

6518 N. Sheridan Rd.

Peoria Ill. 61614



ILLINOIS VALLEY WHEELMEN

November 1987

ANNUAL MEETING - NOV. 21 - AT LAKE CAMELOT
BETHERE!
6:00 SOCIAL
7:00 DINNER

673-6139
MAKE RESERVATIONS TO SEANNIE GULLETT BY 5:00 PM NOV 14 OR PAY

As I look back on the past year it is with a great deal of thanks to those people who made it possible. Volunteerism is the heart of any organization such as ours. And we have many members who have given countless hours of effort to make our club a success.

It would be difficult to list every contributor here without possibly leaving someone out, so just let me say thanks to all of you. But especially thank you to those who served on the Executive Committee this past year. In most cases they have done double duty. Both serving in their elected or appointed positions and also as chair of one of our committees. Please take the time to give them your personal thanks.

The future holds great promise for the Illinois Valley Wheelmen. I have no doubt that the next E.C. will continue those traditions which have been successful and will add their own traditions to the club's program. I have no doubt that I.V.W. members will continue to volunteer for the work that needs to be done to have a successful club.

The one area that does concern me is the lack of interest in preserving our right to use roads as well as any other legitimate vehicle. Around the country bicycles are being banned. The most recent occurrence was in Winnetka Village, Il. New York City imposed a ban that was later overturned through the efforts of the League Of American Wheelmen. Many times these bans are brought about because of negligence on the part of bicyclists, either because they ignored traffic law or because they failed to take an interest in matters that affected them. Please read the enclosed editorial from the November issue of Bicycle USA and please help by joining the League of American Wheelmen.

Last year we made an attempt to start up an Awareness Committee. Based on the three 'E's' of Education, Enforcement and Engineering that committee has been dormant for 6 months. I hope the club will make it a priority for the coming year. We need to start up an Effective Cycling class(Education), we need to encourage the Enforcement of traffic laws. And we need to make sure that roads are designed and maintained with bicyclists in mind.

Thank you for letting me serve as president for the past year. Please come to the annual meeting. See you on the road.

Ron

RACE REPORT-

Just when I thought the racing was all over, along comes the cycle-cross season. Cyclecross is a combination of running and mountain biking. When I first heard of it, about 4 or 5 years ago, I decided then it was something I didn't want any part of. This year though, I decided maybe it was time to at least try it once.

Everyone who had previously raced cyclecross assured me that I could put a bike together for just a few dollars and some spare parts. After buying tires, pedals, toeclips, bar end shifters, and a freewheel, my "few dollars" was now around \$100.00, besides having to steal some small parts off of other bikes, and dismantling my fixed gear bike to get a frame. Soon, however, the bike was ready for a trial run.

I headed for a nearby park and took off for the woods. Since I had never ridden a mountain bike before, I didn't quite know what to expect, but soon I was getting around fairly well. I quickly learned that nuts and bolts have to be tight as my handlebars rapidly came loose, followed by my headset. A few days later, I hit the Jubilee Park trails with Darrel Johnson and Phil Shankwitz. They were obviously superior in their riding, but I was still enthused and looking forward to my first race.

On October 4 at Comalara Park north of Bloomington after just two trial rides, I was in my first USCF cyclecross. In the warm-up, my saddle came off, even though I had tightened every bolt I could find. I repaired the bike and headed for the starting line. Within two laps of the seven lap race, I was begging for mercy. I had blisters on my hands and feet, and my tail hurt so bad I couldn't sit down. I hadn't seen the leaders for ten minutes, but I knew I was ahead of the only other veteran class racer. Phil Shankwitz and I rode the rest of the race together with Phil out sprinting me for 4th place overall. I got 1st in the Vet class and 5th overall. Darrel, who disappeared from my sight in the first lap, cruised to 1st place for the second year straight. Despite all the pain, it had been fun.

