



IVW NEWSLETTER

6518 N. Sheridan Rd., Peoria, IL 61614



APRIL '92

BALANCE AND THE COMPLETE CYCLIST; what is "complete cycling?" Steve's definition of "complete cycling" is as follows and in this order: Fun, health, fun, eating, fun, community service, fun, transportation, fun, politics, fun (and did I mention F U N?). I don't know of any other sport where nine of the above items can be done simultaneously (if you include F U N)!



? of Balance by Steve Shaffer

The purpose of politics in cycling is to improve our riding environment. This includes everything from bike trails to bike lanes on major roadways to non-suicidal storm sewer grates and those traffic light sensors that won't

trip until the gas hog (not a flatulent pig, but the ordinary common household automobile) pulls up beside you.

The best way to precipitate action on these types of concerns is first to organize our club into a unified force by establishing a committee that can devote time to attend the various meetings held by various governmental agencies in this area. The cyclist viewpoint is often missing in these meetings that affect our F U N. (Volunteers are welcome!!) If there are any retired club members that could donate some time for this project please get in touch with one of the board members.

And now for the F U N part. Yesterday (08 March 92), I had the pleasure to lead three other cyclists on what has become one of our regular spontaneous Sunday afternoon rides from Banner School. Usually there is a core group that goes on these rides but this day the "core" went to the consumer bike show at Pheasant Run near Chicago. Terry Mundyckerson, Mark Schwenker, Steve Grube and I had a terrific afternoon.

Typically, the ride goes down Cedar Hills Road to Ivy Lakes (Lane?) and heads north along the

bluff. The road back up the bluff (Hallock Hollow) has about a ten-mile hill (it sure seems like ten miles!) before it reaches Route 88. After a few minutes of rest and relaxation at the intersection, we continued west over to Route 91. The usual course takes us south on Route 91 to Dunlap, except this time we became very adventurous and, by mutual consent, agreed to continue heading west until whatever.

Whatever turned into gravel and dumped up back on the Rock Island Trail. Terry really liked this part because she was the only person equipped for the terrain. (Oh, I forgot to mention the weather. It was absolutely, undeniably, fantastic! I kept thinking of the "core" mulling around inside on a such a day.) We rode the trail back to Dunlap for another R&R session before heading back to the school.

Some of the vitals for the ride are as follows: Distance—22.8 miles; Average speed—10.7 mph; elapsed time—2 hours, 6 minutes, 39 seconds; Max speed—47 mph (down Cedar Hills Road hill).

The pace was easy, the company good and all was well. See ya' on the road,

—Steve



DESIGN THE NEW IVW LOGO!

The club's logo is ready for a change. Create the new logo (to be selected at the April meeting), and you'll win this:

- An IVW jersey
- One year's free membership
- Free registration to both IVW invitational rides and,
- the gratitude and respect of the nation (well . . .)

Bring your design, suitable for printing on a jersey, to the April meeting, and you might just be the next lucky winner!!



TWO NEW

New members help the club keep the rubber side down, so to speak. Accordingly, the IVW tips its collective helmet to its newest members:

Bryan Chumbley
Laura Otten

Peoria
Peoria





at 20 miles per hour and, in a vain attempt to avoid the unavoidable, spins the steering wheel while locking the brakes, turning the right front tire parallel to the curb,

“...unknowingly,
yet unerringly, toward
a concrete barrier...”

while the tire and curb slowly, and ever so inevitably, come together (like they would in a dream or a last-second review of one's entire life before a violent death, or, perhaps, like Apollo and Soyouz in a scrapyard) and the rest of the car continues across the curb and comes to rest upon it, thereby necessitating not only the car's extrication from the curb by sympathetic passers-by, who emerge from an impressively large American automobile (not from

“...nameless and
shameless little blue
Deutschewunderauto...”

some nameless and shameless little blue *Deutschewunderauto* made in Brazil back when inflation in that country was running at only 1200 percent per year) but also the replacement of the ruined wheel and tire (and, eventually, the wheel cover which comes to an inglorious end after a short flight, and will cost \$36 to replace, cheap plastic thing that it is, alas) with the spare tire, and then finds one of two bolts which held the ball joint has sheared (at least that's what the gas station will say they fixed) and the front end is all jaberknocked and disconnected and he must call his wife to come and retrieve him because there is no bicycle attached to the roof rack of the now-useless vehicle and it's just too far to crawl home upon bended knees and beg forgiveness for breaking her car.

