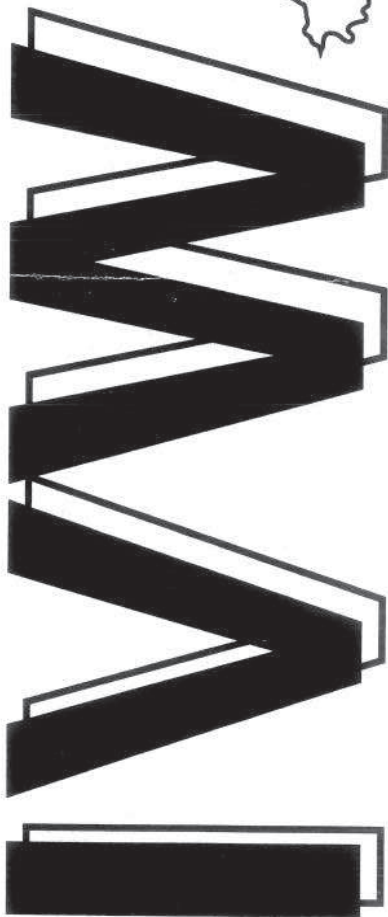


Illinois Valley Wheelm'n Newsletter



January 1992



TIRE TRACTS

The Dean Of Newsletter Editors—Just to prove there is no such thing as a thankless job, I'll take this opportunity to thank Dean Grethey for his yeoman effort in producing this newsletter, issue after issue, for the greater part of five years.

I remember pacing in a Bartonville restaurant as the IVW president back in 1986, trying to persuade Dean to take the job of editor. All I was worried about was filling a critical position for the remainder of my term. Dean accepted the position and, except for a break of seven months during one intervening season, made sure that the IVW always had a voice.

After I moved to Champaign in 1988, I lost touch with the club. Karen continued to receive the newsletter, but her membership lapsed after a few months and neither of us renewed. We really didn't imagine that we would move back to the area just two years later.

Back in Peoria, we quickly renewed our membership. And Dean was still the editor, providing many IVW members with their main contact to the club.

President Bush is supposed to have said "90 percent of the job is just showing up." Dean did more than merely "show up," and he certainly wasn't being paid for his duties. He gave the IVW more than a simple newsletter—he provided some much-needed continuity and took the heat that comes with involvement.

I thank you mightily for that, Dean.

And Now, for Something Completely Different—You'll find a new ride listed in the *Other Rides Of Interest* section this year. Vitesse Cycle Shop employees will lead an 80- to 100-mile, round-trip ride from the Peoria shop to Normal on the second Saturday of each month, starting in January. Riders will meet at the shop at 8:15 a.m. and leave promptly at 8:30. Helmets are strongly advised and the pace will be that of the slowest rider. The **Second Saturday Series** can also be considered training for two larger events: The **Do It On The Double** double century June 20 and a so-far nameless triple century September 26.

The New State of the League—The LAW wheel and wings emblem has adorned our newsletter for many years. And for most IVW members, that's the extent of their contact with bicycling's oldest nation-wide organization. All that may change however, as the League attempts to put out stronger roots in each state.

In Illinois, that effort is called the League of Illinois Bicyclists. The most visible advocate of the Illinois League is Ted Sanders, LAW Director for Region 8. Ted encourages cyclists to share their ideas with him. Send your comments to: Ted Sanders, 49 Valley Rd., Highland Park, IL 60035. Look for more news about the LAW and the LIB in future IVW newsletters.

