

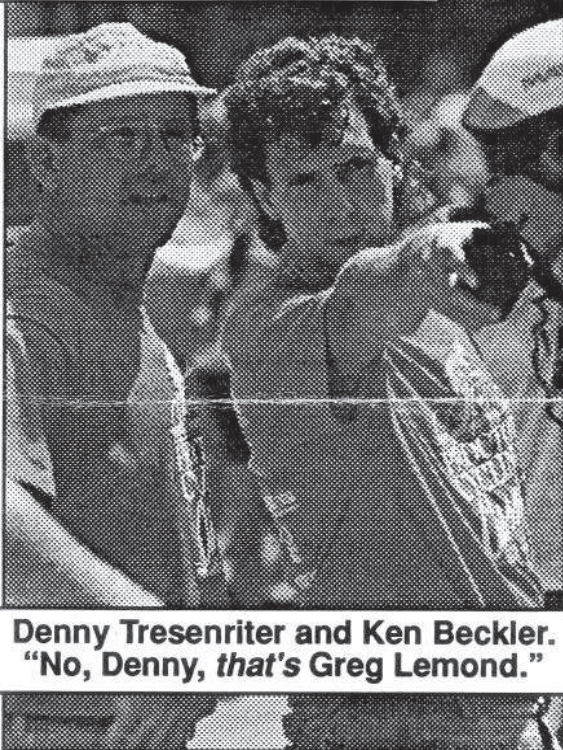
Illinois Valley WHEELM'N

SEPTEMBER 1992



6518 NORTH SHERIDAN ROAD, PEORIA, ILLINOIS 61614

AT THE PROCTOR CLASSIC



Denny Tresenriter and Ken Beckler.
"No, Denny, that's Greg Lemond."

FORREST HILL/GALE AVE UPGRADES PLANNED

NARROW LANES PROPOSED, BICYCLISTS MUST SPEAK OUT
—Eric Hutchison

The city and county are planning changes for these two streets between University and Sterling to handle increased motor traffic volume.

The present proposal:

- 4 traffic lanes + 1 center turn lane
- Lane widths to equal 11 feet (most existing Peoria lanes are 12 feet)
- No paved shoulders

To me, this equals another version of Knoxville or University Avenue, only with even narrower lanes. (yipee!)

These streets serve area bicyclists in a critical way. They comprise virtually the only continuous east-west route of residential streets in Peoria from Prospect Avenue to Route 8 (via Reservoir). They allow cyclists to reach shopping and business areas all across town plus low-traffic rural roads on the west side.

Plans are moving ahead; the time to act is now. **Please write to the city engineer and tell him why these roads are important to you as a bicyclist.**

Be sure to specifically request outside lanes wide enough for both motorists and bicyclists: **14' MINIMUM** (not including gutter area). It's time to start building bicycle-friendly Peoria; this is a prime place to start.

Please contact:
Gene Hewitt, Peoria City Engineer
City Hall, Room 307
419 Fulton St.
Peoria, IL 61602

? OF BALANCE

—by Steve Shaffer

So far this year, 99% of my cycling has been with other people—mostly fellow club members. My riding has improved far more this year than I ever expected. I'm sure it's because of the competitive nature of the people I'm riding with and the youthful energy they have and I don't. Even though I don't finish first, most of the time I'm with the lead group.

I did my first point-to-point cycling trip this year. Several Saturdays ago, Hank Hosewater joined me for a

century ride to Oregon, Illinois. As always, Hank has more stories and historical facts about the territory we were riding through than any historian could imagine. I even made it through DDP (dangerous dog passage) without bending another pump on some dog's head like last year's trip. All went well and Hank met up with Henrietta in Oregon while I stayed at my in-laws in the same town.

On the following Sunday (this is where the Balance part comes in), I continued my solo point-to-point journey to Roselle, Illinois (that's where my sister lives). It was one of those rides where everything is perfect: the weather, the wind (at my back most of the time), the

road (nothing like recently laid asphalt with humongus shoulders) and, best of all, a nice restaurant that had six normal-sized pancakes for \$3.20.

