

Illinois Valley WHEELM'N

JANUARY 1993



6518 NORTH SHERIDAN ROAD, PEORIA, ILLINOIS 61614

RECORD ATTENDANCE AT NOVEMBER ANNUAL MEETING

OVER 90 ILLINOIS VALLEY WHEELM'N members filled the upper room of O'Leary's Restaurant to overflowing during the club's annual meeting, November 14.

The unexpectedly large turnout led to remarkably few problems, though the size of the crowd meant a long wait for members in the rear of the buffet line and a later-than-expected meeting adjournment.

Generous door prizes, including jerseys, gift certificates, bicycle computers and more were donated by Russell's Cycle World and Vitesse Cycle Shop. Both shops also received special awards citing them for their sag service during the club's invitational rides.

Club members approved the recommendation of the executive board to maintain membership dues at their current levels: \$10 for individuals and \$12 for families.

Treasurer Steve Weast reported 1992 was a profitable year for the IVW. As of November 12, 1992, the club commanded a checking and savings accounts balance of

\$4,996.11. That figure far exceeds the previous year's balance of \$3,203.11, calculated November 1, 1991.

Top revenue sources during 1992 included membership dues (\$2,160), Pedal-In (\$1373.60) and Diane's Ride (\$811.21).

Advocacy Chairperson Laura Otten reported the activities of her



committee during its first year of existence.

During the year, advocacy committee members attended the League of American Wheelmen rally in Wisconsin, an Illinois Department of Transportation seminar used to educate IDOT engineers about cyclists' needs, Tri-County Regional Planning Organization meetings and the first meeting of the League of Illinois Bicyclists.

In addition, the advocacy committee initiated communication with area transportation planners concerning various road projects and worked with Peoria officials to inject bicycle-friendly language into a long-range planning document.

Officers elected during the annual meeting included Steve Grube, ride coordinator, Eileen Dudley, membership chairperson, Bob Wilson, social chairperson and Jagada Kosey, secretary.

The Hub of the Club Award, presented annually to the person best demonstrating the volunteer spirit on behalf of the club, was presented to Bill Wright in recognition of his

success in leading well-attended and well-organized weeknight rides.

The Broken Saddle Award, given this year in recognition of the highest accumulation of club miles, was presented to George Dudley and Bob Wilson; both riders accumulated approximately 2,400 club miles during 1992.

Steve Grube captured the Most

4'KNOW THE CHRISTMAS PARTY WOULD BE A LOT MORE FUN ACROSS THE STREET--- DON'T YOU THINK?



Improved Male Rider Award. Sheree Tate won the Most Improved Female Rider Award.

Special recognition awards went to Gregg and Liz Benning, Brian Chumbley, Eric Hutchison, Nick Paweski and Liz Heuermann, Bill and Julie Semmens, Jeff Tate, Glen and Marty Thompson, and Bev Wright.

Outgoing board members Bonnie Davis, Nick Paweski and Jim Whitmer were also recognized and commended for their service to the club.

T I R E T R A C T S

—by Samuel Joslin

SAY WHAT YOU WILL about the age of television. You see things you might never see otherwise. Take the other day for instance.

I was waiting for the next commercial break (a television program was interrupting the commercials on a rather continuous basis). With remote control firmly in hand, I examined the evening's fare on some of the other stations our fine cable company provides.

Suddenly, I stopped.

There, on television, sitting in the middle of a stage, surrounded by well-dressed and coifed TV personalities types was a bald man. Well, not really bald—not by my standards anyway—maybe just hair disadvantaged.

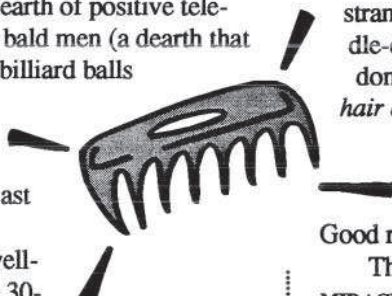
Considering the dearth of positive television role models for bald men (a dearth that affects the soon-to-be billiard balls like myself), I said to myself, "AHA, a POSITIVE STEP FORWARD in broadcast advertising."

Then one of the well-coiffed women on this 30-minute advertorial approached the bald man. "Great, a woman not afraid of showing her affection for the bald," I thought. She walked behind him, and then—SHE AIMED A SPRAY CAN OF PAINT AT THE MAN'S SCALP.