I headed for Iowa City on the following Sunday to try it again. Warming up I had a flat tire. (Gee, I got a whole 26 miles out of that one!) I changed wheels and soon I was racing. We climbed over two downed trees, ran up two steep hills, and crossed two knee deep streams every 0.5 mi. lap. The rest of the course was knee high grass and briar patches. Within 5 miles of the 20 mile race, I was ready to quit, even though I was the 2nd placed vet at this point. I was still contemplating dropping out when I saw the guy in 1st, just ahead of me, wheezing and dying worse than me. I passed him and managed to finish 1st in the race-just by sheer willpower.

I was cleaning my bicycle the next day and found that the head tube was shoved back, bending both the top and down tubes. Sam Joslin managed to straighten the frame, but clearly its cyclecross days were over. It would never take the stress and strain again.

When the figures were in, I had won \$25.00 for two 1st places. I had spent \$100 in parts, \$20 on shoes, and \$16 in entry fees, not counting gasoline, torn clothes, and a bent frame. Nobody ever said racing was profitable, but this was ridiculous! So, in case anyone is interested, I've got this great deal on some cyclecross tubular tires and a set of bar-end

-Denny Tresenriter

November Ride Schedule

SATURDAY MORNING RIDES

A ride for all types of riders begins at the square in Washington, Ill at 8:30 a.m. This ride is usually 30-40 miles to a nearby town for breakfast. Please do not park on the square and use side street parking as much as possible.

WINTER RIDE SCHEDULE

Starting in November the Sunday rides will be EAT & RIDE events. This means that you go to a restaurant and eat breakfast and then ride if the weather permits. All winter rides meet at 8:30 for breakfast and ride afterwards.

NOVEMBER 1, 1987	Washington Family Restaurant Route 24, Washington, Ill.	8:30 a.m.
November 8, 1987	Cummins Family Restaurant Knoxville Ave., Peoria, Il.	8:30 a.m.
November 15, 1987	Newell's Restaurant Rt. 8 and 150 in E. Peoria, Il.	8:30 a.m.
November 22, 1987	Wright's Restaurant 106 SW Monroe, Peoria, Il.	8:30 a.m.
November 29, 1987	Brimfield Farmers Table Brimfield, Il.	8:30 a.m.
December 6, 1987	Denny's Restaurant Sterling Ave. Peoria	8:30
December 13, 1987	Steak n Shake Rt. 9 Court St. Pekin	8:30
December 20, 1987	Washington Family Rest. Rt. 24, Washington, Il.	8:30
December 27, 1987	Dixie Manor Glen & Rt. 150, Peoria	8:30
January 3, 1988	Bob Evans Restaurant Glen & Rt. 150 in Peoria	8:30
January 10, 1988	Wright's Restaurant 106 SW Monroe, Peoria	8:30
January 17, 1988	Newell's Restaurant East Peoria, Ill Rt. 8 & 150	8:30

ANNUAL MEETING/DINNER

Nov. 21, 1987 AT LAKE CAMELOT CLUBHOUSE
6:00 SOCIAL HR. 7:00 DINNER

673-6139

MAKE RESERVATIONS TO JEANNIE GULLETT BY NOV 14th

Every time I return from the two-day Hilly Hundred ride in Bloomington, Indiana, I swear never to return because of a number of crazy riders. Checking my patch collection, I realized I had been making this pledge each year since 1983. And this year, most of the crazy, dangerous riders stayed home. Some scenes are the same each year:

The one fully-faired recumbent driven by a rider whose colorfully decorated helmet alone is visible.

The tandem ridden by Mom and Pop with their chihuahua bravely leaning forward while standing on a broad, rack-mounted platform.

The dreaded Sunday morning gang of tandem riders, each pair of riders wearing matching jerseys, and finding out how much faster tandems can speed if they are in a group of five.

Riding uphill, I pass several cyclists on foot, including a fully outfitted woman with helmet firmly in place, marching without bicycle; around the next corner and 50 yards further on, her husband is pushing the tandem.