The 73-mile ride gave me time to fine tune my riding position without holding anyone up. I gave me a chance to ride at my natural pace, which was much faster than I expected.

However, while riding solo is nice once in a while, I really prefer riding with all of you.

See ya on the road—Steve





I hate Ken Beckler. Well, maybe hate is too strong a word. Let's just say I envy his ability to stick to a training schedule that has put him into the best shape of his life, better even than when he was racing and had to put his reputation on the line. I envy his ability to plan for results. Especially, when he has no good reason to do so.

What have I been doing for the past 10 years? Running headlong through life with all the conscious planning of a baseball speeding toward a picture window. My lack of training means my regal 17-mph pace fades when Beckler spins past at 25.

My fantasy is simply to outlast him: to race past him when he's old and decrepid.

Imagine the two of us—at 98 and 99 years of age respectively— zipping down the street at a blazing six mph. I'll summon up my reserves, increase my speed by an eighth of an hour and pull slightly ahead. Then, as I steal a backward glance at my vanquished prey, Don Eberle will emerge from nowhere and quickly pass us both, saying "Try a higher cadence, Sam," as he disappears down the road.

Here's a confession that won't surprise anyone, though I'm sure it annoys the touring elite—I like bicycle racing. It's a pleasure to watch highly trained athletes explore the limits of their tactical skills and physical capacities. At one time, I even thought of myself as a racer. A racer with a single category IV win to show for my efforts.

The IVW has always attracted a small group of racers, real racers with USCF licenses, dented bicycle frames and beat-up cars. They coordinate their racing activities through the Peoria (Proctor) Bicycle Club and enjoy the

IVW for its comraderie. These folks can teach the rest of us a lot about bike handling, training and proper fit—important subjects for cyclists who want to improve their riding abilities, even if they don't wish to race.

The IVW has also attracted its share of "shamateur" racers, non USCF-licensed riders, who mistake a group of riders for a highly organized echelon and a gentle tour for a race to the death. Because they prefer to choose their competition (see: Shooting fish in a barrel), shamateurs rarely surface when true athletes are present. But when they do come out, they invariable choose the deadliest weapon in their bag of tricks—half-wheeling.

What's half-wheeling? It's the hack cyclist's substitute for outright competition.

Half-wheelers are those prickly folks who consciously or unconsciously push the pace. They pull a half wheel ahead of the person they're riding with. Its a position of dominance. The person behind is compelled (again consciously or unconsciously) to pull even with the half-wheeler, whereupon, the half-wheeler again moves ever so slightly ahead.

It's an infuriating exercise of which to be the victim because it's the bicycling equivalent of the pecking order. Half-wheeling antics are especially maddening because the stakes are so tiny—virtually non-existent. Do we really have to be reminded that someone else may be a stronger rider than we are? Do we have to remind other people that they might not be as strong as they think they are?

Far from being better riders, half-wheelers are simply afraid of outright competition.

Ohhh . . . that word "competition."

Competition is like a dirty word that you understand and use in private, but don't acknowledge in polite company. Yet it's my contention that competition is healthy and needed, but only when it's openly practiced.

It's no secret that there's a certain segment of the cycling community that really doesn't care for the word "competition," or the sport of bicycle racing. Cycling for these folks is the conscious pursuit of little pleasures. The achievement of small goals. A quiet refuge in a brash, noisy world. As it is for me.

No wonder that so many tourists turn their noses up at the racers. Bicycle racers (at least the modestly successful

ones) aren't in the sport for the comraderie, they're in to win (or at least to keep from getting lapped). Even worse, a racer's mount isn't to be cherished and maintained, it is to be bent up, hacked up and ridden into the ground. Instead of a beautiful mechanism, the bicycle is simply a tool to be used until it breaks. Aack!

Except in races against the clock, racing isn't about personal improvement, it's about beating the other guy. Plain and simple. And maybe honestly refreshing for a change.