—Samuel Joslin

Other Rides Of Interest

Here's a list of mostly tentative ride dates. Much of this information comes from the Chicagoland Bicycle Federation by way of the Winter 1991 issue of the *Joliet Bicycle Club Newsletter*.

starting Jan.	11	Second Saturday Series	Vitesse Cycle Shop
April	12	Easter Ride	Folks on Spokes
	19	Prairie Spring Metric	Prairie Cycle Club
	26	Silver Springs Sixty	Aurora Bicycle Club
May	9	Sudden Century	Joliet Bicycle Club
	17	Spring Metric	McLean Count Wheelers
	23/24	Blackhawk Metric	Blackhawk Bicycle Club
June	6	Udder Century	McHenry County Bicycle Club
	6	Pedal-In	Illinois Valley Wheelm'n
	7	Liberty Metric	Mt. Prospect Bicycle Club
	20	Do It On The Double	Vitesse Cycle Shop, Peoria
	21	Boulevard Lakefront Tour	Chicago Bicycle Federation
	21	Two Rivers Century	Le Peloton
	28	Swedish Days	Fox Valley Bicycle Club
July	26	Metro Metric	Naperville Bicycle Club
August	1-4	Across Illinois	Joliet Bicycle Club
	9	Bike Psychos Century	Bike Psychos
	13	Harmon 100	Wheeling Wheelmen
	20	Lon Haldeman 100	Blackhawk Bicycle Club
	27	Apple Cider Century	Three Oaks Spokes Bicycle Club
September	19	Diane's Ride	Illinois Valley Wheelm'n
	26	Triple Century	Vitesse Cycle Shop, Peoria

OTHER PEOPLE, OTHER PLACES

Doug Welch of the **McLean County Wheelers** (Bloomington) has ordered 1,000 brochures on bicycle safety to be distributed to local civic groups and organizations. The brochures will be stamped with the club's name.

Here's a trivia question from the **Berkeley Bicycle Club** (Berkeley, CA) as reprinted in the November issue of *California Bicyclist*: What are photocopy shops such as Quik Copy called in Italy? (Answer below)

According to the reservation form for its fifth annual awards banquet, the **McHenry County Bike Club** (Crystal Lake) is celebrating its 10th anniversary.

Anyone who has ridden through Nashville, IN, during Hilly Hundred knows how car-jammed the roads can get. According to an article from the *Brown Co. Journal* reprinted in the *freewheeler*, the newsletter of the **Driftwood Valley Wheelers** (Columbus, IN), town police are moving around more quickly during weekend patrols—on bicycles. Two bicycles were purchased with money donated by local merchants, while the organizers of Hilly Hundred provided a third bike. Town marshal Alan Patterson praises the use of bicycles as economical and a source of rapport with residents, especially children.

From **BikeBurlington** (Burlington, IA)—5 MPH: Rod Scheitlin challenged Cindy to another slow speed contest, but admitted 30 seconds later that it was a really dumb competition. (Thanks for the beer, Rod!)

The Illinois Department of Conservation and the **Blackhawk Bicycle and Ski Club** (Rockford, IL) are co-sponsoring the first-ever Illinois State Cross Country Ski Championships February 1 and 2, 1992. According to the club's

newsletter, *Spoke Signals*, there will be a freestyle (skating) race on Saturday and a traditional (diagonal) race on Sunday. Both mass-start races are approximately 12 kilometers long and begin at 10 a.m. Awards will be given for overall and age group (both male and female) categories. For more information, contact the Rockford Area Convention and Visitors' Bureau at (800) 521-0849.

More Blackhawk: Here's a neat recognition award—an Around The World patch. Members turn in their yearly mileage totals (club and personal road miles—not roller or exercise bike miles) to the club. The club records each member's miles and applies them toward his or her patch—awarded when an total of 24,905 miles is amassed. In addition, adult members who turn in mileages of 1,000 miles or more each year receive a patch in recognition. Children under 10 years of age receive a yearly patch starting at 500 miles.

"When Was the Last Time You Changed Your T-Shirt?"—headline announcing a T-shirt design contest sponsored by the **Joliet Bicycle Club**.