That's why I hate bike lanes.

Dear Dr. Derailleur,

I've heard that a human being on bicycle is the most efficient mechanism in the world (in terms of energy expended per unit of distance moved). Is this true?

**Interrogative Irvin,
Mackinaw**

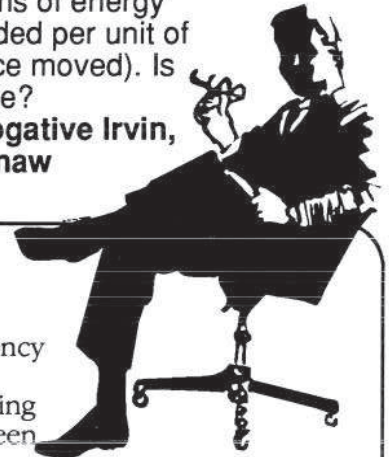
The efficiency of bicycling has been wildly

over-stated. Much of the misinformation can be traced to an issue of Scientific American from 1974. Here are three mechanisms obviously more efficient than cycling:

- Japanese bicycle parts manufacturers
- Congress (what other organization so readily turns paper checks into rubber?)
- My 1962 Lincoln Continental (let's see you move 300 gallons of tropical fish from Atlanta to Nashville on your bicycle)

Efficiency can't be analyzed with the accuracy of "Top Ten Places To Live In America" lists or "Ten Best Dressed" surveys. Remember this the next time somebody brings the subject up: Only scientists are dumb enough to believe their own test results.

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 Illinois Valley Wheelm'n, 6518 N. Sheridan, Peoria, IL 61614



A PARKING LOT IS A LOT LIKE a bike lane—each is likely to be the creation of an amateur traffic engineer who sees little value in predictable design.

This creates a problem for the car driver whenever he pulls off a road (designed in a mostly sensible way, mostly for cars, but not irreversibly so) and enters the treacherous surroundings of an unfamiliar urban-suburban strip mall where he carefully parks his car and walks into a copy shop to run off his bicycle club's newsletter only to discover, after waiting in line for 32 minutes because only one clerk is working at 10:19 p.m. Wednesdays and the people being served by that clerk are engaged in maddeningly perky banter about the efficacy of modern copying equipment, a glaring error concerning page seven

“...after waiting in line for
32 minutes...”

(it being a yellow page, the copies of which would turn completely black—an interesting but unintended effect), and while driving from the establishment to correct the situation, guides his car unknowingly yet unerringly toward a concrete barrier 75 yards long and eight inches high (curbing which has no earthly reason to exist except that some parking lot designer, probably a part-time hawker of velvet Elvis portraits, thought it would be a good idea), observes the obstruction from a distance of 20 feet while traveling

Attention Cyclists: Road Alert!

YOUR FUTURE IS BEING PLANNED for you. That is, unless you write the Illinois Department of Transportation and put your two cents worth in. Construction on Illinois Route 88 (Knoxville) from Route 6 to Cedar Hills Drive is in the planning stage. Write a letter today and be sure to mention the need for:

- 1) **Wide outside lanes which can accomodate the width of a cyclist and a car.**
- 2) **Bicycle sensitive traffic signals and,**
- 3) **A smooth transition from driving lane to shoulder.**

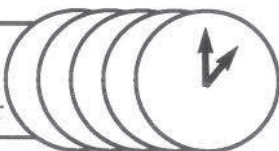
It's easier to accomodate cyclists during the planning stages of new construction than by altering existing roads. This stretch of road could be an important link to the Rock Island Trail and Grange Hall Road for residents of northern Peoria and Dunlap's Lake of the Woods subdivision.

The impact of your letter will last much longer than the five minutes it takes to write. Write to:

D.E. Risinger, District Engineer
6035 N. Knoxville
Peoria, IL 61614

Daylight Savings Time?

by Jim Whitmer



As a young child I never quite understood exactly what cabin fever was. In my mind, I saw people dressed like Abraham Lincoln with some type of woody disease which caused the affected individual to sweat sap.

But now, as the greatly anticipated riding season approaches, I now fully understand the true meaning of cabin fever. Spring riding is contingent upon so many variables: an individual's schedule, weather, daylight . . . Mother Nature must play some type of cruel trick on us every spring to create such gorgeous days in the early spring—always on Tuesdays.