—sj

The Illinois Valley Wheelm'n
Peoria, IL

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a member club of the
League of American Wheelmen

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.

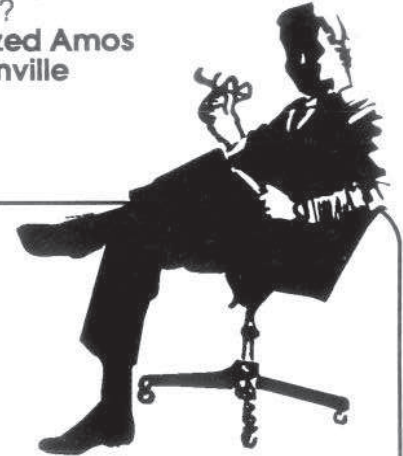
Misc.

- Volunteers—Rise up and don your baking mitts for Diane's Ride. Drop off your cookies before the ride at Mr. Steak across from Northwoods Mall, or just bring your delectables to the ride (we won't look). Call Jeannie Gullett at 673-6139 for details.
- Jeannie has yet another project going. She's looking for volunteers to highlight their "Earthly Talents" with a not-for-profit environmental education and resource group: Peoria County Model Community. They're trying to make the planet user-friendly by promoting environmentally sound actions including waste reduction and recycling. Consult first paragraph for phone number.
- Say Jeannie, are you still a IVW member?
- It's everything you wanted to know about bicycle trails and more. It's the Annual Meeting of the Illinois chapter of the Rails-to-Trails Conservancy in East Peoria, October 3. What's on tap? Meetings, trail rides and guest speakers. Registration is \$25 for members, \$35 for non-members. Register before September 23 to guarantee yourself a place at the Saturday lunch. Call George Burrier for more information: (309) 676-6113.
- It's true. The Prairie Cycle Club (Urbana, IL) cancelled its fall century. This terse message appeared in its August newsletter: "The Fall Century is cancelled. Only eight people volunteered for the fifteen positions needed to put on the century."

Dear Dr. Deraillleur,

I'm amazed at the depth of your knowledge. You have an uncanny ability to produce an answer to any question on the spur of the moment. Is there anything you don't know?

**Amazed Amos
Bartonville**



No.

Confidential to Dried Up in D.C.:
Don't be silly; you're soaking in it.

—D.D.



IVW members discuss bike access proposals with city road planner

—Eric Hutchison

On July 31, IVW members Laura Otten, George Dudley, Brian Chumbley, and Eric Hutchison met with Peoria Traffic Engineer Jim Baumann to discuss our "Top 20" list of projects intended to improve bicycling conditions in the Peoria area (list printed last newsletter). As expected, not all of our projects fall directly under city responsibility. Jim told us about others we will need to contact at the county and state level to pursue our goals (our next planned step). He also gave us leads on some additional road projects which are now in the planning stages (the best time to plan for bicycle use).

In a nutshell:

Baumann said "yes" to changing the existing blockade at Brandywine and Westaire to allow bicycle access. "Yes" means he will pursue the project with the city council and (we hope) make it happen. Changes are being planned for Forest Hill and Gale Avenue to handle more MOTOR traffic between University and Sterling. Plans are also underway for the Moss Avenue / Sheridan Road/ Union Street area to accommodate a housing unit and an improved airport route from downtown (5th Street); closing Union Street has been mentioned.

Some details:

Most of these items were discussed in the July 31 meeting. A couple came from later phone calls by Eric Hutchison

- 1. BICYCLISTS' GUIDE MAP OF PEORIA**—#1 priority on IVW projects list. Baumann's department does not make maps, but he gave us a few leads to get started. We left him a copy of the Madison, Wisconsin bike map and a Peoria bike loop developed by Eric Hutchison for IVW use.
- 2. BRANDYWINE / WESTAIRE**—Modify existing blockade for bicycle access. This one is very possible, Baumann will approach city council with proposal. (IVW will follow up.)

