST** be formally key-boarded as a "Word" or "Word Perfect" document.

Commercial ads are also welcome at a charge of \$25 for ½ page ad \$50 for a full-page ad. Please send an electronic document compatible with Windows to: lilianawong@insightbb.com plus a hard copy to: Liliana Wong, 2856 W. Willow Lake Dr., Peoria, IL., 61614 All materials (including payment) must be received no later than the 15TH of the month preceding the appearance of the ad.



CYCLE CLUB RULE #22, "WHEN ON THE ROAD, ALWAYS STOP FOR WILDLIFE."

Triathlon 101 2007

Rich Giebelhausen is going to be offering his Triathlon 101 class again this winter. It will be 5 weeks starting January 11, 2007 and will meet every Thursday from 7:00 to 9:00 p.m. through February 8, 2007. It will be held in the Proctor Professional Building in classroom # 4. This class is a workshop only (no workouts) and will help you either prepare for your first triathlon or help improve. The cost is minimal (\$25.00) and there isn't much going on in the cold winter nights of January and February. If you have any questions or need additional information, contact Rich at the following email address: rgiebelhausen@yahoo.com.

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IVW Website:

<http://www.ivwheelmn.org>

“Bicycle Month” License plates

are available for order at

www.bikelib.org

The plate sets are limited to 400 and are issued on a first-come-first-served basis. Colors are a light blue background with black and red printing.



Woman is sentenced for bicyclist's death

(reprinted article from the 11/30/06 The News-Gazette.com: by Mary Schenk)

URBANA – Jennifer Stark wiped away tears and nodded that she understood the maximum sentence a Champaign County judge gave her Wednesday for improper lane usage. The 19-year-old Urbana woman appeared in court, flanked by her parents, to plead guilty to a petty offense and be sentenced for actions that led to the death of Matthew Wilhelm. The 25-year-old former Champaign resident, a University of Illinois mechanical engineering graduate working for Caterpillar in Peoria, died on Sept. 8 from head injuries he received Sept. 2 when Stark hit him with her car because she was down-loading ring tones to her cell phone instead of paying attention to driving.

Mr. Wilhelm was bicycling north on Illinois 130 east of Urbana when he was struck from behind about 7:15 p.m. Stark was so far off the road that she hit Mr. Wilhelm from behind with the driver's side of her car. He was wearing a helmet.

"I can only apply the law I have in front of me, not as I wish it would be," Judge Richard Klaus told Stark and the approximately dozen others who had gathered to see her sentence. They included the parents of Mr. Wilhelm and other friends and relatives of the Wilhelm family who have mobilized forces to try to get the law changed regarding distracted drivers.

"I am appalled by your conduct and the manner in which you have driven in the short time you've had a license," Klaus told Stark, who had three prior convictions since May 2005 one for disregarding a traffic light and two for speeding. The last speeding conviction came about five weeks before she hit Mr. Wilhelm. State's Attorney Julia Rietz made the call not to lodge any more serious charge than improper lane usage against Stark, saying that the legal definition of recklessness, to sustain reckless homicide or reckless driving, did not fit her actions. But Rietz argued for the maximum sentence of six months of conditional discharge a form of probation without reporting to an officer a \$1,000 fine and traffic safety school.

"This is a tragic case and one which has demonstrated to us there are many things we can't adequately resolve in this building, unfortunately the law doesn't give us an adequate remedy to address the loss to the Wilhelms and society," she said. Stark shook her head no when Klaus asked her if she wanted to say anything before being sentenced. But Gloria Wilhelm, the mother of the victim, was not reticent. She calmly read to Klaus a statement in which she chided the system that allowed Stark to continue driving even though her "irresponsible behavior continued to worsen." And she took a diplomatic jab at Rietz for her decision not to prosecute Stark for more than a petty offense. Julia Rietz said it would be hard to prosecute 'wilful and wanton' (behavior) and the driver could have 'no reasonable expectation of a bike on the side of the road,' yet every single time we visited the accident site we saw bikers and joggers in the area. The driver took this path to and from work and had to see others out there. Disregarding the obvious is a total lack of responsibility.

"In addition to a mere fine, we implore you to recommend community service and continued education to improve her driving. She needs more than just to 'live with this the rest of her life.' She can celebrate holidays and birthdays with her family. We can't do this with Matt." Stark's mother sobbed as she listened to Mrs. Wilhelm continue: "We have nightmares of Matt's last moments when he was riding way off to the side of the road on a clear beautiful day and was hit with no warning. Another person told me they saw the accident scene and it was something no mother should have to witness all for a cell phone ring tone. All for a self-indulged driver who has her priorities ridiculously out of order."

