

Illinois Valley WHEELM'N

1993

FEBRUARY

6518 NORTH SHERIDAN ROAD, PEORIA, ILLINOIS 61614

? OF BALANCE

BY STEVE SHAFFER

IT'S 10:00 A.M. ON New Year's Day and I'm thinking about going on the first club ride of the year. I decide to check my newsletter for directions to the starting point when there it is—the starting time is 11:00 a.m., not 1:00 p.m., like I thought! Oh —, I have to get moving!

On with the long underwear, on with the second layer, on with the third layer and so on, until I'm so hot that something has to go.

Time check—10:30.

Okay, I've got to decide how cold I want to be when we start—after all, it's only 18° F outside. Now I'm dressed and all my gear is ready—tires are pumped up, water bottle is filled (should I add some antifreeze, I wonder?).

Time check—10:40.

I can still make it if they don't leave right at 11:00 a.m. I open the door with my bike in hand, and to my astonishment, my bike-carrying vehicle is gone! I mean it's nowhere to be found.

What a bummer!

Well, I'll be d—d if no vehicle is going to stop me from riding on this first day of the year. (As it turns out, my wife took my truck—which had my sunglasses in it—to work this particular day, for no

apparent reason). Despite my problem, I'm going to ride today if it's the last thing I do!

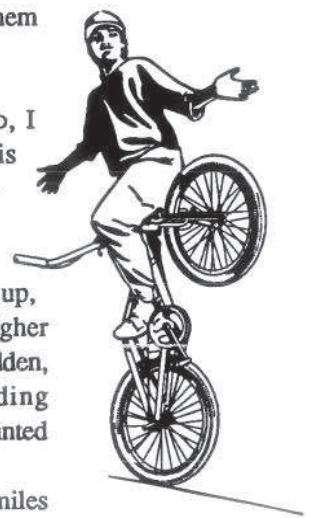
So, my ride consists of going to Wendy's—that's where my truck is—to pick up my sunglasses, and then returning home—about three miles all total.

It's just too cold. And I can't even include them (the miles) for the Broken Saddle Award.

SPEAKING OF THE BROKEN SADDLE AWARD, I think a review of the rules for 1993's award is appropriate, since not everyone came to the annual dinner.

In the past, the award was determined by having all members at the annual dinner stand up, and when a mileage figure was shouted out higher than the total number of club miles they had ridden, they would sit down. The last person standing received the traveling trophy—a beautifully mounted broken saddle.

The award for 1993 will be based on club miles ridden, including any miles ridden to get to each club ride. In addition, log sheets must be filled out and turned in at the annual dinner where the ride chairperson (Steve Grube) will determine the winner. Club rides are those sponsored by the IVW and listed in the newsletter. Any suggestions for further improvements can be given to Steve Grube or myself.



- NEW MEMBERS**
- Paula Aschim.....Normal
 - Mary Jane ConnerWashington
 - Chuck CummingsWashington
 - Larry & Sharon DewPeoria
 - John W. MoglerWashington
 - Martin ReevesPeoria
 - Brett RickettPeoria
 - Walter C. RuppmanWashington
 - Steve M. SextonPeoria
 - Roger StienPeoria
 - Jody, Larry, Todd
& Travis TurnerEast Peoria
 - James, Matthew
& Valerie WilliamsPeoria

- RENEWING MEMBERS**
- Karen Austin-Joslin
& Samuel JoslinPeoria
 - Beth & Ken BecklerPeoria
 - Chuck, Cudy & Laura Betress ...Peoria
 - Michael S. BotzPeoria
 - Larry & Lynne GrevikPeoria
 - Shella & Reid Hanson.....Peoria
 - Cheryl & Ken HofbauerPeoria
 - Bob & Dee HotkevickWashington
 - Jank, Roger
& Sandra Jensen.....East Peoria
 - Emmett E. JoslinGranby, MO
 - Jagada & Karl KoseyEdwards
 - Diancan & Ken LuthyPeoria

- Terry Mundy-DickersonChillicothe
- Thomas ParrChillicothe
- Andy, Brian, Ufa, Molly
& Steven ShafferPeoria
- Mike WalkerChillicothe
- Stephen & Sue Weast.....Laura
- Laverne WilsonMorton



The Illinois Valley Wheelm'n is home to cyclists throughout Central Illinois. Newsletters are distributed each month. 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.