- 3. FOREST HILL / GALE UPGRADE**—Existing city / county project, not an IVW proposal. Sections between University St. and Sterling will be changed to increase traffic capacity. Unfortunately, bicycles are not yet considered "traffic"; narrow outside lanes are planned (11'). **BICYCLISTS CALL TO ACTION**—see related item in this issue.

- 4. KNOXVILLE / NORTHMOOR / PROSPECT INTERSECTION** (In front of IDOT office)—IVW has asked for pedestrian signals (to cross Knoxville) as short-term help until a better bicycle access plan exists for this troublesome and important intersection. Crossing signals are city responsibility here, but Baumann has not committed to improving them yet. IVW will arrange meeting with city, state, and Peoria Park District (RI trail extension) to start long-term planning for this area.

- 5. NORTHMOOR RD.**—IVW proposes widening, especially from University to Allen Rd. City has an existing Capital Improvement Plan for Northmoor, but it is currently low priority (no planned construction dates).

- 6. HALE AVE / ALTORFER LINK**—IVW proposes this to complete a network of secondary roads in Pioneer Industrial Park from Allen to Knoxville. Baumann mentioned problems with access in this area due to private property involved. IVW will discuss easement issue with Peoria Park District (RI trail extension involved).

- 7. MEADOWBROOK ROAD.**—IVW proposes widening between Brandywine Drive. and Dries Lane. This is city territory, but no projects are planned for this road.

 **FOR SALE**

Bike workstand
Older tripod style. \$25.
Gregg 243-5206.



Members advertise for free in the IVW newsletter. Mail your ad to Samuel Joslin, 1318 W. MacQueen, Peoria, IL 61604.

- 8. MOSS AVENUE / HIGH STREET / SHERIDAN ROAD**—IVW proposes a connection from High Street to the Peoria School of Medicine. Baumann reported this whole area is currently getting a lot of discussion. Changes are intended to accomplish the following:

- Improve airport access from downtown (5th street will be widened)
- Accommodate a new housing development.
- Reduce traffic on Moss Avenue (per neighborhood association request). Closing Union Street has been mentioned.

IVW will follow up with other city officials to get details of proposals.

- 9. UNIVERSITY SHOPPING PLAZA ACCESS** (Merle Lane)—Intersection changes are planned here to accommodate the new Peoria Wal-Mart on University Avenue. The Merle Lane entrance and signal will be replaced by one at Florence (one block north). This means bicycle access via a residential street will remain.

- 10. REMOVAL OF OUTDATED PEORIA "BIKE ROUTE" SIGNS**—Baumann reported his two-man crew responsible for sign maintenance in Peoria is stretched quite thin. Help from IVW volunteers to accomplish this task is not possible due to city union rules. Eric Hutchison plans to locate and map the existing signs to see how much work is involved in removal. He will also check existing city laws about bicycling on sidewalks (bike route signs suggest this mode of travel).

Get a Life (or...How to Ride As Though You Have One)

—by Eric Hutchison

The IVW grapevine is grumbling a bit these days with some familiar but unwelcome news. It seems that basic bike safety and courtesy has taken a back seat on our recent group rides. The specific behavior I heard about was riding in large packs, up to 4 abreast, and disregarding the warnings of fellow riders to fade to single file when traffic approaches (“car back”). Sounds like it’s time for a few safety reminders. Hopefully, this will get us back on track.

I might also mention a more caustic option we can use if it becomes necessary: Diane Matuska was serious enough about bike safety to advertise the names of blatant offenders in our newsletter.

Whatever it takes.

“Hey, I ride to have fun. Nobody’s been hurt. Lighten up.”