What's more, the bald man knew what she was about to do AND JUST SAT THERE.

Sure enough, the woman was *painting the man's head*.

Except they didn't call it paint. They



called it **MIRACLE HAIR THICKENER**, or something to that effect. The woman said the goop is used to thicken each strand of hair—up to 40 times.

Great, just what the world needs—**FAT HAIR**. I hope the can has a warning label saying "Fat Hair isn't a miracle cure. Please avoid standing around small dogs. The heavy strands of luxurious Fat Hair have been known to **KILL** when they fall out."

And then I relaxed. I realized I don't have a problem with baldness. There's a zillion-dollar industry feeding off the wallets and insecurities of bald and soon-to-be bald people, and **IT CAN'T FOOL ME**.

No way I'll ever be caught with 1-pound strands of hair—looking like a lumpy, middle-class Rastafarian. "Hey, Rasta mon—don't let the sun go down on me, *or that hair either.*"

I shut the TV off. Let it go, I say. Fill up the old comb once in the morning and kiss those follicles farewell.

Good riddance.

Then, I bounced downstairs and got on my **MIRACLE FAT-REMOVING MAGNETIC WIND TRAINER**. Now here's something that makes sense. Just 30 minutes a day and I'll be ready for the '93 riding season. Heck, *the body fat almost falls off.*

Sure, I've never stuck to the recommended schedule of exercise, but this year's going to be different. I'm going to hit the streets a new man—20 pounds lighter and incredibly powerful. All I have to do is 30 minutes a day.

Here goes.

—swj

Dear Dr. Deraileur,

Can you explain what "double-butted" tubing is? I know that bicycle frames are often made with this material, but I've never understood the term.

Quizzical Quincy, Bartonville



Glad you asked, Quince. While English can a precise language, it can also be a confusing one—particularly when vague terms including "planning and zoning," "highway engineering" and, yes, "double-butted," are bandied about with the careless artistry of a myopic carnival knife-thrower.

The term double-butted is meaningless now. Manufacturers continue to use it simply to rid themselves of the millions of decals proclaiming "Double-Butted Tubing" which were printed prior to the turn of the century.

One theory of the term's origin suggests it referred to frame tubing made strong enough to support the weight of two people—or two butts—therefore, the term double-butted.

Another theory holds that double-butted is a bastardized version of the term "double-buttered." Early English framebuilders encountered long delays during the frame building process and whiled away the hours with extended tea times including, you guessed it, buttered toast. Double-buttered meant the builders' tea time was long enough for two pats of butter to melt on each piece of toast.

—D.D.

ILLINOIS VALLEY WHEELM'N, PEORIA, ILLINOIS

PRESIDENT
Steve Shaffer685-4726

VICE PRESIDENT
George Dudley692-7076

TREASURER
Steve Weast446-3413

SECRETARY
Jagada Kosey676-1956

ADVOCACY
Laura Offen699-1200
Eric Hutchison685-3921

SOCIAL
Bob Wilson579-3474

MAILING
Terry Threw699-6956

**DATA PROCESSING/
PEDAL-IN**
Bill Semmens693-9388

DIANE'S RIDE
Bill Clark347-4841

MEMBERSHIP
Eileen Dudley692-7076

RIDE COORDINATOR
Steve Grube699-6956

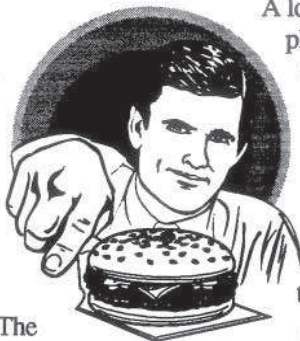
EDITOR
Samuel Joslin688-0922

The Illinois Valley Wheelm'n is home to cyclists throughout Central Illinois. Newsletters are distributed each month through bulk third-class mail. Newsletters are not forwarded—please alert the membership chairperson one month in advance of your move. Contributions to the newsletter are welcome—send your articles to **Samuel Joslin, 1318 W. MacQueen, Peoria, IL 61604**. Members also may submit personal ads. All contributions must be received no later than the 15th of the month.

STEVE SPEAKS

AS THE 1993 RIDING SEASON begins, I want all IVW members to know that as ride coordinator, I see lots of potential for a successful year. But I can only accomplish this goal with everyone's help.