TIRE TRACTS

BY SAMUEL JOSLIN

Recently discovered, and never before published—the introductory chapter of Past History—The Fast Forward

Days, written in 1983 by Pekin native Earnest P. Buffwilliger:

THE YEAR IS 2013. Neighborhoods have turned into cul-de-sac'd urban enclaves. Banned from the area's only through-streets—four-lane roads like Muskrat Avenue, Apple Tree Lane and Easy Street—bicyclists ride on the City trail system—and only during daylight hours because of their fear of crime and the system's limited hours.

Those cyclists fortunate enough to have discretionary incomes have retired both road and mountain bikes in favor of Bicycle Virtual-Reality Trainers.

BVRTs are to wind trainers what F16s are to Cessnas. Try one out.

You mount what appears to be a bicycle, yet it has no wheels. Instead, hydraulic pistons are attached to the frame to create real-world conditions of pitch,

yaw and roll.

The training session begins when you put on what appear to be oversized Oakley Pilot sunglasses. Of course, everyday is temperature-controlled. Today, it's about 70°.

It's also a windy day. If you took your glasses off, you'd see several wall-mounted six-foot fans going into action. Computer-controlled slats control the apparent wind direction.

You know it won't rain today—you haven't programmed it into this session. If you had, shower heads in the ceiling would simulate anything from a light drizzle to a Kansas thunderstorm, while trainer-mounted hoses sprayed water at your legs from imaginary bicycle wheels.

Powerful stereo speakers hooked up to a multi-disc CD-ROM drive produce a universe of sound: from the sound of distant cicadas to the blare of a Mack truck's air horn at close quarters. Yet, there is no actual danger.

There are no distractions.

There is only you.

You are alone.

DR. DERAILLEUR

D.D.

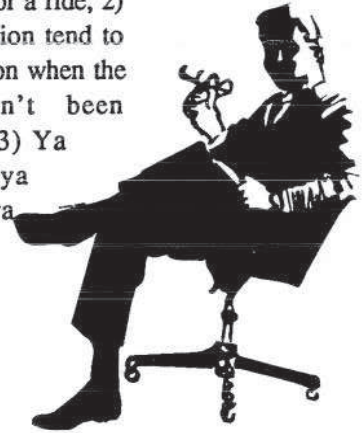
During the cold winter months, I ride less and read more. Do you have any suggestions on the

best bicycle-related book s?

Legible Lenny, West Peoria

INDEED I DO. Here's a great opportunity to read any biography on the man who created the theoretical basis for cycling—Sir Issac Newton. Born December 25, 1642, Newton wrote *Philosophiae Naturalis Principia Mathematica* (1687), in which he set down the three laws of motion

affecting cyclists: 1) Objects at rest tend to remain at rest unless they have to meet someone else for a ride, 2) Objects in motion tend to remain in motion when the brakes haven't been adjusted and 3) Ya gotta get up, ya gotta get up, ya gotta get up in the morning.



ILLINOIS VALLEY WHEELM'N, PEORIA, IL

PRESIDENT Steve Shaffer685-4726	MAILING Terry Threw699-6956
VICE PRESIDENT George Dudley692-7076	DATA PROCESSING/ PEDAL-IN Bill Semmens693-9388
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ADVOCACY Laura Offen699-1200 Eric Hutchison.....685-3921	RIDE COORDINATOR Steve Grube699-6956
SOCIAL Bob Wilson579-3474	EDITOR Samuel Joslin688-0922



THE MARATHON MAN

IVW

USING FOUR BICYCLES, IVW member Don Eberle recorded 16,148 miles in 1992. Pressed for details on the feat, the 66-year-old former Caterpillar worker admitted he rode the bikes one at a time, racking up most of his mileage—13,000 miles—on a new Bianchi, and bringing down the cost-per-mile for that machine to about six-and-a-half bucks.