Bruce Nelch of the **Springfield Bicycle Club** (Springfield, IL) completed his first Ironman Triathlon on October 19 in 12 hours, 44 minutes and six seconds. According to the SBC's newsletter, *Quick Release*, Bruce's Hawaii finish was two hours, 46 minutes faster than his finish in a similar Canadian event in 1988. The Ironman consists of a 2.4 mile swim, a 112 mile bike ride and a 26.2 mile run.

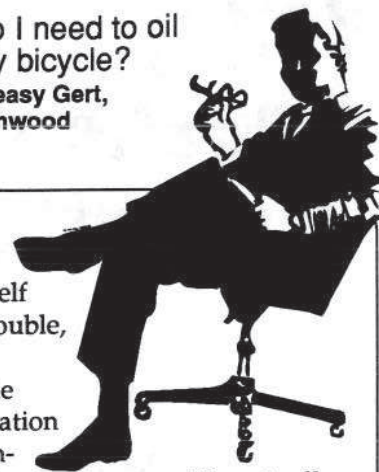
(NOTE: A big thank you [at least 26x2.125] goes to George Dudley for his contributions to this column)

Trivia answer: Fausto Copy

Dear Dr. Derailleur,

Do I need to oil my bicycle?

Greasy Gert,
Elmwood



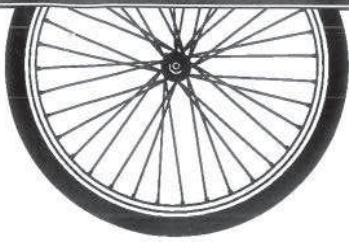
Save yourself the trouble, Gert. Bicycle lubrication is com-

pletely unnecessary. It's actually a holdover from early pagan rituals. Each spring members of rural French communities would gather together in the village common with their beasts of burden and perform the *lubrication ritual*. This practice involved rubbing various oils over the backs and neck of their donkeys, oxen and horses. The practice was thought to both cleanse the animal of evil and to form a protective layer against evil during the rest of the year. (On a personal level, this formed the justification for avoiding baths for long periods of time).

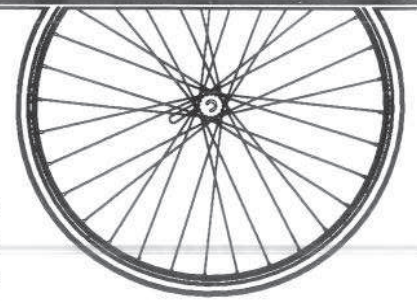
Though the concept of protection against evil is now forgotten, many cyclists still anoint their mechanical mounts with waxes, greases and oils. The original justification for such an act being completely discredited, it's a mystery as to why these fastidious folks still bother. Moreover, as pathetic as these poor wretches are, the real story is the cynical manipulation of their naivete by greedy merchants more than happy to sell them whatever useless products they think they need.

—D.D.

Dr. Derailleur is one of the few independent thinkers in the bicycle press today. Believing that all research on cycling is inevitably tainted by prejudice and opinion, he relies only on the unique power of his trained intellect to arrive at the correct answers to all his readers' questions. Please direct your cycling-oriented questions to: Dr. Derailleur c/o the Illinois Valley Wheelm'n, 6518 N. Sheridan, Peoria, IL 61614.



WINTER RIDES



Saturday Morning Show-n-go

Washington Square, Washington at 8:30 a.m. Just like it says—ride destination is determined by the group. There's no leader or sweep. Don't park on the square or the back parking lots just off the square. Use side streets away from the square. Meets all winter, weather permitting.

Sunday Morning Breakfast

So it's cold and miserable outside. So what? It's time to get off your duff and swap lies with members of your peer group at the following fine dining establishments. Sometimes we go for a short ride after breakfast and sometimes we're just glad to find our way back home through the snow. Either way—Join us!

Breakfast starts at 8:30 a.m.