Just two days prior the temperature was 30° and the wind (out of the headwind direction), 20 mph. But today, the day most of us must work to support our cycling habit, today is ideal. You make plans to leave work at the earliest possible moment only to realize dusk will limit your ride to less than an hour. For this you have Daylight Savings Time to thank.

Daylight Savings Time. What exactly is Daylight Savings Time and who is saving all this time?

It's not like you can call and request an additional hour or two. Sure, I understand the reason to switch to D.S.T., but that doesn't mean I have to like it.

The last couple of weeks I have been asking individuals, "Do you know when we switch back to Central Standard Time?" In asking eighteen different people, I bet I got eighteen different answers.

Everyone thinks they know when it is, but no one is really sure, so I called the National Weather Bureau. When I asked the man who answered the phone, "When does the time change?" he replied with the standard answer, "Well, I'm not sure, but I think it's the first Sunday of April. Let me find out . . ." and I sat there on hold, wondering if anyone really knew, or if society had completely forgotten and we would be stuck in Daylight Savings Time forever.

A moment later, I was told, in fact, his original thought was correct. He actually gave me a more precise time: Sunday, April 5, at 2:00 p.m.

I think I'll set my clock back the night before.

—Jim

Top Six Reasons to Ride a Bicycle:

6. Easier than carrying one.
5. More reliable than riding a train.
4. The slight, although outside, chance that inhaling car exhaust is good for you.
3. Nothing more fun than picking bugs out of your teeth.
2. Never have to worry about locking your keys inside your car.

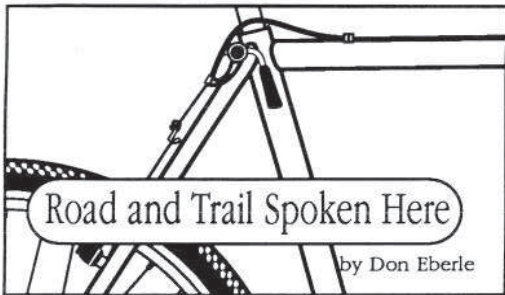
And the number one reason to ride a bicycle (drum roll) . . .

1. You never know when you might forget how to.

courtesy of WWCT radio personality Jon Lamb.

PRESIDENT Steve Shaffer	685-4726
AT LARGE George Dudley	692-7076
SECRETARY/TREASURER Steve Weast	446-3413
RIDE COORDINATOR Jim Whitmer	691-7354
SOCIAL Nick Paweski	691-8306
MEMBERSHIP Bonnie Davis	694-6604
EDITOR Samuel Joslin	688-0922
MAILING Steve Grube Terry Threw	699-6956
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, 1318 W. MacQueen, Peoria, IL 61604. All contributions must be received (not postmarked) no later than the 15th of the month.



Road and Trail Spoken Here

by Don Eberle

If everything goes well, construction will begin this month (March) on the north part of the River Trail.

Illinois Department of Transportation officials have met with the Morton Park people. They have agreed to use Route 150 to bypass the trailer park which has blocked expansion of the East Peoria Trail to Morton.

The 1992 IVW Break-out Ride is Sunday, April 5. This ride is for everybody. It's mostly flat and under 20 miles. If we have a good day weather-wise, this should be one of the biggest rides of the year. You people who don't get out and ride much but like to eat all the pancakes—this ride is for you. You don't need top-of-the-line. Anything will do. If it works, ride and wear the equipment you have. LET'S DO IT.

Did you know?

Most of the Casey's stores sell fresh apples and . . . Radio Shack has batteries for many cyclocomputers.

Clipless pedals and cleats won't help much if you don't think ROUND. You must push and pull.

One snowy and rainy morning, Steve Grube and I rode to the Pekin Family Restaurant on East Court Street, across the highway from K-Mart. Good food, lots of room and pleasant people. We bikers fit right in.

Coffee Plus in Mackinaw has cholesterol-free pancakes with low-calorie syrup and a pinch of cinnamon. Try some—they're oh so good!

On Sunday morning the eighth, took off for the southeast and Minier. (It's getting a new Casey's store. Will be open soon.) Then west to Hopedale and north to home. It was a beautiful morning. This loop was 67 miles and I did it solo. Most of the time, I'm on the road by myself.