During his highest mileage day in August, Don rode 120 miles from his East Peoria home to Barnes (a “use-to-be town” on the other side of Bloomington) and back. August was also his top mileage month—he recorded 2,200 miles. He rode every month during the year, yet, despite his impressive mileage total, he had only one flat—on his mountain bicycle—and he blamed that on a defective tire.

Suprisingly enough, 1993 wasn't a record-breaking year for Don, who began his mile-eating career shortly after retiring from Caterpillar in 1977 after 35 years as a crane operator and a short stint in the shipping department. He recorded 20,000 miles in 1978 and nearly that amount in 1979—19,500 Central Illinois miles.

What changes does Don find between 1993 and those foolish days of middle age? “Not too much of a difference. Little slower, I guess. Clothes today are much better, especially winter stuff. Didn't have booties back then like we do today.”

His most pleasant experience was escorting two transcontinental riders—



“two gals,” as he says—through the area in July. The pair were on their way from Oregon to Maine and one was a lady “in her upper 70s.”

As his IVW accomplices know, Don's rides always have a purpose. And often that purpose is breakfast. Here's Don on area restaurants: “Seems like the cafes in the smaller towns are always changing owners. I like this place in South Pekin. I think they call it the Family Restaurant. It's under new management again. Judy's in Morton is good. Down the street from K-Mart—used to be a doughnut shop. They've got enormous pancakes and good oatmeal. And there's a good place to get fried mush in Eureka, just off Route 24—can't remember the name.”

Whether it's the riding or the diet (and most would say it's the riding), Don doesn't have to work at keeping the weight off. He carries between 135 and 140 pounds on his 5-foot-11 frame. Back in 1974, before his personal bicycle revolution, he weighed 202 pounds.

What's ahead? Well, he's dusted off his touring bicycle, a McLean, added fenders, bags and a low-rider front rack, and he's making noises about a round-tripper to the East Coast starting in July.

Don was born April 14, 1926. Be sure to wish him a happy birthday when you see him on the road this spring.

If you can catch him.

DOWN THE ROAD

IVW

SWAP MEET. If you're looking to buy a spare wheel, sell an old wind-trainer or just see what kind of biking booty is out there, don't miss the annual IVW swap meet, March 25. Members (and non-members) are invited to buy, sell and swap their bicycle-related items. Safety

Town, 6518 N. Sheridan, is the place. Refreshments will be served, and—like all IVW meetings—admission is free. Cookie Alert: We can use some of those great ho-mades. Call Bob Wilson at 579-3473 or Samuel Joslin at 688-0922.

APRIL GENERAL MEETING. The April club meeting is scheduled for 7 p.m. April 22, at 900 Main St. in Peoria. You may not recognize the address, but you probably recognize the Atrium Building. That's the impressive new structure housing Methodist Medical Center's Institute of Physical Medicine and Rehabilitation. We'll see the facility and learn something about what goes on there. More importantly, we'll get a demonstration of how to avoid overstress injuries from riding. Watch the next newsletter for more details.

JERSEYS AND TEES. Those of you who ordered jerseys and shirts will be pleased to know the order has been placed and the goods should be available by the time most of us are riding with bare arms. The jerseys will be SwissTex, an improved fabric comparable to CoolMax. If you didn't order, but wish you had, take heart. Both Vitesse and Russell's have ordered jerseys and shirts for stock, so you're probably covered.

—George Dudley

—G.D.

“Don's rides always have a purpose.”

FLYING BICYCLES

According to Ted Sanders, District 8 representative for the League of American Wheelmen, the LAW has lowered the cost of transporting bicycles by airplane—to no cost at all. Here are the strings: You must be an LAW member, you must purchase your tickets from the Sports National Reservation Center (1-800-426-4055) and you must travel on a Partner Airline—TWA, America West, USAir or Northwest Airlines.

**FLASH!
COTTON
JERSEYS
ARE IN.
CALL
GEORGE,
692-7076.**

“Another public hearing is coming in April—this will be a good time for the IVW to show up in force.”

WESTAIRE, BRANDYWINE TRAFFIC BARRICADE.