If you have any ideas for an organized ride, please give me a call. Distance and destination are left to the ride leader's or the group's imagination. The ride schedule will be only as good as the effort that goes into the planning. Ride coordination is a team effort, so please volunteer.



If all IVW members would lead just one ride, one time, we could be looking at an incredibly varied and exciting riding season for '93.

A lot of people have complained over the years about ride length, start time, speed, destination, difficulty—the list goes on and on. The only way to improve anything is to become involved and work towards change as a group. Any ride input will be greatly appreciated and gladly accepted.

—Steve Grube
Ride Coordinator
699-6956

? OF BALANCE

—by Steve Shaffer

CYCLING THIS PAST YEAR has been one of the most rewarding things that I've accomplished in a long time. Not only did I feel like I was in the best shape of my adult life, I also gave something back to the sport and the club. My objective this winter is to wither away as little as possible so I don't die on that first spring ride. I've set my lower temperature limit for riding this winter at 25° F. With some of these high tech clothes available now, it doesn't feel too bad out there after about three warm-up miles. Those Saturday morning rides to breakfast from Washington reinforce the reasons to keep riding. This morning was two weeks since I last rode and already I feel the winter fat catching up—guess I'll have to hook up the windtrainer.

I want to thank everyone who helped make the annual dinner a success. We had the biggest turnout (over 90 people) in the last five years. I apologize for the crowded conditions; we weren't expecting so many people. Over 10 people decided to come after the reservation deadline which put us over the comfortable limit. Already, people are working on a better place for next year's event.

The new executive board will meet at 7:00 p.m. on the third Thursday in January, the 21, at my home. Items to be discussed will include the Pedal-In timetable and organization; survey results and where the club should concentrate its efforts; and ride schedules. The board meetings are always open to members and are held the third Thursday of each month. I'm looking forward to working with the new board and I hope we can become a little more organized this year. Some of the areas I'd like to see improved are the monthly ride schedules with designated leaders; registration materials for both invitational rides available three months before their respective dates; more advocacy projects (like the post card campaign at the annual dinner); a combination mountain bike/road bike overnight campout at Jubilee Park this spring or summer; and more volunteers to lead their favorite rides. May this coming year be even better!



See ya on the road,
—Steve

JANUARY RIDE SCHEDULE

Here is the January breakfast schedule with eats commencing at 8:30 a.m.

- January 3Newell's, East Peoria
- January 10Denny's, Sterling Ave., Peoria
- January 17Steak 'n Shake, East Peoria
- January 24Washington Family Restaurant
- January 31Dixie Manor, Peoria

Here are January ride start locations with 11:00 a.m. start times.

- January 3ICC tennis courts
- January 10Groveland Grade School
- January 17Wilder Waite Grade School, Alta
- January 24 ...Fondulac Park District Building, East Peoria
- January 31Groveland Grade School

There is now a regularly scheduled Friday morning ride. Call Harold at 685-4571 for details.

Saturday morning rides still leave from the square in Washington at 8:30 a.m. Remember not to park around the square or in any of the adjacent parking lots.

"WRITE KIRK BROWN"—WILLIAMS

If cyclists attending the inaugural LIB meeting learned just one thing, it was this: Kirk Brown's address should be taped to every typewriter, word processor, computer and desk set in Illinois.

Brown is the state Secretary of Transportation. And according to Craig Williams, Bicycle/Pedestrian Coordinator for the Illinois Department of Transportation, Brown should be a focal point for cyclists wanting to make an impact on any project which involves state funds.

"There are 7,000 IDOT employees in nine districts, each district with a central office," Williams said. "If you address your letters to Kirk Brown, the information will trickle down through all levels." In other words, letters written to Dale Risinger, district engineer for District 4, or Maureen Addis, the district's bicycle coordinator, should also be addressed to Brown for maximum impact.

While Brown should be contacted by cyclists with specific comments, Williams added that other avenues of communication are also important.

"Go to public meetings," Williams continued. "A lot of engineers are from the old school, which says bicycles shouldn't be accommodated. [One IDOT-employed attendee added, "Most 'old school' engineers don't know squat about other forms of transportation."—ed.] Engineers look at bike projects as taking away [money] from other projects. We need to look toward integration."