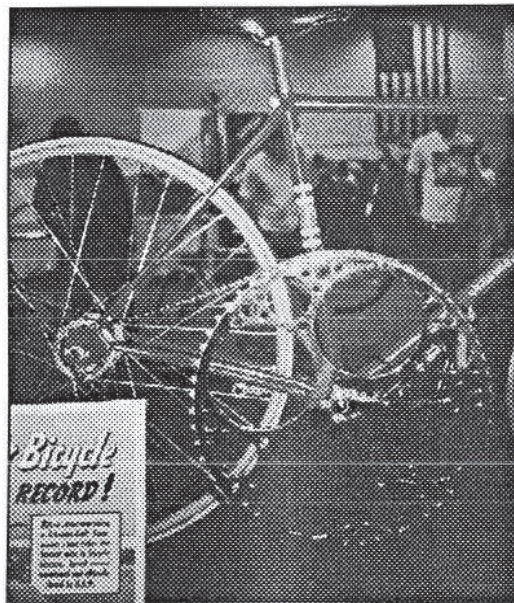
—Don

A Look at the Chicago Consumer Bike Show

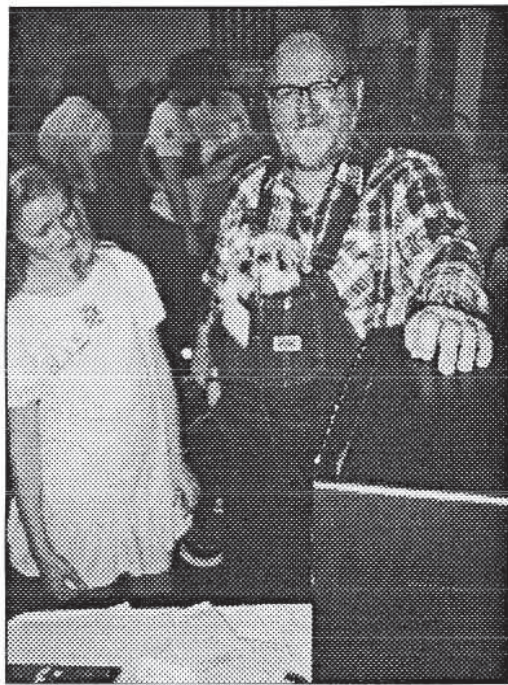
There was plenty to see at the first Chicago Consumer Bicycle Show, held March 7 and 8 at Pheasant Run Resort in St. Charles, IL. The show, sponsored by the Chicago Area Bicycle Dealers' Association (CABDA), featured bicycle manufacturers (including a couple who didn't bother to attend the November dealer's show), parts and accessories makers, and organizations including the Chicago Bicycle Federation and the League of American Wheelmen.

A CABDA spokesperson said the organization was pleasantly surprised by the turnout. The official apologized for the hamburgers he was carrying at the time and explained that he hadn't had time to eat in two days.

Lon Haldeman brought his radical Burley to the show. This



Alfred Letourneur pushed this 252-inch gear to 108.92 mph on May 17, 1941, and became the world's fastest cyclist.



Just a couple of "high-rollers" from Kansas City: Al Kreitler and company mascot "Killer."

extended-wheelbase tandem features an Altop suspension for the stoker (seat mounted at the end of a long, flexible arm), hydraulic brakes and aero bars, front and rear. The aero arrangement for the stoker is especially interesting: Lon uses a mountain bike bar with half a Scott clip-on mounted at each end.

Meanwhile, at the other end of the display area, freestyle riders were demonstrating their bike-handling abilities. One rider attracted a lot of attention by riding all over a car brought into the arena for the purpose.

Anyone looking to explore a large cross-section of Midwestern cycling would be well advised to attend the '93 version. If you're interested in making a weekend vacation of the show, be sure to check out the Fox River Trail which runs through the heart of St. Charles.

Rides Of Interest

APRIL

SUN 12 11th Annual Easter Ride. 25-, 37-, 45- and 62-mile flat to rolling routes. Includes map, patch, sag, marked route. Registration \$10 before April 1; \$15 thereafter. For application write: Folks on Spokes, c/o Rick Steele, Box 824, Homewood, IL 60430. Info: (708) 748-0123.