In a letter to Mayor Maloof, we reminded the city of its promise to open this intersection to non-motorized traffic (on IVW “Top-20” bicycle access projects list—see July ‘92 newsletter). Part of the guard rail has been removed, but curb removal and paving is still required (no target date for completion was given). We will meet with city engineer Baumann at the site, February 3, at 4:00 p.m.

ADVOCACY UPDATE FORREST HILL/GALE AVENUES UPGRADE.

BY ERIC HUTCHISON

Steve Shaffer and I viewed the latest plans

expressed bicyclists’ needs at a January 7 public information meeting. Our proposal featuring 14-foot outside lanes was displayed as an alternative to the original 11-foot-width plans—we have a foothold.

Using a Peoria map marked with my own typical cycling routes, I showed Gene Hewitt (city engineer responsible for the project) the critical cross-town link provided by Forrest Hill and Gale avenues. We were promised an invitation to the next advisory meeting.

At this point, wide lanes are on paper, but only as one option. Another public hearing is coming in April—this will be a good time for the IVW to show up in force.

IVW “TOP-20” BICYCLE ACCESS PROPOSALS PROMPT IDOT RESPONSE.

We sent our projects list to the Illinois Department of Transportation (Springfield) along with input on IDOT projects affecting Peoria-area bicyclists (North Knoxville, War Memorial Drive, Sterling/I-74 bridge). Transportation secretary Kirk Brown’s reply (January 13) said:

“We are currently reviewing the projects you mentioned. As soon as this information is assembled, we will send it to you [February 11—target date]. The department is also interested in meeting with your organization. An IDOT representative will contact you to arrange such a meeting.”

Craig Williams (IDOT Special Programs manager) has told me that an IVW/IDOT effort is in the works.

GETTING BICYCLES “IN THE LOOP” WITH ONGOING TRANSPORTATION PLANS.

The IVW is looking into volunteering for a seat on Peoria’s Traffic Commission. The commission’s purpose is to “make recommendations to City Council on matter pertaining to traffic safety, roadway improvement, traffic education and land use.” Members include state, county and city road planners and are appointed by the mayor.

LOCAL MAYORAL ELECTIONS. So far, the only transportation issue I’ve heard discussed is the Chicago-Peoria-Kansas City expressways. Look for candidates’ forum-type events. Phrase a “friendly question” to find out how would-be mayors will encourage bicycling and bring federal ISTEAA* dollars to Peoria. **Primary: February 23. Election: April 20.**

FUNDING SOURCES—TRANSPORTATION ENHANCEMENT PROGRAM.

This is basically the portion of ISTEAA that sets aside 10% of federal transportation funds for projects “enhancing” the transportation system (including bicycle-related projects). It’s up to local governments, through their MPOs†, to apply to IDOT for this money (and to fund 20 percent of each approved construction project).

An official at the Tri-County Regional Planning Commission, the Peoria-area MPO, said applications for bicycle trails in Peoria, East Peoria, Washington, Morton and Pekin are being processed and prepared for the initial \$19 million offering in enhancement money for Illinois.

With limited success thus far, I’m attempting to find out what Peoria’s projects will be. The timing for this initial funding offering is very short; the rules were published December 31 and the applications (with complete budget estimates) are due February 12.

EDUCATION/RIGHTS TO THE ROAD. Here are just a few highlights from the City of Peoria Traffic Code:

- In general, bicyclists are subject to traffic regulations which govern vehicles (Sec. 19-154). In searching for a specific mention of the bicycle’s proper place in traffic, I found only an item on slow moving vehicles (Sec. 19-133): “Bicycles must be operated as close to the right-hand side of the roadway as conditions of traffic permit.”
- It is illegal to ride a bicycle on a Peoria sidewalk within a business district (Sec. 19-165). Sidewalk riding is permitted in non-business areas (unless posted).
- “No person shall ride a bicycle unless it is equipped with a bell or other device capable of giving a signal audible for a distance of at least 100 feet.” (Sec. 19-156)

*ISTEA. Intermodal Surface Transportation Efficiency Act of 1991 (Federal dollars for transportation projects—allows budget space for non-motorized vehicles).
 †MPO. Metropolitan Planning Organization, a regional body which serves as a clearinghouse and monitoring agency for ISTEAA projects within urbanized areas. The MPO for the Peoria area is the Tri-County Regional Planning Commission.