January 5

Newell's Restaurant (East Peoria)

January 12

Steak 'n Shake (East Peoria)

January 19

Denny's (N. Sterling Ave., Peoria)

January 26

Washington Family Restaurant (Washington)

The Sunday Eleven-Hundred Club

This 11:00 a.m. ride starts at Groveland School in Groveland (presently is church school located one block west of main drag and one block south of township building). Group usually attends 8:30 a.m. breakfast and plans the day's ride at that time.

\$\$\$\$\$ FOR SALE \$\$\$\$\$

Size 47 Detto Pietro shoes. Lace-up; standard bolt-on cleat; \$10.
Cinelli mod. 66 handlebars. 44cm wide; never used; \$10.
Ken Beckler 673-8647

58-inch 1C Yakima roof rack. Includes clips to fit Ford Taurus, two SLR bike mounts, locks and locking cable. Excellent condition. \$360 new. Sell for \$270.
Dean Grethey 444-3360

Two pair xc skis. One pair wax; one pair waxless. Includes boots, bindings, poles. Either pair \$30. Racer-Mate wind trainer. Excellent condition. \$160 new. \$85 firm.
Samuel Joslin 688-0922

Four Vittoria tubular cyclo cross tubular tires; \$5 each.
Denny Tresenriter 387-6617

Wanted Used bicycle trailer.
Don Eberle 699-2790

Whatchagot? Why not sell your items with a free ad in the newsletter? It's the easy way to reach the Peoria area's most enthusiastic cyclists. Plus, your ad reaches a large number of out-of-town bicycle clubs, too. To advertise in the February newsletter, contact Samuel Joslin before January 15 at 688-0922.

ROAD AND TRAIL SPOKEN HERE

Just in case you haven't heard, the State of Illinois will spend big bucks on the Rock Island Trail soon. It will be the show case of bicycle trails in the state.

The Illinois River Trail East Branch will extend two more miles east of East Peoria to Detroit St. in Morton, IL. The Morton Park District is now working on this project.

Fon Du Lac Park is now working on another phase of the River Trail, from the area of Neal's Holiday Standard to Spindler Marina. This is about 3 miles long and runs parallel to Route 116 North. This extension will link up with the main trail in the future.

They tell me next to the river boat the bicycle trails in the Tri-County area are the hottest topic.

—Don Eberle

Board of Directors Meeting Minutes

Minutes of meeting held 12/9/91, 6:30 p.m. at Avanti's on Sterling. In attendance: Bonnie Davis, Myron Oesch, Nick Paweski, Steve Weast, Samuel Joslin, Jim Whitmer, Neal McMeekan:

It was stated that all newsletter items need to be in the hands of the editor no later than the 15th of the month.

It was agreed that the club's activities should be made known to the community. Bonnie volunteered to get names and deadlines for radio and newspaper public service announcements.

It was agreed that the club will reserve Safety Town for potential monthly meetings March through October except for July. It was agreed that the board meetings should be one hour before the regular meetings.

It was agreed that the duties of board members would be as follows:

Bonnie Davis—Membership Chair
Nick Paweski—Social Chair
Jim Whitmer—Ride Chair
Steve Weast—Secretary/Treasurer
Samuel Joslin—Editor
Myron Oesch—unassigned

It was established that the new board is still one member short of the minimum seven required by the constitution and that an effort would be made to recruit another board member by the January meeting.

Jim and Meg Whitmer will host the New Year's Day ride starting at their home. Steve made a motion to approve expenses for the New Year's Day ride at \$25. Motion was seconded by Samuel. Vote taken and approved.

Next board meeting is January 26, 6:30 p.m. at O'Leary's. Meeting was adjourned.

—Steve Weast

ANOTHER LOOK AT...

... All routes have some challenging hills and the two centuries (metric and regular) are very challenging.

In fact, we feel these are some of the toughest century routes in Illinois.