SUN 26 19th Annual Silver Springs 60. 25-, 45-, 60-mile routes on flat to rolling terrain in the Fox River Valley. Starts in Yorkville, IL (10 miles SW of Aurora). Preregistration only by March 30—\$14. Includes sag, rest stops, spaghetti dinner, waterbottle and patch. Send SASE (business size) for REQUIRED registration form to: Aurora Bicycle Club, P.O. Box 972, Aurora, IL 60507. 1300 rider limit.

MAY

SAT 16 1992 McLean County Spring Metric. 50 & 100Km routes. Registration from 7 to 8 a.m. for 100Km riders (to 9 a.m. for 50Km) at Davis Lodge, Lake Bloomington. Includes route, sage, map and food (all-you-can-eat-spaghetti). Registration \$12 until May 1st; \$15 thereafter. Family rate: \$30 before May 1st; \$36 thereafter. Make checks to McLean County Wheelers, P.O. Box 947, Bloomington, IL, 61701.

SUN 17 Decatur Freewheelers Spring Metric '92. Two loops—37 and 25 miles. Includes: sag, maps, food & water stops and a BBQ meal. Registration open from 7 to 10 a.m. Registration: \$10 by May 1; \$12 thereafter. Make checks to Decatur Freewheelers, Inc. Mail to: Michael Simpson, 1625 Decatur St., Decatur, IL, 62522.

FRI 22-MON 25 GEAR in the Bluegrass (NOTE: REGISTRATION FORM IN LAW ALMANAC IS INCORRECT, DO NOT USE) This national LAW rally includes: over 30 rides in Central Kentucky; exhibits of bicycle-related items and; workshops on all aspects of cycling. GEAR in the Bluegrass, P.O. Box 8044, Lexington, KY 40533.

SAT 23, SUN 24 Blackhawk Metric. Blackhawk Bicycle Club

SAT 30 American Cancer Society Bike-A-Thon. Fundraising team ride at Glen Oak Park. Four to five members per team. All riders receive lunch and a T-shirt. Prizes awarded to top fundraisers. Traveling trophy awarded to team collecting the most pledges. Registration: minimum \$10 per team member. For more information contact Kent Kowalske, 693-4880.

JUNE

SAT 6 Udder Century. McHenry County Bicycle Club
SAT 6 Pedal-In. Illinois Valley Wheelm'n. Bill and Julie Semmens—organizers (693-9388).

SAT 6, SUN 7 Ride to the River. 62 miles each day. Macomb—Nauvoo—Macomb. Overnight camping. Ask the editor.

SUN 7 Hoosier Hills. Sat: 25, 60, 100 miles. Sun: 25, 50 miles. Both days rolling to hilly. Includes map, patch, sag, marked route, food (including lunch and entertainment Saturday). Registration \$10.50 until May 17; \$12.50 thereafter. For application write: Bloomington Bicycle Club, c/o Barbara Anderson, P.O. Box 463, Bloomington, IN 47402.

SAT 13, SUN 14 15th Annual Tour of Mississippi River Valley (TOMRV). Saturday: 106 miles from Bettendorf, IA through Galena, IL to Dubuque IA. Sunday: 86 miles return. Challenging terrain. Short course available. Includes: baggage transfer, Saturday night dinner, T-shirt, water bottle, fanny flag, map, cue sheets, marked route, sag. Overnight accommodations not included in fee. Non-refundable registration: \$40 before March 31; \$45 before April 30; \$50 before May 31. TOMRV 15, c/o Susie LaForce, 2023 East 45th St., Davenport, IA 52807. For info, call (319) 355-5530.



SUN 14-FRI 19 Ride Around Wyoming (RAW). 6-day, 447-mile journey around the Wind River Mountains begins and ends in Jackson, WY. Includes: sag, baggage transport, aid stations, repair van, medical support, souvenir, overnights in five towns (outdoor camping; limited indoor space also available), maps, cue sheets, marked route and certificate of completion. Meals are each rider's responsibility. Registration: \$90 before April 13. Limit 200 riders. Confirmation via SASE. For application write: Ride Around Wyoming, Inc., c/o Bob Faurot, 18 Paradise Drive, Sheridan, WY 82801. For more info, call (307) 672-6323.

FRI 19-SUN 21 1992 Michigan National 24-Hour Challenge. Ask the editor.