A powerful tool in integrating the bicycle into state transportation planning is the Intermodal Surface Transportation Efficiency Act (ISTEA). This piece of federal legislation doesn't mandate consideration of the bicycle—it leaves it to the state to determine how to allocate

federal transportation dollars. That's why the input of cyclists is vital—to ensure the consideration and accommodation of cyclists in the transportation system.

However, a big headache for bicycle advocates like IVW members Eric Hutchison and Laura Otten, is simply finding out which level of government owns which roads, in order to route letters and arrange meetings concerning those roads. Often, a single road, like Northmoor in Peoria, involves the state, city and county.

Not surprisingly, Williams stressed the need for communication with Metropolitan Planning Organizations, or MPOs, which were formed to help coordinate planning in urban areas. The MPO for the Peoria, Tazewell and

Woodford counties is

the Tri-County Regional Planning Commission. Its plans for future transportation projects are covered in a Transportation Improvement Program (TIP) book, similar to Illinois Department of Transportation TIPs.

"The problem [of bicycle accommodation] is broader than the state," Williams said. "Counties and cities are also involved. ISTEA focuses on MPOs and established projects. It's up to you to contact your MPO and make your voices heard."

On a related note, Williams said he was currently working with IDOT officials to establish a statewide policy which would account for the needs of what he termed "Group A" cyclists on every state road project. Group A cyclists are those riders who view the bicycle as a road vehicle and routinely mix with motorized traffic.

**Kirk Brown
Secretary of Transportation
Illinois Department of Transportation
2300 South Dirksen Parkway
Springfield, IL 62764**



LOCAL PROGRESS

PEORIA COMPREHENSIVE GROWTH PLAN

Our letters and voices at public hearings paid off. Although we're waiting to see the final draft, we were told nearly all of our recommendations were added to the new plan (subject to city council approval). When plans become reality, future Peoria should have:

- "Safe, adequate and efficient infrastructure for all users, including bicyclists."
- "Roadways which accommodate the needs of all vehicles, both motorized and non-motorized."
- "A network of connecting secondary roads in new growth areas."

FORREST HILL/GALE AVENUE UPGRADE

The IVW is pushing for wide outside lanes when this critical cross-town artery is upgraded (to five lanes) for increased traffic. It appears we have a foothold; the design engineer recently asked us for help in locating a bicycle facilities design guide*. Bicycle access is being discussed by the advisory committee for this project. We've written Mayor Maloof asking for a seat on this committee.

—Eric Hutchison (I have no tasseledshoes)

ROUTE 24

Many thanks to everyone who wrote to Springfield concerning the planned Route 24 improvements. I have received a reply from Kirk Brown, explaining paved shoulders will be provided to accommodate bicyclists. As space is at a premium in this area, I believe this will greatly improve conditions for bicycle commuters. What a great Christmas present! I'll keep you updated.

—Bill Clark

*Guide for Development of Bicycle Facilities, American Association of State Highway and Transportation Officials (AASHTO), August 1991.

"EVERYTHING HAS CHANGED"—NEUFELD

"THE WHOLE WORLD CHANGED for bicycling in December, 1991," Randy Neufeld, executive director of the Chicagoland Bicycle Federation said at the first meeting of the League of Illinois Bicyclists, held November 14, in Normal.

The reason? A piece of legislation called the Intermodal Surface Transportation Efficiency Act, or more commonly known as, ISTEА (or ice tea).

Neufeld said that for too long, America put all its economic eggs in the car/truck basket. "ISTEА was driven by concerns over air quality standards and traffic congestion in urban areas," Neufeld said.

"Congress realized that transportation needed to be looked at more broadly—therefore the funding structure [for

federal transportation projects] was changed to allow more flexibility in how transportation dollars were spent."

Before ISTEА, highway money was highway money; sidewalk money was sidewalk money. Now, bicycle projects no longer have to depend on specific appropriations, in effect,

the potential sources of bicycle transportation funding have been radically increased.

"We're in a different place than we were before December 1991," Neufeld said.

"Before, highway dollars were sacred—they couldn't be used for anything else. Now, Congress says you can use the money for other projects."

Neufeld was quick to point out that ISTEА doesn't represent a mandate for intermodal planning.

this is no longer a motorized project but for all users.

"The tip of the day is to read the TIP," Neufeld continued.