PEORIA-AREA RACING NEWS

IVW

NEW KIDS ON THE BLOCK.

Peoria's well-established, 40-member Proctor Cycling Club, will have some company in 1993—a second

area bicycle racing club, the MJF/Vitesse team, with a limited roster of four Senior 2 category riders. Senior 2 is the penultimate racing classification; only 20 riders in the nation qualify as Senior 1s under revised United States Cycling Federation regulations.

The man behind the new team is Mitchell Favus, owner of Mitchell Fabrics and co-owner of Stephanie's Restaurant. The team is built around Favus' son, Josh, and three former national team riders from the St. Louis area: Mitch Murphy, Travis Sworie and Chris Creed.

"Josh hasn't been racing the past two or three years," Favus said. "He's been running in college. We

wanted to provide him with a potentially first-class team so he could race competitively." The group of four riders was scheduled to leave in late January for three-months of training in Arizona. "We want to do as many good Midwestern races as we can." One of those races will be the Proctor Cycling Classic, to be held in downtown Peoria, August 22.

In addition to Mitchell Fabrics and Vitesse, the MJF team is sponsored by Wisconsin-based Trek Bicycle Corp., and French parts manufacturer Mavic.

NEWER KIDS DOWN THE BLOCK. While top-rank racing is the focus for the MJF/Vitesse team, entry-level riders make up the First Federal Savings/Vitesse team, based 40 miles from Peoria in Normal.

Chris Koos, organizer of the team, said 18 riders—classified as Juniors by the USCF—have signed on. And more novice riders are welcome.

**TWO
NEW
RACING
TEAMS**

A [JUNE] PAGE FROM THE BOOK OF OLD MAN'S RACING

BY RANDY SENNEFF

THE DAY BEGAN AT 8 a.m., late compared to the usual 5 a.m. exit from Peoria. Today we head south to a place near Decatur

called "Mt. Auburn." Mountains in the heart of corn and flatness—sure. At least it would be warm—a welcome change from the 40° and rain of early April road races in the Chicago suburbs.

Since it was Saturday and after 8 a.m., we weren't breaking our standing rule of Aerostar travel—no Led Zeppelin or Black Sabbath before 8 a.m. on Sunday morning (our lone acknowledgement of any religion above bicycle racing)—when Physical Graffiti started up on the Blaupunkt. 1975 was a good year.

After three or four wrong turns somewhere south of Illiopolis, we rolled up toward a large lump on the bare prairie—Mt. Auburn. It didn't look bad until we got into town and saw this long hill go up, up, up . . .

We parked in a nice shady spot and immediately headed over to look over the big hill. Depending on who you asked the hill could be climbed in a 42 x 21 or a 52 x 16—so much for advice. After going to the john for the third time and paying my \$20.00 entry fee, I gathered all the old men on the Proctor team and went out for a warmup ride. We had five guys in the race, but I knew when "it" hit the fan, I'd be on my own.

The course was a three-mile loop up the big hill through town and down the other side out of town and out to the country across the flats for about a mile. Sometime during the morning, a nice little 20 mph breeze had kicked up. This gave us a brutal crosswind

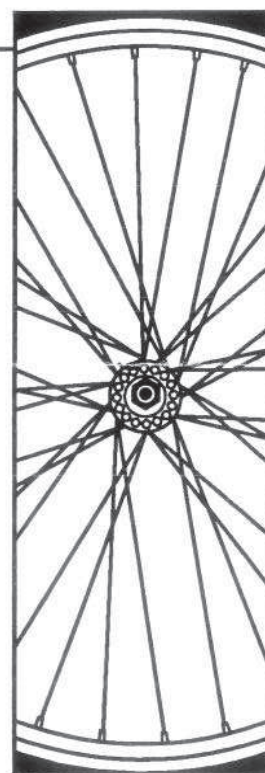
and would prove to be the undoing of half the pack.