SAT 20, SUN 21 Mississippi River Ride. 40/70 mile options each day. Loop ride starts in W. Burlington with overnight stay in Nauvoo, a restored Mormon community. Fully supported ride over mainly flat, lightly travelled roads. Call (800) 827-4837. Write BikeBurlington, P.O. Box 1135, Burlington, IA, 52601.

SAT 20-SAT 27 7th Great Annual Bicycle Adventure Along the Wisconsin River (GRABAAWR). 500-mile route (or any of seven legs) mainly follows low-traffic, county and town roads from Boulder Junction to Prairie Du Chien, WI. Helmets mandatory. 1,000 rider limit. Non-refundable registration: \$140 before June 1, \$175 thereafter. Includes transport from Prairie Du Chien to start (not guaranteed with late fee); seven overnights; baggage transport; sag; map and cues; commemorative jersey and patch. GRABAAWR, P.O. Box 6148, Madison, WI 53716-0184. For info, call: (608) 256-2686.

SAT 20 Sangamon County Fair Metric. Springfield Bicycle Club

SUN 21-SAT 27 Touring Ride In Rural Indiana (TRIRI). 435 miles, flat to very hilly. Includes amp, patch, sag, marked route, food, camping, baggage transport and t-shirt. Registration \$160 until June 14. For application write: Bloomington Bicycle Club, c/o Barbara Anderson, P.O. Box 463, Bloomington, IN 47402.

SAT 27, SUN 28 MCBC Little Trouble. McHenry County Bicycle Club
SUN 28 Swedish Days. Fox Valley Bicycle Club

TUES 30-SUN, JULY 5 Tour de St. Croix/1992 League of American Wheelmen National Rally, River Falls WI. Workshops and rides each day. Sponsored by LAW, Minnesota Coalition of Bicyclists, Eco Tourism Council, Inc. For registration packet, contact Jerry Waller, 1992 National Rally Coordinator, 102 N. 9th St., River Falls, WI 54022. For more info, call (715) 425-1009 or (715) 425-4484.

JULY

SAT 18 Ride Across Indiana (RAIN). 160 miles, from Illinois-Indiana state line to Richmond, IN, rolling terrain. Includes map, sag, marked route, food, t-shirt. Registration \$20. For application write Bloomington Bicycle Club, c/o Steve Merry, P.O. Box 463, Bloomington, IN 47402. For more info, call (812) 339-4717.

AUGUST

SAT 1-TUES 4 1-4 Across Illinois. Joliet Bicycle Club

SEPTEMBER

SUN 13 Capital City Century, Springfield Bicycle Club.
SAT 19 Diane's Ride. Illinois Valley Wheelm'n

SUN 27 19th Annual Apple Cider Century®, 25, 50, 75, 100 miles. Three Oaks, MI. Includes marked route, map, fanny flag, sag, food stops, certificate of recognition and spaghetti dinner. Limited to 7000 riders. Registration \$20 by July 31st. No late registration. ACC '92, P.O. Box 7000, Three Oaks, MI 49128. Info hotline: (616) 756-3361. Include SASE (business size) with application fee. Sponsored by Three Oaks Spokes Bicycle Club.

Interagency Bikeway Council Working Group Meets

—by Ted Sanders, LAW Director, Region 8



THE CLIMATE IS RIGHT. Governor Edgar's attitude is right. Illinois can become a more bicycle friendly state.

The Department of Transportation, Department of Agriculture, Department of Conservation, State Board of Education, Department of Commerce and Community Affairs, Secretary of State and the State Police were all represented at the March 17 meeting of the Interagency Bikeway Council (IBC) Working Group. Randy Neufeld, Executive Director of the Chicagoland Bicycle Federation (CBF), and Ted Sanders, Director of League of Illinois Bicyclists (LIB), also attended the meeting.

Craig Williams, IDOT Bicycle Coordinator, opened the Working Group meeting by relaying some views from the Governor's Office. It was clear that the Governor considers the Inter-modal Surface Transportation Efficiency Act (ISTEA) as a transportation act and not just a highway transportation act. Governor Edgar encouraged the Working Group to move forward with all fourteen of the recommendations of the Interagency Bikeway Council (IBC) presented in the April 29, 1991 report. The Governor also indicated that the Working Group should meet on a regular schedule. The League of Illinois Bicycles is pleased with the Governor's position. This attitude is favorable to LIB's goals.