From the IVW Brochure for Diane's Ride

Mike Becker, 46, an attorney and member of The Springfield Bicycle Club, qualified for Paris-Brest-Paris during 1991 (pre-PBP training included 10 centuries and six double-centuries). Paris-Brest-Paris is a marathon 750-mile ride in France. Although Mike pulled out after 23 hours (due to illness) he still managed to complete 270 miles of the epic event. The following article appeared in the November 1991 issue of Quick Release, the SBC's newsletter.

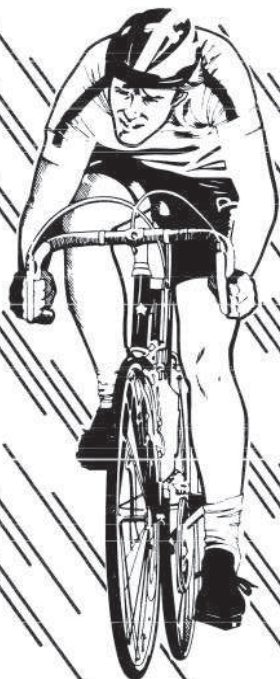
The state's toughest century?! Well, this direct challenge to my bicycling machismo demanded a swift and sure response. So, on September 21 I travelled to Mapleton, IL, near Peoria, to tame this supposedly snarling beast and to shame the Illinois Valley Wheelm'n for exaggerated claims and its chutzpah. After all, hadn't the SBC staged a 115 mile century and 75 mile metric a few years ago? What did the IVW know about tough centuries??

For an hour after arriving at 6:30 a.m. and registering (\$12.00, late fee), I studiously memorized the map, changed the air in the tires (who knows, maybe Springfield air was unwelcome), rewrapped the handlebar tape, and then polished the spokes to aerodynamic perfection. Anything to avoid starting—it was COLD. The temperature, precipitously plunging -1° C, froze the low lying patchy fog, painting unexpectedly early hues of white onto the soft summer-green grass. The grayish shadows

slowly retreating from the full morning sun bared the frost to daylight, allowing the rising solar alchemist to transform the over-anxious winter back into a more fitting pre-autumnal dawn, and summarily repulsed the out-of-season snowy assailant (he said, waxing poetic, alliteratively and sometimes sibilantly). The first few downhill were icy stabs to exposed flesh, but after stowing the unneeded sweatband and with minor adjustments to mental attitude, the body quickly became accustomed to the chill, numbing down nicely. The day later turned out beautifully: clear skies, 60–65°, just about perfect riding weather except for a little wind. The jacket and arm warmers came off later in stages, but the leg warmers stayed put throughout.

During the ride, I busied myself writing an article for the *Quick Release*, turning out phrases such as "speed bumps" to describe the "hills" touted by the IVW. There were but a few long, gradual climbs and some short, out-of-the-saddle grinds, all bookends to the glacially scraped Springfieldian-type flatness elsewhere. Toughest, huh? "This puppy ride would be tough maybe on a Big Wheel." Now, fast forward a couple of bananas later.

At about 85 miles, the bolt holding the left half of the Profile III handlebars to the stem



DIANE'S RIDE

by Mike Becker

snapped, leaving that side unusable. The remaining one-handed riding position made it impossible to power up the route's steepest grades, which are all contained in the last 15 miles, a rather unwelcome and unanticipated discovery. As the hills began to assert their presence, gradually but unmistakably, the legs became heavier and stiffened. The distances between climbs shortened considerably, or at least so it seemed, and the nonchalant "Oh, another hill" became "Oh, (expletive deleted), another hill." Where did the central Illinois billiard table landscape go? Still composing the article, I mused, "The best rides are best when they're over." My initial opinion may have been changing at that point. "The destination, not the journey, is the most important element of any ride." What was I babbling? By the end, after short reflection and comparison to my previous 37 centuries and 15 doubles, I grudgingly conceded that this was indeed, the toughest 100 miles inside Illinois' borders.