Well, here’s a few reasons to sit up in the saddle and pay attention:

1. Following some simple rules keeps us all upright and smiling as we roll down (and not on) the road. Neglect of safety by one rider can very quickly create a dangerous situation for the entire group. (Group road rash is not likely to win the initiator any popularity awards.)
2. It’s important that we demonstrate a positive public image to motorists, our fellow road users. Like it or not, our group rides create a “rolling billboard of bicyclist behavior.” Our actions, and motorists’ reaction to them, affect every cyclist within, at least, a 50-mile radius of Peoria (even those who’ve never even heard of the IVW). Think of this the next time you’re out riding and encounter an impatient or abusive motorist.
3. Also, we are now trying to convince road planners to create bicycle friendly streets in our area. These folks live and (mostly) drive

within our midst. People who don’t ride often consider bicycling to be a daredevil activity and not a legitimate form of transportation used by rational adults. It is vital, especially now, that the IVW practices responsible road use. The group rides are our advertisement.

Enough said, here’s the basics:

SAFETY and COURTESY RULES FOR BICYCLISTS (ESPECIALLY SUITED FOR GROUP RIDES)

1. Avoid riding in large packs (more than about six bikes in a group). Create some space in large groups for motorists to pass safely. This one is going to take some initiative from all of us. If you find yourself in the middle of a long line of riders, back off a bit and suggest that others nearby join you.
2. Before passing fellow cyclists (always on the left), make them aware of your approach. The common expression is “passing on your left.”
3. When turning, make your intentions very clear using proper hand signals. This helps motorists as well as other cyclists.
4. When braking, warn the rider behind you by dropping your left hand down with palm facing rearward. It also helps to augment this with the verbal warning “BRAKING,” especially for unexpected stops.
5. Point out road hazards (holes, debris) to fellow cyclists following in your path.
6. When motor traffic approaches, warn riders ahead of you by shouting out “CAR BACK”. Then drop back and ride single file while the car passes. Engrossed in enjoyable conversation, we all to often overlook this rule.

7. Maintain single file at intersections. Do not “gang up” and block motor traffic.
8. Get all bikes and riders at least 6 feet off the road when stopping for any reason other than waiting for clear traffic. (I haven’t been on a group ride yet this year where I saw this rule followed.)
9. Maintain safe riding distance from the rider ahead of you. This gives you time to react to any sudden problems—road rash is not a fun thing to share.
10. Speak up when other riders in your group neglect safety. Be friendly, firm, and humble - hopefully someone else will care enough to speak up when YOU make a mistake.

Suggested Reading:

Street Smarts, Bicycling’s Traffic Survival Guide by John S. Allen
This is an excellent booklet and we have some copies available. Contact: Eric Hutchison 685-3921.

Did you miss Tour de Witt?

If so, you missed a good ride, good food and good friends. This was the second year for Tour de Witt put on by the Clinton Area Cyclers. Last year they had 130 riders; this year 280 riders showed up for this ride around the Clinton, Illinois area. The ride started and ended at Weldon Springs State Park. The ride began with coffee, muffins, etc., for breakfast and ended with a ribeye steak sandwich, salad, fruit and watermelon.

Thanks to all of you who didn’t have some of the freshly buttered, warm homemade cinnamon rolls at the first food stop. The 60-mile ride had food stops every 15 miles for those of you who (like me) ride to eat.

This mature gentleman survived the 64 miles quite well, thank you. We saw or talked to several people from the IVW, passed out fliers for Diane’s ride and made plans to attend the Tour de Witt again next year.

—Roger Jensen

SEPTEMBER

SAT 5, SUN 6 COMPACRACC. Shorter version (100 miles over 2 days) of PACRACC. Late registration after August 21: \$45. See next entry.

SAT 5-MON 7 11th Annual Pantagraph Area Cyclist Ride Around Corn Country (PACRACC). 220-mile ride over lightly traveled roads in Central Illinois. Includes 5 all-you-can eat meals, camping, baggage transport, route services and more. Late registration after August 21: \$75. HELMETS REQUIRED. The Pantagraph, Marketing Services, PACRACC, 301 W. Washington St., P.O. Box 2907, Bloomington, IL 61702-9973.

SUN 6 Tour of Hog Heaven. 25,62,100 miles. Part of Annual Hog Days Festival (soooie!) in Kewanee, IL. Includes T-shirt, map, rest stops, sag and showers. Registration \$8 before September 4; \$10 ride day. Proceeds benefit Kewanee YMCA. For more information, call (309) 852-3735.