LIB must continue to work with the IBC Working Group to implement the April 1991 recommendations and to get a fair share of the new federal

transportation funds for making new construction and reconditioning projects bicycle safe. IDOT representatives indicated that progress was being made on implementing the unwritten policy of considering bicycles in all projects. IDOT is currently working on a revision of their policy manual. The new revision will include the present unwritten policy. This is good news for bicyclists.

Craig Williams also announced the State bicycle map project was progressing. The criteria (road surface, shoulder conditions, width of lanes and average traffic) has been checked against ratings by bicyclists. After some adjustment the criteria closely parallels bicyclist's ratings. The State will probably be divided into nine sections in order to produce a map with a useable scale and size. The first section to be published is the Southern Section. The target is a late summer publication of the Southern Section. Since this has been budgeted in funds that should be expended by the end of August 1992, there is pressure to meet this target date.

All departments reported on their activities and plans which related to the IBC recommendations. Space does not permit a review of these reports. However, it was encouraging to hear all departments report that they were implementing and planning projects that will make Illinois a more bicycle friendly state. There was a warning that some non bicycling groups might make an effort to dilute the effectiveness of the 1989 Bikeway Act

that provides funds for matching grants for bike paths. LIB and its members must be prepared to support the 1989 Act and to protect the funds for bike paths.

An Advisory Committee to the IBC Working Group was discussed. There was no decision as to the make up or method of operation of an advisory committee. However, two or more possible plans will be presented at the IBC Working Group's next meeting in June 1992.

The meeting ended with a general consensus that quarterly meetings should be held as long as the activities of the Working Group was worthwhile. Although no date was set for the next meeting, it should be scheduled for June to conform to the consensus of the group.

The IBC Working Group is enthusiastic. The new federal transportation funds may be used for bicycles. Now is the time for LIB and all League members to work with all authorities and at all levels to improve the bicycling environment in Illinois.

GET A FRIEND TO JOIN LAW TODAY.

Who is Craig Williams?

- Named the Illinois Department of Transportation Bicycle Coordinator in November.
- Rides about 2,000 miles per year, including the Spoon River and Capitol City centuries and Hilly Hundred.
- Currently working on state bicycle maps.
- Helped to arrange a three-day workshop for district IDOT engineers.
- Goals include rewriting IDOT engineering design manuals to specify the needs of cyclists
- Biggest challenges are the economy and non-cycling engineers.
- Willing to listen to statewide ideas or about problems unresolved at local district offices. Can be reached in Springfield, (217) 785-2148.

Information from March 1992
Chicagoland Bicycle Federation News

LEAGUE OF AMERICAN WHEELMEN MEMBERSHIP APPLICATION

I want to join the national organization of bicyclists. Please start my subscription to *Bicycle USA* magazine. Also send my membership materials, including bike and window decals, membership card, and a L.A.W. patch.

NAME _____
ADDRESS _____
CITY _____ STATE _____ ZIP _____
TELEPHONE () _____
CLUB _____

L.A.W. Membership Categories

(Pay by check or money order)

- Individual: \$25 Family Life: \$525
 Family: \$30 Sustaining: \$50
 Individual Life: \$350 Public Library: \$15
 Please add me to the Hospitality Homes

League of American Wheelmen, 190 W. Ostend St., Suite 120, Baltimore, MD 21230

Other People, Other Places

Don Silas, a member of the **Bloomington Bicycle Club** (Bloomington, IN), submitted 10 newsletter pages on his Paris-Brest-Paris experiences. He lists these as his BIG MISTAKES:

- Riding 500 miles between arrival in France and the start of PBP
- Riding into downtown Paris during the day
- Too heavy!
- Lingering at rest stops
- Making unscheduled stops