Still, the ride was not impossibly difficult, and IVW's billing this as the toughest century was both its

main attraction and its downfall at the same time. The published emphasis on the route's difficulty enticed only 125 riders to register. (The CCC had almost that many do their first century!) This limited attendance restricted the IVW's income. As for premiums, IVW gave away nothing for registering, such as a water bottle, shirt or even a patch, despite a fee \$2.00 higher than CCC's. Obviously, they didn't have the money that volume produces. On the other hand, even though the food was limited in type (and the advertised post-ride pork chop sandwiches and sweet corn did not materialize), it was more than adequate in quantity. The bagels at the start and elsewhere during the day were a welcome change from traditional muffin/cookie fare. The number of food stops was also more than sufficient, perhaps even too many and too close together, especially for the kind of riders Diane's Ride attracted. There was no huge party afterwards, just a few recovering clumps of weary individuals quietly replacing depleted energy stores by a rather outstanding soup and some sandwiches, enough to warm body and soul after the early morning chill. But, alas, no beer!

There were other pluses, too. The start/finish was situated on a small but scenic lake, and the unique route and its mapping were intriguing. The full century eddies and swirls in circles off the metric route which has its own circles and double-backs. As a result, at no point was anyone more than a few miles from the end (unless they were lost, which

would have been possible only through severe inattention to the well-marked road (except for one missing arrow that sent some slightly out of their way [maybe only a few miles more or less—about two]). Thus, there were numerous opportunities to cut the ride short, should the spirit have been willing but the flesh weakened.

This is a ride to be recommended to all; it might challenge skill and endurance, but it is conquerable and worth your time. Do not be put off or discouraged by its claims.

Diane Ziegler Matuska, for whom this ride is named, died on April 8, 1986, after being struck while on her bicycle.

She wrote,
"When I put the packs on 'Old Green' I feel complete with the world. I feel I can ride forever. That is how I long to be, cruising down the road, and travelling to different parts of the country, watching the terrain, scenery and cultures change."

She also wrote,
"Why do I ride? I love it . . . I like to see the sun rise up over the Illinois River . . . I like to feel the corn husks blow through my heels and the leaves fall all around . . . I like to feel the wind in my face and at my back."
I wish I had known her.

—M.B.



IVW Member Survey Results

Here are the results of the membership survey taken during the annual meeting in November. Sixty-six members attended and 46 surveys were returned. Of those surveyed, half had been members five years or less.

Before you look at the statistics, keep in mind that some survey questions received multiple answers. For example, asked "What distance do you prefer on IVW rides?" those surveyed could choose: "Less than 25 miles"; "Between 25 and 50 miles"; "More than 50"; or any combination of the three choices. Thus, this question garnered 64 responses from 46 participants. In addition, survey participants left some response sections blank resulting in questions with less than 46 responses. This was not a scientific survey, however some general trends are indicated.

One of the most remarkable statistics concerns ride involvement: as it turns out, members are either very active or hardly active: 22 said they rode with the club less than once a month while 18 people said they rode with the club at least once a week. Only five of those surveyed rode two or three times a month, and only one rode once a month with the club. (The ratio of active to inactive membership is probably more lopsided than indicated if it is assumed that active members were more likely to attend the annual meeting and answer the survey.)

These answers are reflected in the number of club miles amassed by those surveyed: 23 people rode less than 500 miles with the club in 1991; 16 rode between 500 and 1000 club miles; four rode between 1000 and 3000 club miles; and three rode over 3000 club miles.

Total mileage for 1991 (including personal and club mileage) was as follows: 13 people rode less than 500 miles; 17 rode between 500 and 2000 miles; 13 rode between 2000 and 5000 miles; and three rode more than 5000 miles.

Eleven people rode their bicycles to work at least once during 1991.