SUN 6 Wabash River Century. Lafayette, IN. 35-mile mountain bike route and 35-,60- and 100-mile road routes. Includes marked and mapped routes, fannie flag, food stops, sag, after-ride dinner. Late registration after August 20 is \$17. Check-in at 7 a.m. For more information, call Lynn Hodson (317) 743-3506.

SUN 13 20th Annual Capital City Century. Springfield, IL. 25,62,100 miles. 7 a.m. mass start for 62- and 100-mile riders. 11 a.m. start for 25-mile riders. Includes 3 food stops (1 on 25-miler), marked route, map, sag, showers and post-ride party. Late registration after August 29 is \$12 for 62- and 100-mile routes; \$8 for 25-miler. Contact: Michael Becker, P.O. Box 2203, Springfield, IL 62705. Call (217) 528-3405.

SAT 26 Amish Country Ride-to-Eat. 25,40,60 miles. Arthur, IL. Includes free camping Friday and Saturday nights, maps, marked route and sag. Late registration after August 31 is \$5; homemade meal \$6.50 (\$3.50 for children under 12). Sponsored by Decatur Freewheelers Bicycle Club, Inc. Michael Simpson, 1625 Decatur St., Decatur, IL 62522. Call (217) 422-2193 or (217) 423-5004.

SUN 20 Spoon River Scenic Century. 30, 65,100 miles. Canton, IL. Includes map, marked route, sag service, rest stops, showers. Registration \$10 before September 4; \$12 thereafter. Spoon River Wheelmen. More information available from editor. 688-0922.

SUN 20 Haldeman Hundred. 25,50,75,100 miles. Stillman Valley, IL. All new route. Includes map and cue sheet, marked route, sag, rest stops (with homemade cookies), sandwiches (75- and 100-mile routes) and post-ride spaghetti dinner. Registration \$8 individual before September 4; \$10 thereafter. T-shirt available. For more information, call Judy Peters (815) 398-7696.

OCTOBER

SAT 10, SUN 11 Hilly Hundred. Bloomington, IN. Fifty hilly miles each day. Hilly Hundred, 5224 Grandview Dr., Indianapolis, IN 46208. Call for more info: (317) 251-4130.

SEPTEMBER 19 Diane's Ride. 30-,60-,100-mile routes. Lake Camelot, IL. Includes: breakfast (bagels, coffee and juice), map, marked route, food stops, sag service, showers, swimming, after-ride pasta feast (meat and vegetarian), salad bar, REAL French bread and Spotted Cow ice cream. HELMETS REQUIRED. Registration \$12 before September 12; \$14 thereafter. Sponsored by Illinois Valley Wheelm'n. Bryan Chumbley, 931 W. Willcox, Peoria, IL 61604. For more information, call Vitesse Cycle Shop (309) 682-8777.

News from Proctor Cycling Club

- Jack Patterson broke his collarbone during a August 12 training ride near Wyoming, IL. Patterson fell after his front wheel came into contact with the rear wheel of another rider. Team members winced when medical technicians removed Patterson's \$50 team jersey with a pair of \$3 scissors.
- The night before the road race, Ken Beckler's driveway looked like someone else's. Ken had been collecting race support vehicles from Joe McCarthy. By nightfall, Beckler had parked a VW Cabriolet, an Astro Van and a BMW convertible.
- Racers may not be used to this kind of treatment. The Holiday Inn Brandywine graciously donated several rooms for the pro racers. Race chairperson Leslie Matusak arranged for the Shakley team to be picked up at the airport in a limousine and taken on a tour of the town before meeting them for dinner.
- Peoria Police Officer Steve Miller was enforcing the parking ban prior to the Proctor road race. He was traveling house-to-house by mountain bike requesting residents move their cars off the street when he recognized a man on whom he had an outstanding arrest warrant. He was sitting on his front porch, ready to watch the race. Miller made the arrest and called the sheriff's department to pick up the spectator. The arrested man remarked to Miller, "That was cold, man. Sneakin' up on me on a bicycle."
- Two days after competing in the Proctor Cycling Classic, Randy Senneff entered the hospital for surgery to alleviate a degenerative back condition—a long-term medical problem. He is now recovering at home—if he hasn't already jumped back on the bike.