We lined up for the start and I saw all the regular 30+ "boys" around me, about 34 riders in all. We were doing eight laps, which meant eight times up that hill—ugh! As is often now the case in old man's racing, the hammer fell as soon as the gun went off. We headed out of town down a long gentle grade in the 13 or 14—I can't recall. Then into that crosswind.

At 30 mph, there is only room for seven or eight guys in an echelon, even if you count the gravel on the edge of the road as a lane. We sat up for a short while but the Pepsi hoard would allow no rest for the wicked. After the first time up the hill (42 x 16) four animals rode off the front and the rest of us were left searching for anything to hide behind going back into the wind.

I was lucky enough to make the first group of twelve chasers but found no other blue and white jerseys with me. We twelve stayed together until the last lap started. About five seconds of daydreaming—after a hard pull at the front—left me 20 feet off the back, just as some clown decided to attack in the headwind. I found myself time-trialing and really feeling stupid for not seeing the attack start. The group shattered at the bottom of the last climb and I passed two guys to finish twelfth in the race.

Since Tour of Illinois races are definitely not known for the large prize lists (\$150 for five spots), I was grateful just to finish. Then it was off to the van for Gatorade and Ibuprofen. Guess it's not so tough getting old—it beats the alternative.



"It didn't look bad until we got into town and saw this long hill go up, up, up..."

CRUISIN' TO KEWANEE

By Terry Mundy-Dickerson

ON SATURDAY, AUGUST 8, 1992, Terry and Linda leave Dunlap at 6 a.m. Our destination was Lloyd's Bar in Kewanee. For those of you with good memories, that morning was so humid you could cut the air with a knife. Visibility was zero. But that didn't stop us!

Our hair and makeup were perfect until we hit the trail. The humidity sure messed up our work. Oh well.

We couldn't wear our sunglasses because they kept fogging up. Naturally, our first stop is Snyder's in Princeville for breakfast and also to say "hi" to all the people, because they are so friendly. They always want to know how far we are going. After a good breakfast we are "on the road again."

Our next stop is Casey's in Wyoming. We get something to drink and make a pit stop. Then, on the road again. We always stop on the bridges and take some pictures, especially with the fog that makes the spider webs stand out. Kinda spooky you might say.

Then, all too soon, we are in Casey's in Toulon. Time to pump up our tires for highway travel. We do our usual thing and get a bite to eat.

Now we begin on roads we've never traveled. First off, Linda met this big, big dog. But thanks to a kind-hearted man in a pickup truck, tragedy is avoided.

This stretch of road rolls gently up and down. For 16 miles. If we weren't in shape before this, we were going to get a crash course in hill work. We left plenty of space between us in case some idiot driver tried to put us out of our misery.

Let me tell you a fact—the truck drivers (18-wheel kind) are the most courteous. The worst are two old ladies in a car that nearly sideswipe me. One van is within six inches of my handlebars. I could hit her van and pull out her kid hanging out the window in one swoop!

By this time, we are on Route 78, which sure is a DANGEROUS stretch of road. Everyone and their brother is heading into Kewanee. How rude of them. Yet, most of the people are very friendly, waving and saying hi as they drive by.

Naturally, once we are in Kewanee, we hit every RED light. It's a nice town to ride to. Lots of good places to eat. But our destination is Lloyd's.

We left home at 6 a.m. and arrive to Lloyd's at 10:55 a.m. About 35 to 40 miles as the crow flies. I stay out with the bikes and Linda goes inside to see if we can put our bikes where they will be safe. Guess what? The bartender, Judy, lets us put our bikes inside the bar. Nice, huh? Of course, we had to eat lunch.

The food is good and reasonable. We have a nice conversation with the bartender and the cook. Judy comes outside and takes a picture of Linda and me in front of Lloyd's with our bikes. What a nice send-off.

Now it is time to do some shopping. Judy had told us of a few shops. Linda bought a sweater. Then she has the dilemma of how to get the item home. No room on the bike. No problem—the lady lets her put it on layaway. Then she has it sent home the following week by UPS. Neat, huh?