After the hearing, Stark went upstairs at the courthouse to make an appointment with the probation office. Her mother told The News-Gazette that Stark didn't want to make any public comments because "she's afraid her words will get twisted." Stark sent a letter to The News-Gazette that was published in September in which she apologized to the Wilhelm family for what happened and said she took full responsibility for her actions.

"I never meant to do anything like this. I know that no matter what I say or do I can never take back what has happened or undo the hurt and grief I have caused. However, I still wanted to say that I am very sorry," she wrote.

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Saturday Show and Go Level III: Ride meets at Washington Square at 8:30 a.m. all year. Distance varies from 25-60 miles.

Saturday Show and Go From Russell's All Levels: Meet at Russell's in Washington at 8:30 a.m. Saturday. Distance ranges from 25-40 miles and includes a meal stop.

Sunday Show and Go Metamora Levels I and II: Meet at Metamora Town Square at 1:00 p.m. Distance is 20-30 mi. North route to Washburn or south route to Roanoke. Contact person is Pam Hoehne (681-0206) or pamela.schuckhoehne@sbcglobal.net

Ride Levels:

(Ride leaders can be contacted for specific details concerning their rides)

Beginner/Family: These rides are at a casual pace averaging less than 12 miles per hour and ride as a group.

Level 1: Rides average 12-14 miles per hour and regroup on a regular basis.

Level 2: Rides average 13-17 miles per hour and regroup occasionally.

Level 3: Rides average 17 miles per hour and over. Riders may regroup periodically but should be prepared to ride in pace lines to keep from being dropped.

Show and Go: Rides have NO leaders. The distance and speed is decided upon by the group, but governed by the ride level designated.

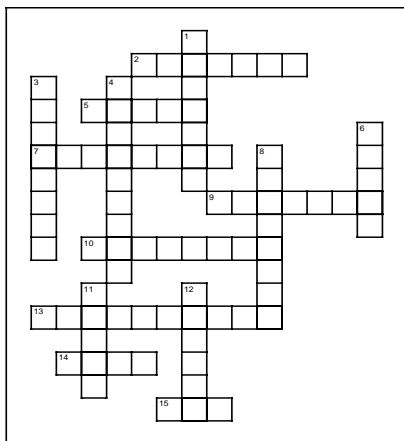
Ride Rules:

1. Riders must obey all Illinois Traffic Laws.
2. Ride no more than two abreast.
3. When riding in a large group, create space to help motorists.
4. Use hand signals and obey all traffic signals.
5. Check all intersections for traffic.
6. Warn riders of potholes, dogs, cars, and other obstacles.
7. Riders are strongly encouraged to wear approved helmets.
8. Riders should make certain that their bikes are in good working order.
9. Riders should carry water and a spare tube for their wheel size.
10. Riders should be prepared for weather conditions. Most rides take place in any weather.
11. Riders should arrive in time to be ready to ride at the start time.

Tom Dorigatti's Cycle

Bicycling Slang

There are no spaces, blanks, nor apostrophes.

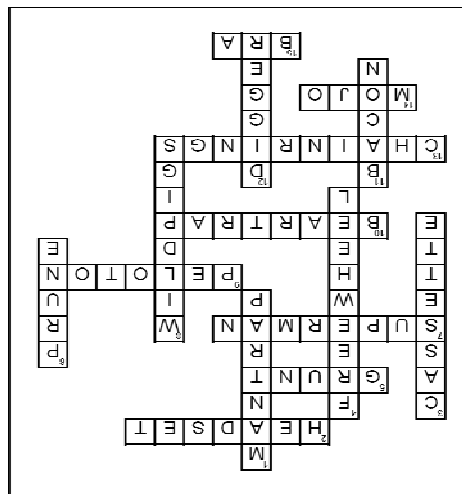


Across

2. the bearing assembly that attaches the fork to the head tube.
5. a very difficult climb, requiring the use of granny gear.
7. a rider who flies over the handlebars and doesn't hit the ground for a long time.
9. the large, efficient, and extremely fast pack of riders near the front in a road race.
10. to slip off one pedal, causing the other pedal to slam into your chin.
13. the gears on the front of the bike, part of the crank arm assembly
14. charm or icon worn by a biker or attached to the bike.
15. the rubber strip placed inside the rim to protect the tube from the spoke nipples.