New Member

Elizabeth Heuermann

Peoria

Bicycle Provisions in Intermodal Surface Transportation Efficiency Act

—Ted Sanders, District 8 LAW Representative

This recent federal highway legislation provides many opportunities for improving bicycling. Bicyclists must act now! Bicyclists need an organized approach to participate in planning new facilities and rehabilitation of present facilities. Current officials who are involved in the transportation planning process need information on the needs of cyclists. These officials are willing to listen and learn about safe, efficient bicycle facilities.

Now is the time to inform planning officials about the need for:

- Wide outside lanes
- Four-foot paved shoulders (without rumble strips)
- Safe access to bridges, overpasses and underpasses
- Bicycle-safe drain grates
- Bicycle-sensitive actuation switches for stop lights.

Some of the provisions of the legislation are:

- State departments of transportation and metropolitan planning organizations must provide a variety of interested parties, including the general public, the opportunity to comment on proposed long-range transportation plans and transportation improvement programs developed through the statewide and metropolitan planning processes.
- Funds apportioned for the National Highway System may be obligated for bicycle transportation.
- Funds apportioned for the Surface

Transportation Program may be used for bicycle transportation.

- Ten percent of surface transportation program funds apportioned to a state are available only for transportation enhancement activities. Provision of bicycle facilities is one of eleven activities eligible for the enhancement funds.
- Metropolitan planning organization plans and programs must provide for the development of transportation facilities (including pedestrian walkways and bicycle transportation facilities) which will function as an intermodal transportation system for the state.
- The state shall undertake a continuous transportation planning process which shall, at a minimum, consider the following: Number three on the list is "Strategies for incorporating bicycle transportation facilities and pedestrian walkways where appropriate throughout the state."
- The state must develop a long-range plan for bicycle transportation and pedestrian walkways for appropriate areas of the state.
- The state planning process must consider strategies for incorporating bicycle transportation facilities in projects where appropriate throughout the state.
- In any case where a highway bridge deck being replaced or rehabilitated with federal financial participation on which bicycles are permitted to operate at each end of such bridge and safe accommodations of bicycles can be

provided at reasonable cost then such bridge shall be so replaced or rehabilitated as to provide such safe accommodations.

- A state may obligate funds apportioned to it under sections 104 (b)(2) and 104 (b)(3) for construction of bicycle transportation facilities and for carrying out nonconstruction projects related to safe bicycle use.
- A bicycle transportation facility is defined as new or improved lanes, paths or shoulders for use by bicyclists and traffic control devices, shelters and parking facilities for bicycles.
- Facilities for the use of bicyclists are eligible projects under the Scenic Byways Program which is a part of the recent legislation.
- The National Recreational Trail Funding Program also provides funds which may be used for bicycle projects.

There is funding available for many bicycle projects. However, bicycles must act to assure that bicycle projects are included in the plans. Without an organized effort, the state will be pressured to continue with the business-as-usual approach of spending all of these funds for highways for the automobile.

Join the League of American Wheelmen, the national organization of bicyclists. Joining LAW also automatically makes you a member of the League of Illinois Bicyclists. The LIB is working to help bicyclists participate in the transportation process of the state and metropolitan planning organizations.

LAW applications are available from the editor. Call Samuel at 688-0922.



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.

Did you hear about all the FOOD at Diane's Ride?

Details on page six

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September 19, 1992

Illinois Valley Wheelm'n
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MEMBERSHIP EXPIRES: 10/03/92

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203 LOCUST
WASHINGTON, IL 61571

SEPTEMBER MEETING—SEPT. 24—7:30 P.M.

Steve and Sue Weast with slides of Big Sur

... at Leonardo's