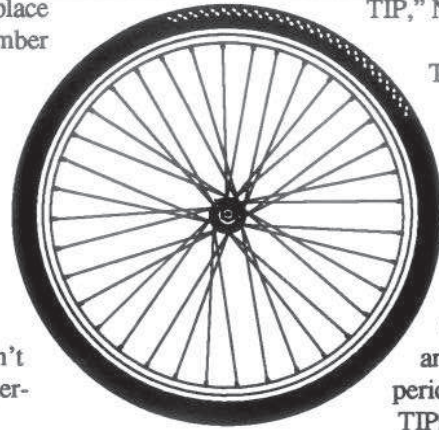
The TIP is the Transportation Improvement Program. TIPs are produced by all district Illinois Department of Transportation offices. Each office produces two TIPs, one for the current year and one for a five-year period.

TIPs describe the projects

which each IDOT office has in the works. For the most effectiveness in guiding decisions, cyclists must become aware of future projects early in the process, therefore, the five-year TIP is especially important.

"Remember, with ISTEА, follow the federal money," Neufeld said. "We're jumping on a merry-go-round, and it's spinning faster and faster all the time. The five-year TIP is flexible. The '93 TIP is more of a done deal."

Despite his recommendations for uncovering money for bicycle projects, Neufeld was quick to say money isn't a be-all and end-all for cycling. "Funding is secondary to the primary goal—identifying the specific projects you want."



While bike projects are to be "considered" in all transportation projects receiving federal money, bicycles won't automatically

receive accommodation from transportation engineers. Bicyclists have to make their voices heard.

"ISTEА is causing problems for planners and engineers," Neufeld said. "They are used to looking at road projects as motor vehicle projects. Now ISTEА says

For too long, America put all its economic eggs in the car/truck basket.

MOP Talk

BICYCLES SHOULD BE INCLUDED in comprehensive transportation plans, not in separate bicycle plans, according to Gary McIntyre, transportation planner for the Rockford Area Transportation Study (the Rockford-area Metropolitan Planning Organization).

At the November LIB meeting in Normal, McIntyre explained that MPOs coordinate the transportation planning process in their areas. As coordinators, MPOs should be responsive to citizen input, with one provision.

"While it's the MPO's job to help you, you have to be in the loop," McIntyre, a former Peoria resident, said.

In addition, cyclists have to know their

rights in order to improve their riding conditions. McIntyre, a thrice-weekly bicycle commuter himself, suggested cyclists get copies of the Illinois Vehicle Code for Bicyclists. And, in order to gain further attention for bicycling, cyclists should request copies of the code from their state legislators.

While some people contend government is unresponsive to cyclists' needs, the fact remains that all too often cyclists haven't attempted attempted to speak out.

McIntyre underscored this "silent majority" aspect of bicycling when he noted that while all state MPOs gather annually to exchange ideas, in eight years the assembled body hasn't heard a single presentation on cycling.

IVW YEAR-END SURVEY SWELLS, ATTACKS ANNUAL MEETING

Over 90 people attended the November 14 annual meeting. Sixty-seven of those in attendance filled out and returned a survey. *Please note that many questions attracted more than one answer, so you'll find some percentages adding up to more than 100%.*

The Illinois Valley Wheelm'n advocacy committee can expect a lot of support from club members during 1993 if the recent year-end survey taken during November's annual meeting is any indication.

Asked which areas the IVW should work on during 1993, a full 57% of surveyed members said area road conditions should be top priority while 38% wanted increased attention on attracting new members and 34% wanted more attention placed on improving members' riding skills.

As for what conditions keep them from riding certain roads, 69% of members said "high traffic volume," 54% said gravel, 49% said "narrow lane width" and 48% said "poor road condition." Unleashed dogs keep a third of those surveyed off certain roads. The least likely condition to keep someone off a road: untrippable traffic lights, which garnered a 7% response.

Of those surveyed, 75% rode fewer than 3000 total (club and personal) miles during 1992. Ten people rode less than 500 miles, 15 rode between 500 and 1000 miles, 22 rode between 1000 and 3000 miles, 11 rode between 3000 and 5000 miles and five people rode more than 5000 miles.

Club mileage reveals a dramatic split between casual and active members: 42% of those surveyed rode fewer than 200 club miles, while 50% rode more than 500 miles. 26 people rode less than 200 miles with the club, only 4 rode between 200 and 500 miles, 13 rode between 500 and 1000 miles, and 18 claimed more than 1000 club miles.