Down

1. hole covered with autumn leaves, looks like solid ground...but will 'eat' the front wheel.
3. the assembly of gears mated to the rear hub.
4. the part of the rear gear cluster that allows the bike to coast without the pedals turning
6. to use one's bike or helmet to remove leaves and branches from the area.
8. poorly adjusted brake pads that squeal in use.
11. Scabs on a rider's knees, elbows, or other body parts.
12. a face plant.



While researching to learn more about cycling, I discovered that bicycling truly has its own unique vocabulary, not unlike so many other activities we perform on a daily basis. The expressions used are real and are adapted from bicyclesource.com and its "Glossary of Biking Terms and Slang".

Try not to peek at these answers as you do the puzzle!

Enjoy! Next month, we'll continue with more terminology. Tom Dorigatti.

Pictured at the right is Tom Stormcrowe, the “Incredible Shrinking man” who, according to an internet Blog lost 325 lbs.in a recent year’s time due to surgery and **cycling**. He started out with bariatric surgery, which is the type more commonly known as stomach bypass. Of this type of surgery, there are two basic kinds, one called stomach banding and the other known as stomach reduction which is irreversible and is the kind that Tom received. Tom says, “I would have lost weight as long as I stayed on the prescribed diet, but the exercise not only helped me lose weight faster, but also helped me with self image as I watched my physical capabilities increase”. This surgery got him off to the start he wanted in reducing his obesity, but he claimed that, “Part of the procedure of the surgery was to inflate the abdomen with a neutral gas to give the surgeon room to move around. The residual gas, after surgery if you lie around, causes intense pain in certain locations of the body. From this experience, Tom realized that he needed some form of exercise to “dissipate the gas bubble that was causing him so much pain”.



Enter the option of cycling as the choice that Tom made as his chief mode of exercise. Tom said, “I’ve tried everything, walking was too painful cycling was easier on my knees and a whole lot more fun. I was in pretty bad shape. I tried cycling because when I was much younger, I seriously enjoyed cycling. It was nothing for me to take off on a century, so I wanted to regain that capability. I really couldn’t do a lot at first, I was winded and completely exhausted after ½ mile. I was determined to get back into life; however and kept at it. Swimming would have been a good alternative as well as far as low impact, but I couldn’t afford to get a membership anywhere. It was a hardship even buying a used bike.”

“Cycling has helped me get healthier by helping me drop the weight, in addition to the surgery, along with giving me a tangible feeling of accomplishment. In losing the weight among other benefits, I am off of insulin and a diet regulated as far as diabetes goes. The exercise has helped bring my blood pressure down to normal range with no medication when before, I was holding the bottom end of my high blood pressure through medication. In addition, my at-rest heart rate is down to the 60’s and 70’s from 109. I can currently hold my heart rate at 180 for 30 minutes under exercise without discomfort, as well. Before my surgery, I was only able to walk about 40-50 ft. without extreme discomfort and chest pain. My peak weight was 581 lbs. and I am currently at 260 lbs.”

As far as the actual cycling, Tom says, “I’ve definitely learned the principle of “No pain, no gain! At first it was discouraging when it hurt, but you get past that, and the feeling you get from pushing past another barrier is the best feeling on earth...BAR NONE! It’s kind of like Zen to me, I get lost in the ride and get outside my body, and the next thing I realize, I’m 15–20 miles into the ride and feeling pretty good. I’m not the fastest rider in town, but I am steady! I’ve gone from a 5 mph pace being all I could do for a ½ mile at a time to a 14–16 mph pace for the day! This on a mountain bike converted to road, by the way, as I felt a mountain bike would hold up to me better with the heavier components. It boils down to the fact I wanted to stay alive as a reason I went through all this”

To read Tom’s Blog directly and see more photos, visit at.....
..... <http://www.cyclelicio.us/2006/02/amazing-shrinking-man.html>

ILLINOIS VALLEY WHEELM'N MEMBERSHIP APPLICATION

Name #1 _____ Birthdate _____
(Please print clearly)

Name #2 _____ Birthdate _____

Name #3 _____ Birthdate _____

Name #4 _____ Birthdate _____

Email address (print clearly) _____

Address _____

City _____ State _____ Zip+4 _____
Zip+4 look-up website: www.usps.com/zip4

Phone () _____

Signature (Name #1) _____ Date _____
(Parent or guardian 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 LAB member? (Check one)

Yes No

Basic membership:

Individual (\$12) \$ _____

Household (\$15) \$ _____

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 payable to: ILLINOIS VALLEY WHEELM'N, 6518 North Sheridan Rd. Ste. 2, Peoria, IL 61614-2933

ILLINOIS VALLEY WHEELM'N
6518 SHERIDAN RD. STE. 2
PEORIA, IL 61614-2933