My friend Jay Hardcastle, originally a mechanic in Columbia, Missouri now living in Indiana, who has sold 50 Santana tandems in the past two years alone.

Seeing jewelry maker Chuck Harris in the display tent. Chuck creates tiny bicycle pins with full spoking and moveable wheels and handlebars. He also makes rear view mirrors, pop bottle fenders and impossibly long rear derailleurs to handle gear inches from 15 to 130 (!). I have never seen him without a bicycle hat and mirror in place.

Some scenes are new, although familiar:

Watching Karen Austin, self-proclaimed hill hater, battling entropy and winning. Orange Prarie Road should never look the same.

Watching Karen find out that the camera's match needle was centered in a variety of light conditions because the batteries were dead.

Trying to drive a VW Rabbit with a mysterious (will it or won't) first gear from downtown through campus and slowly realizing there was no way back to the square.

Passing Lois Lane (really!) four times on the way to Nashville. Slow and steady will always beat stopping to stretch, stopping to eat, stopping to shoot pictures, etc...

Watching a group of ten lycra clad insects on bicycles only a mile from the start. These riders were dressed in green with stiff, round, yellow wings on their backs. Hilly encourages this.

One kid in command of a black baby seat and wearing a black helmet was being hauled up a long, steady grade by his dad. Another rider on an elderly white Motobecane was riding alongside. The rider looked sideways and down at the beaming kid. Out and up popped the kid's fist, thumb up! The kid held up his fat little arm the rest of the hill, thumb up. Smiling the whole time, the kid was encouraging the Motobecane rider. There's one for the file, thanks kid. See you next year.

ATTENTION: There will be a December Newsletter, so If you have anything to say before the year is over send it to the editor, Dean Grethey, 2302 Sheridan, Pekin, Il. 61554

BALLOT FOR CLUB AWARDS

Please use the ballot to vote by mail if you will not attending the annual meeting, Nov. 21st, at Lake Camelot.

Return ballots to: Jewel Moyers, RR 1, box 26, Hanna City, IL 61536

VOTE FOR ONE IN EACH CATAGORY

Most Improved Male

- Dave Gerht
- Neal McMeekan
- Ron Matuska
- Paul Strobe
- Randy Townshend

Most Improved Female

- Gwen Chandler
- Susie Townshend
- Marty Trumpold
- Suzie Woodward
- JANICE JENSEN

Hub of the Club

- Roger Jensen
- Val Jones
- Neal McMeeken
- Bill Semmens

Annual Club Awards

Nominations for various club awards will be accepted at the September and October meetings or by mail prior to the October meeting. Members will cast their votes at the annual meeting or by mail if they cannot attend. The awards decided by voting are the male/female most improved riders and the 'Hub-of-the-Club'. The 'Hub' is given for service to the club and to bicycling in general. The 'Broken Saddle' is given based on club milage so keep track. Several other special presentations are also planned. If you have a suggestion that someone should receive some recognition, let Jewell Moyers know. Don't limit yourself to someting serious.

ATTENTION I.V.W. MEMBERS

MAKE YOUR RESERVATIONS NOW

You're invited to attend the 1987 ANNUAL I.V.W. DINNER MEETING. It's on November 21, 1987 at the Lake Camelot Club House. Come at 6:00 p.m. for social hour, slide show, voting on awards and officers and register for door prizes. Avanti's spagetti dinner will be served at 7:00 with ice cream and toppings from Mr. Steak. At 8:00 there will be awards, door prizes and election results. At 9:00, there will be music, dancing and more socializing. Everything is provided except for B.Y.O.B. This dinner is free if reservations are made by November 14, 1987 at 5:00p.m., otherwise it is \$10.00 at the door. Members are welcome to bring a guest. Make reservations by phone or in person to Jeannie Gullett at 673-6139.