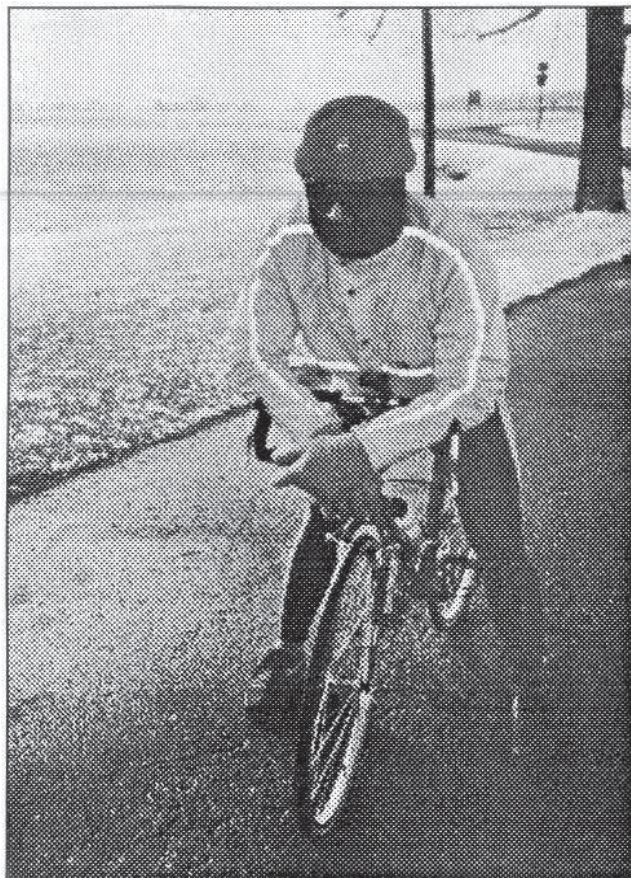
Don couldn't have made too many mistakes—not only did he finished the 750-mile ride, his home club, the Central Indiana Bicycling Association, paid his airfare to France (not clear if that was a round-trip ticket, however).

The **McLean County Wheelers** (Bloomington, IL) newsletter says June 28 is the date for this year's Un Tour De Fem, sponsored by Vitesse Cycle Shop. This is a women's only ride known for its good food and moderately picturesque terrain. More information to come.

From the Bicyclist Advocacy Bulletin, published by the **League of American Wheelmen**: The Mayor's Bicycle Advisory Council in Chicago has adopted a goal of reducing the number of single occupancy vehicles on commuter trips of five miles or less by 10 percent by the year 2000 and; Governor Jim Edgar approved more than \$3 million to 29 communities for bicycle path grants. The money is expected to add 57 miles of trails from this year's expenditures. Program is funded by a percentage of motor vehicle transfer fees as laid out in legislation passed in 1989.

Cindy Owsley, editor of the **BikeBurlington** newsletter, is exploring the wonderful world of bulk mailing: "Apparently the postal service tracks your error rate. I figure out of the 204 mailers, I accumulated at least 228 errors. I think I'm definitely in the running for an all-expenses paid trip to Jamaica or someplace neat."

Cindy also provides this rather inscrutable note: "Nude peanut butter sliding WILL NOT BE TOLERATED on RAGBRAI this year." Well, thank goodness . . .



"If I knew you guys were going to bring your fancy bikes, I wouldn't have brought my junk."—Phil England's muffled comment before the March 15 ride to Chillicothe.

For Sale

INFINITY RECUMBENT w/triple crankset, Paramount computer and Blackburn rack. Two years old. \$400. Call Gary Hartzler 674-3061.

ILLINOIS VALLEY WHEELM'N MEMBERSHIP APPLICATION

NAME _____ BIRTHDATE _____
 NAME _____ BIRTHDATE _____
 NAME _____ BIRTHDATE _____
 NAME _____ BIRTHDATE _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

PHONE () _____

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

Applicant Signature _____ Date _____

Make check to: Illinois Valley Wheelm'n, 6518 N. Sheridan Rd., Peoria, IL

**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.

BACK BY SEASONAL DEMAND . . .

April Meeting

After a great turnout
for the March Swap Meet,
the IVW returns to

Safetytown,

6518 N. Sheridan
7:30 p.m., April 23, 1992,
for video highlights
of the

1991 LAW National Rally

As always, smiles are free!
Bring a friend . . .

SPRING BREAKOUT RIDE APRIL 5 WASHINGTON SQUARE 8:30 A.M.

Pump up the tires
and
welcome in the

1992 Riding Season

(details inside)

...the sausage is so fresh, you have to slap it first!

LOGO CONTEST!!
DETAILS ON FRONT PAGE!!!



Illinois Valley Wheelm'n

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APRIL MEETING—APRIL 23—7:30 P.M.

Videotape of the 1991 League of American Wheelmen
National Rally . . . at Safetytown