Twenty-four people own hybrid or mountain bikes, while five people plan to buy a hybrid or mountain bike in the near future. Not surprisingly, 22 people said they'd like to see some IVW rides tailored to mountain bike riding, while only eight people were opposed (16 had no opinion). But what kind of mountain biking? Seventeen responses favored Rock Island-type riding and 16 responses were for dirt and gravel roads. Off-road riding came in a distant third with only 9 responses.

Whether they own mountain bikes or not, survey participants have ridden one or both of the area trails. 34 had ridden the Rock Island Trail north of Peoria, and 30 had ridden the East Peoria trail.

Back on the road, the most preferred IVW ride distance is between 25 and 50 miles (37 responses). Rides under 25 miles and over 50 miles received a nearly equal number of responses (14 and 13 votes, respectively). Because most of those surveyed checked at least two distance ranges, the large number of favorable responses for 25 to 50 miles is not surprising.

The preferred IVW ride pace is between 14 and 18 mph (30 responses). A ride pace under 14 mph pulled 15 positive responses, while a pace in excess of 18 mph attracted nine responses. As with the

question of distance, most of those surveyed checked at least two responses. The distribution of those responses however, seems to indicate a significant preference for speeds under 18 mph.

In 1991, 25 of those surveyed had attended one to three IVW meetings; 14 had attended four to seven and six had attended more than seven meetings. When asked what makes a meeting most attractive, people zeroed in on the program (33 responses) while 19 responses favored food and about the same amount (16) mentioned location. (Most of those surveyed chose two or three responses—few settled on only one meeting success factor.)

Asked which programs would attract them to a meeting, people choose slide shows on bicycle trips (38 responses) closely followed by good speakers (32). Respondents were also interested in "how-to" seminars (25) and the swap meet (23). Rounding out the responses: racing videos (15), antique bicycles (11) and a fashion show (6 responses).

Survey participants were also asked to choose their favorite places for IVW meetings. Listed were Leonardo's, O'Leary's, Safety Town, Agatucci's and the East Peoria Avanti's. O'Leary's and Avanti's were most popular at 22 and 21 responses, while Leonardo's and Safety Town garnered 17 and 15 positive responses. Agatucci's brought up the rear with only 9 responses. Strangely enough, two of those recommending Safety Town also said that food was a plus for any meeting.

Finally, of the 46 people who returned surveys, 18 had led a Sunday IVW ride.

TWO TALES FROM JAKE AND THE FLATMAN

A December Ride in Peoria

It was a cold and blustery day—no, wait a minute, it wasn't cold but rather cool outside so some of us diehard summer-type cyclists decided to take advantage of the situation. Five of us arranged to meet at Spoke's place for a leisurely Saturday afternoon ride to one of our favorite destinations—Jubilee College State Park. Jim was trying out a new touring-type bike (you don't see many of those anymore) and the rest of us were riding our favorite steeds.

As we started down the road, we noticed that there was still some remnants of snow in the ditches and the pavement was wet, as if it had just rained. We rode about 880 yards and the touring bike flatted. Okay, so we were delayed a little, but we still had plenty of time. We did discover that not one of us would have been able to fix a flat if we were by ourselves! It seems that we forgot to replenish our emergency supplies.

At about 2600 yards (that's about two miles), I noticed that my rear tire was losing air, so we were delayed another 15 minutes, which was just enough time to cool off again. We were back on the road to Jubilee at last.

A pattern was starting to develop here and it wasn't good, because by the time we got to Jubilee, Meg and Greg also picked up cinder chards, causing their tires to go flat. By now the tire repair supplies were nearly exhausted. Also, it was now 3:30 and we still had eight miles to go.

The trip back was rather uneventful—everyone was riding very "lightly" to avoid another puncture. Greg didn't quite make it back and was sagged the last two miles. Our leisurely Saturday ride almost became a disaster except we had fun despite the flats.

—Steve Shaffer

p.s. George had a flat before he even left his house to go on the ride!!