HELP PLEASE

We need "biker" slides for the "social hour slide show". You can drop them off at Vitesse in Peoria Hts. with Jeannie Gullett or give them to Dean Grethey who will take great care with them and compile them into some organized form of dissarray suitable for viewing. Please drop slides off or get to Dino by November 14 at latest.

Mice are thistle seed junkies. I had been away from the house only two nights, but mice had started storing thistle seed in my bed. One probable overdose had expired in the W.C. (much to my friend Larry's suprise). It was time to clean the busted thistle seed bag and other garbage from the garage. It was time to murder mice. It was time to get ready for winter.

I hooked the trailer to the bike and took the last two loads to the dumpster. One of the finest rides of the year. One half mile each way with a stop for chocolate chip cookie dough ice cream at the Spotted Cow and a conversation on why the Twins would win the seventh game because of an earnest wager. They did.

My garbage is memorable to me. After all, you only throw away the stuff you love. Like the first campy headset I owned and ruined through misadjustment. One friend went through five headsets because his mechanic adjusted the bearings from rough to smooth instead of from loose to not-loose.

I threw out two steel TA water bottle cages. Remember when cages rusted? Out went an ancient two-speed hub I have moved five times and never came in handy. Gone are the sixteen small boxes of cheap, rusted front axle bearings bought from a hardware store going out of business.

No more centerpull calipers missing parts (more brakesets than I can account for -- my parts bin is where they all go to die). And of course unidentifiable bits and pieces of old French parts that were junk then and now.

Gone is the junk I hoped would be stolen; gone are locks without keys, keys without purpose. Didn't I ever throw away old leaky tubes of Phil Wood grease?

Nothing is left in the garage but junk that fell into the meandering crack running the length of the floor. Hardly enough for an archaeologist to peruse and use to determine my breakfast habits. Nothing for me to lug to my next exotic address.

Nothing for a mouse to eat.

Nothing but one box of absolutely needed, fabulous stuff, the worth of which has been overlooked. Just stuff I really need -- really.

SAM

NEW MEMBERS

Merry Siwula Peoria, Ill.
Raymond Stratton & Family Peoria, Ill

Let's welcome these new members to the club. May your rides be all downhill!

FOR SALE 68cm Tom Kellogg Spectrum road frame--Metallic silver with hidden cable feature, includes dura ace head set/bottom bracket--175mm crankset & aero seat post \$850.00 or bare frame only for \$700.00, sold new for \$1000 Call Don McCollum (309) 444-7873

MEMBERSHIP RENEWALS:

As the new year rapidly approaches we again must think about renewing our memberships to the ol Wheelmen. THE ONLY PEOPLE WHO NEED TO RENEW THEIR MEMBERSHIPS ARE THOSE WHOSE DATE ON THEIR NEWSLETTER LABEL SAYS 12/87. The rest of you folks will renew your membership before the month it expires as indicated on the newsletter label.

So, if your label reads 12/87, then you need to get out the checkbook and send us your membership fee to keep these newsletters coming, and all the other nice things the club does for you. What are you doing for the club?

LOOK

Education and Enforcement

Late fall is a good time for cyclists to reflect upon the last cycling season and to plan for the next one. As I think back on this past year, I am struck by the number of bicycle bans and anti-cycling laws which L.A.W. has had to battle. California, Colorado, Shenandoah National Park, and New York City all come to mind. The good news is that through the efforts of our membership and staff, we can and do win these battles. The bad news is that we have to fight the battles at all.

Bicycle bans and legal actions are the last stage of a process in which two previous stages—education and enforcement—have already failed. When we educate cyclists and motorists to properly share the road, we are preventing conflicts from arising. When conflicts arise because education has failed, enforcement should be employed. Only when these steps have failed are we caught having to defend cycling against unjust laws and rules.

There is a strong analogy between the stages of a healthy national cycling environment and safe personal cycling. Prevention, avoidance, and injury reduction are the three stages of cycling safety. Prevention consists of riding in a proper manner in order to prevent dangerous situations from developing. Avoidance is the use of emergency maneuvers to escape an imminent hazard. Injury reduction requires wearing a helmet and gloves. If you have to rely on the third stage, injury reduction, it is because the previous two stages have already failed. To put it another way, use your head before you rely on your helmet.