This split in ridership was confirmed by a second question. While 32% of members said they rode with the club less than once a month during 1992, another 32% claim to have ridden with the IVW at least once a week. In between those two groups, 20% reported riding with the club two or three times a month and only 15% said they rode with the club once a month. (This split in ridership activity mirrors the results of the 1991 survey.)

What would encourage increased ridership among club members? Overall, 28% of members said they would ride more with the club if the rides were slower paced, 21% if rides were closer to their homes and 20% if rides were at a different time. Interestingly enough, no one claimed they would ride more with the club if ride speeds were increased. Only 8% of members said

they would ride more with the club if different types of rides were offered.

Asked what speed they prefer to ride, 50% said between 12 and 15 mph and 50% said between 15 and 18 mph. Only 17% of those who responded also indicated a preference for speeds over 18 mph and only 11% also indicated a preference for speeds under 12 mph.

Asked what distance they prefer on IVW rides, 60% of members said between 25 and 35 miles and 53% said between 35 and 50 miles. Only 14% indicated a preference for rides of less than 25 miles; likewise only 11% indicated a preference for club rides of more than 50 miles.

The best days to ride are Sunday (72% response), Saturday (66%), Wednesday (63%) and Tuesday (59%). Friday was the least favorite day to ride with only a 28% response.

In 1992, 15 members rode to work by bicycle at least once—up from 11 people in '91.

Mountain bikes are owned by 66% (42 members) of those surveyed; another eight people plan to buy a mountain bike during 1993. In fact 24 people plan to buy a new bicycle during the new year—seven people mentioned touring bikes, three checked racing bikes and 3 people said they were considering a new or used tandem.

Asked whether they would like to see more IVW mountain bike rides, 25 members responded positively, 11 said no and 22 had no opinion.

The Rock Island Trail was visited by 53 of those surveyed during '92; the East Peoria trail was visited by 37 members.

Asked about their goals for '93, 40 members said they want to increase their yearly mileage, 33 want to increase their endurance, 32 want to maintain their fitness and another 32 would like to increase their average speed. Five members plan to ride their first century during 1993.

Turning to club meetings, 24% (14 people) said they had attended more than seven IVW meetings, 28% (16) said they were present at four to seven meetings and 48% (28) said they had attended one to three meetings. In 1991, only six members said they had attended more than seven meetings.

Over half of those surveyed have been members for less than five years while 75% of those surveyed have been members for less than seven years.

In addition to IVW membership, 29 people claimed League of American Wheelmen membership, 19 said they were members of the Tandem Club of America and 12 claimed affiliation with Bikecentennial. Eight members of the Illinois Valley Striders running club ride with the IVW and six people say they are members of a bicycle racing club.

NEW MEMBERS

Sam, Gretchen,
Jennifer & Kari AmickPeoria Heights

RENEWING MEMBERS

Adrian D. FulksPekin
Harold E. MoloneyMorton
Jewel & Debby Moyers
& Zac EvansHanna City
Dean J. ParkerMorton
Kenneth & Georgla PedigoDuniap
Ed PurcellPeoria

RACING Approximately \$20,000 in cash and prizes will be awarded to riders in the 6th Annual Proctor Cycling Classic which returns to Peoria, August 22, 1993.

According to the sponsors, the classic's criteriums and road race attracted more than 600 top athletes and 6,000 spectators last year. To get a registration form, send your name and address to: Proctor Cycling Classic, c/o Peoria Bicycle Club, 1406 Fayette St., Washington, IL 61571.

FLORIDA Wandering Wheels is sponsoring a tour of the St. Augustine and New Smyrna Beach, Florida for the Joliet and Peoria bicycle clubs from March 5-14. The trip includes round-trip transportation, campground accommodations, two meals a day while riding, and transportation to Orlando for a day. Bikes are provided. Trip is limited to the first 25 signing up; cost is \$350. Call Gregg Benning at 243-5206 for more info.

RIDE REPORT (SHEILA HANSEN)—Steve Grube's "Real Ride" on November 8, departed under cloudy skies and headed into a brisk wind. Only a few hearty souls dragged themselves from warm beds to ride with Steve. Due to the weather, the 50-mile route through Hopedale was abbreviated. Instead, we rode 50 miles to Mackinaw. Somehow, I don't think that's shorter, but at least we had a hot breakfast. Fortunately, being the stoker on Steve's

tandem I was able to sit back and enjoy a pleasureable ride.