Another Version

It all started with an innocent telephone call Saturday morning. The weather forecast called for a partly sunny day with temperatures in the mid-to-upper sixties. Not bad for the first week of December. Thinking back to those evenings driving home from work at five o'clock in the dark, and wishing I had ridden more when I had the chance, I decided this was not an opportunity to pass up.

It was agreed we would meet up at one-thirty in the afternoon for a short ride to Jubilee Park. Little did we know it would be nearly four o'clock before we completed the 16-mile trek.

Because of the previous week's snowfall, the Peoria County Highway Department felt the need to cover every square inch of paved roads with cinders. The average motorist welcomes this winter ritual. However, as cyclists, we know what these little granules do to tires with fewer than a couple square inches of rubber on the pavement.

Among the five of us who ventured out, we had six and a half flats (the last we didn't bother stopping to fix). A fine afternoon had changed into a marathon of tube patching, tire booting and extreme frustration.

Yet, as we loaded up our bicycles and gear, we realized this had been one of our most memorable rides of the year. One that was too good not to share.

—Jim Whitmer

Make Money Off The Japanese

...details in March

ILLINOIS VALLEY WHEELM'N MEMBERSHIP APPLICATION

NAME(S) _____

CHILDREN'S NAME(S) _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

PHONE () _____ AGE(S) (OPTIONAL) _____

Individual (\$10) Family (\$12) New Renew

Applicant Signature _____ Date _____

Make checks payable to the Illinois Valley Wheelm'n,
Send to: Bill Semmens, 10214 N. Forrest, Peoria, IL 61615

DO NOT WRITE
IN THIS AREA

EXPIRES _____
JOINED _____
PKSNT _____

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.



Monthly Meeting

Mark your calendar today. The next IVW meeting is 7:30 p.m. January 23, at O'Leary's (3300 Willow Knolls Road). You're invited to watch a video on Diane's Ride starring your fellow club members and maybe even you! Come out and vote to approve a seventh member to the board of directors. And if that isn't exciting enough, come out to eat and see who else has gained weight on their winter "training" schedule. 1992 awaits!



Illinois Valley Wheelm'n

6518 North Sheridan Road
Peoria, IL 61614

Ride of the Month

Meet at Jim and Meg Whitmer's for a New Year's Day Ride of variable length (contingent on the weather). We will meet at 11:00 a.m. and decide as a group how long or short the ride will be. After the ride we will have a potluck lunch (be sure to bring something) with beverages provided by the IVW.

Directions to the Whitmer's: **From South War Memorial Drive**—turn right on Mountelo Drive . . . at the stop sign, turn right on Chartwell . . . take Chartwell to Parkwood . . . turn left on Parkwood to 6804 Parkwood. **From Allen Road**—turn left on Carriage Lane (top of the hill) . . . turn left at Greenmont . . . take Greenmont to Parkwood . . . turn right on Parkwood to 6804 Parkwood.

For more information, call 691-7354.

SECRETARY/TREASURER
Steve Weast.....639-2291
RIDE COORDINATOR
Jim Whitmer691-7354
SOCIAL
Nick Paweski.....691-8306
MEMBERSHIP
Bonnie Davis.....
AT LARGE
Myron Oesch.....682-8777
EDITOR
Samuel Joslin.....688-0922
MAILING
George Dudley.....692-7076
DATA PROCESSING
Bill Semmens.....693-9388

The Illinois Valley Wheelm'n is home to cyclists throughout Central Illinois. Newsletters are distributed each month (except December) through bulk third-class mail. Newsletters are not forwarded, so alert the membership chairperson one month in advance of your move. Membership contributions to the newsletter are welcome—send your articles and personal ads to: Samuel Joslin, 4436 Monroe, Peoria Heights, IL, 61614. All contributions must be received (not postmarked) no later than the 15th of the month.

Bulk Rate
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MEMBERSHIP EXPIRES: 10/03/92

RON & SHELLY ANDERSON
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