Enforcement is like avoidance in that we can already see a dangerous and unpleasant situation developing. I am sure you can see that fighting a bicycle ban is just like injury reduction. By the time a bicycle ban is considered, a lot of damage has already been done to cycling.

It's time for cyclists to use their heads instead of relying on letter-writing campaigns to reduce the injury to cycling caused by inadequate education and enforcement. Unless the members of the league take a leadership role in these two areas, we will have precious little time to spend enjoying or improving cycling, since we'll be spending our time defending cycling.

I can think of no better way for a league member to take a leadership role than to become an Effective Cycling instructor. Now is a good time to order and read a copy of *Effective Cycling*. You'll have plenty of time to read it this winter, and then you can be ready to help improve cycling in your community when next season rolls around.

Steven Gottlieb

Steven Gottlieb
Director, Region 7



ATTENTION ALL
SEMI-TECHNICAL-TYPES



I recently stumbled across an organization called The International Human Powered Vehicle Association. It looks like an interesting group for any one who has ever marveled at muscle powered locomotion. Enclosed is an information/membership flyer for your convenience.

ERIC HUTCHISON

GET UP TO SPEED: JOIN THE IHPVA

The International Human Powered Vehicle Association is a non-profit organization dedicated to promoting improvement, innovation and creativity in the design and development of human powered transportation, as well as encouraging public interest in physical fitness and good health through exercise.

If one of your goals is to help develop new forms of energy-conserving, non-polluting transportation - or if you are simply interested in keeping up with the latest developments - become a member of the IHPVA.

Membership entitles you to:

- 8 issues of *HPV NEWS* per year, bring you the latest developments as well as news of upcoming events
- 4 issues of *HUMAN POWER*, a quarterly technical journal
- discounts on other books, papers, etc. of interest to HPV and cycling enthusiasts

Dues are \$15 per year in the U.S., \$17 in Canada or Mexico and \$20 in all other countries. Please send your check or money order (US funds only, please) to: IHPVA, P.O. Box 51255, Indianapolis, IN 46251-0255, USA

1987 ILLINOIS VALLEY WHEELMEN MEMBERSHIP

DATE _____ NAME(S) _____
 NEW _____ STREET _____
 RENEWAL _____ CITY _____ STATE _____ ZIP _____
 DUES: \$10/INDIVIDUAL, TELEPHONE _____
 \$12/FAMILY

Please make check payable to Illinois Valley Wheelmen and mail to:

William Overbey, 6415 N. Imperial Dr., Peoria, ILL. 61614



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SIGN ME UP! I want to join

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(outside North America, add \$5)

Make check payable and mail to: BICYCLE USA, Suite 209 BR, 6707

Whitstone Road, Baltimore, MD 21207

Allow 6-8 weeks for receipt of FREE Almanac and first magazine. Offer good through December 31, 1987

The ILLINOIS VALLEY WHEELMEN is an incorporated non-profit organization of more than 20 but less than 300 members in the tri-county area.

Newsletters are distributed about 11 times a year through bulk third class mail. This won't be forwarded, so please notify the membership people if you change abodes.

- PRESIDENT: Ron Matuska 697-9009
- VICE PRESIDENT: Jean Waycuilis 822-0186
- SECRETARY: Marty Trumpold 685-4571
- TREASURER: Bill Semmens 685-9452
- RIDE CHAIRPERSONS: Bob & Val Jones 676-0166
- SOCIAL CHAIR: Nancy Beckler 686-2569
- MEMBERSHIP: Wm. & Mary Overbey 691-0040
- NEWSLETTER: Dean Grethey 346-0645



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Member
 Through
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PLAN TO ATTEND ANNUAL MTNG. NOV. 21