CHICAGO The 1993 Chicago Consumer Bicycle Show runs 10 a.m. to 5 p.m. February 20 and 21 at Pheasant Run Resort in St. Charles, Illinois. Here's your opportunity to check out the newest equipment, most active bicycle organizations and pick up a wealth of maps and information. For a discount admission coupon and directions, call Samuel Joslin at 688-0922 or Vitesse Cycle Shop at 682-8777.

THANK YOU Peoria-Pekin Metro REACT and Zion-Penn Ridge Lutheran Church have thanked the IVW for its contributions to those organizations following their help during Diane's Ride. PPMR supplied radio support and the church was the site of one of the ride's food stops.

COMING SOON A new calendar-format ride schedule * Terry visits Good's • Randy yaks about racing.

Tentative Events Schedule

Hundreds of Midwest cycling events are scheduled for '93—most of those listed below are culled from the new League of American Wheelmen Almanac. Look for more complete event descriptions beginning in the February IVW newsletter.*

- Chicago Consumer Bicycle Show*February 20,21
- Swap Meet*.....**March 25**
- 12th Annual Folks on Spokes Easter RideApril 18
- Silver Springs Sixty (Aurora)April 27
- Sudden Century (Joliet)May 8
- Blackhawk Metric (Rockford)May 29,30
- Pedal-In (Bill Semmens 693-9388)**.....**June 5**
- Udder Century (McHenry Co.)June 5
- Hoosier Hills (Bloomington, IN)June 6,7
- Tour of the Mississippi River Valley
—TOMRV (Quad Cities).....June 12, 13
- Great Annual Bicycle Adventure Along
The Wisconsin River—GRABAAWR.....June 20-27
- Touring Ride In Rural Indiana
—TRIRI (Bloomington, IN)June 21-27
- Ride Across INdiana—RAIN (Bloomington, IN)July 18
- Across Illinois (Joliet)July 31-August 3
- International Human-Powered
Speed Championships (Milwaukee, WI) ...August 14-18
- Sixth Annual Proctor Cycling Classic (Peoria, IL)†August 22
- PACRACC (Bloomington, IL)September 4-6
- Capital City Century (Springfield)September 12
- Chequamegan Fat Tire Festival (Cable, WI)September 13,14
- Diane's Ride (Bill Clark 347-4841)****September 18**
- Lon Haldeman Hundred (Rockford)September 19
- Bob Galloway Memorial Amish Country Ride (Decatur)September
25
- Annual Meeting****November 13**

*Information available from editor—Samuel Joslin (309) 682-8777.

Bold indicates Illinois Valley Wheelm'n events.

†USCF road race, criteriums.

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 61614

**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.

THE ANNUAL NEW YEAR'S DAY RIDE

will begin at Steve Grube's and Terry Threw's home at 950 N. Main, East Peoria. Ride start time will be 11:00 a.m. Potluck to follow, so please bring a dish to pass. Roast turkey is being provided by the IVW.

Table service will be furnished as well as coffee and ice tea. If you drink soda, please bring your own.

Ride length, speed and destination will be determined by the group the morning of the ride. If any non-riders wish to come and stay at the house while others ride, feel free. For more information, call 699-6956.

DIRECTIONS: From Peoria, cross Murray Baker bridge, take Metamora 116 East exit and turn right onto Access Road 2, just past the Mutual Wheel Co., Or, cross McCluggage bridge, take East Peoria exit and turn left onto Access Road 3. We have a red mailbox with brass numbers. Park at the bottom of the drive.



COME ONE, COME ALL
FIRST GENERAL MEETING OF
'93

THE FRIENDLY FOLKS AT
RUSSELL'S CYCLE WORLD AND
VITESSE CYCLE SHOP
INTRODUCE CYCLING'S
NEW PRODUCTS

7:30 p.m. at O'Leary's in Peoria
JANUARY 28

Illinois Valley Wheelm'n
6518 North Sheridan Road
Peoria, IL 61614

Bulk Rate
U. S. Postage
PAID
Permit No.310
Peoria IL 61601

MEMBERSHIP EXPIRES: 10/03/93

RON & SHELLY ANDERSON
203 LOCUST
WASHINGTON, IL 61571

JANUARY MEETING—Jan. 28—7:30 P.M.

New bicycle products

... at O'Leary's in Peoria