All the shopping makes us want something sweet and chocolate. The only place that comes to mind is Good's, only—what to do with our bikes? We are discussing this, and a lady who works in the Customer Service Department says we can put our bikes in the warehouse. And she will walk us through the store so we could get our pie. We go down in the basement where the restaurant is and are told there will be a two-hour wait. I ask for a piece of pie to go. And she says no problem. She even gives us an oversized piece, since we are splitting one piece between the two of us. Everyone in Goods' is so nice and helpful.

Now for the trip back home. By now the sun is out and it is time to take off our tops so we can work on the tan. We leave Kewanee at 1 p.m. and get back to Dunlap at 5:30 p.m. None the worse for wear except for our bottoms which are a tad sore. We rode 80 miles. What an adventure! One which we are hoping to ride again next spring or summer. Any takers are welcome.

"Most of the people are very friendly, waving and saying hi as they drive by."

FOOD AND FODDER FOR THOUGHT

Ever consider why radar detectors continue to sell? They let us drive faster and (if they work) get there sooner.

Get where sooner? Everywhere . . .

But we Americans love our cars (and interstates). Why are we so interested in getting the trip over with as soon as possible?

My favorite vehicle has no radar detector.

—E. Hutchison



EVENTS OF INTEREST

IVW

For a tentative listing of even more cycling events in the Midwest, please refer to the January newsletter. But remember, that list

is tentative, not all dates (in fact, hardly any) have been confirmed. Watch this space for more details and more events.

FEBRUARY

FRI 5-SUN 7 Club Leadership Seminar. Louisville, KY. Workshops on leadership, touring, racing, major event promotion & publicity. Saturday evening buffet available. Seminar limited to 150 people. Registration \$50 per person or \$40 after club discount (4 or more members registering). CLS '93, c/o The Louisville Wheelmen, PO Box 35541, Louisville, KY 40232. Sponsored by the League of American Wheelmen.

SAT 20,SUN 21 Chicago Consumer Bicycle Show. Pheasant Run Resort in St. Charles, IL. Displays include bicycle and accessories manufacturers and distributors and touring and advocacy organizations. Admission \$6.00 adult, \$4 children (6-15), children under 6 free with adult. \$2 discount coupon and directions available from Samuel Joslin, Russell's Cycle World and Vitesse Cycle Shop. For recorded message (much the same thing as this note), call 312-777-0974. Sponsored by The Midwest Bicycle Dealers Association.

MARCH

THU 25 Illinois Valley Wheelm'n Swap Meet. Safety Town in Peoria, IL. After short business meeting, members (non-members welcome, too) swap, sell or trade bicycle-related items. Out-of-town clubs are also welcome to participate: send a representative or a group with owner-tagged items. Refreshments served. Free admission. 6518 N. Sheridan Rd, just south of the Sheridan/Knoxville intersection, Peoria, IL. For more information, call Samuel Joslin at 309-688-0922.

APRIL

DATE TO COME Forrest Hill & Gale Avenues Public Hearing. Peoria, IL. Hearing on future development of Peoria's major east-west cycling route. See this issue for details. For more information, call Eric Hutchison at 309-685-3921.

SUN 18 12th Annual Folks on Spokes Easter Ride. 25,37,45,62-mile flat-to-rolling routes. Governor's State University. Includes map, patch, sag, marked route, snacks, lunch. Helmets required. Registration \$10 before April 1, \$15 thereafter. Folks on Spokes, Barb Burns, P.O. Box 824, Homewood, IL 60430. Call 708-957-2664. [Information from Jan/Feb '93 issue of *Bicycle USA*, LAW magazine]

SAT 24, SUN 25 C.O.W. (Couples On Wheels) Tandem Overnight. 30-40 miles each day. Green Bay, WI area. Self-supported camping tour. No sag, unless someone volunteers. Send SASE to Pam & Mike Gerke, 1970 River Street, De Pere, WI 54115. For more information, call 414-336-7410. [Information from Jan/Feb '93 Tandem Club of America magazine.]

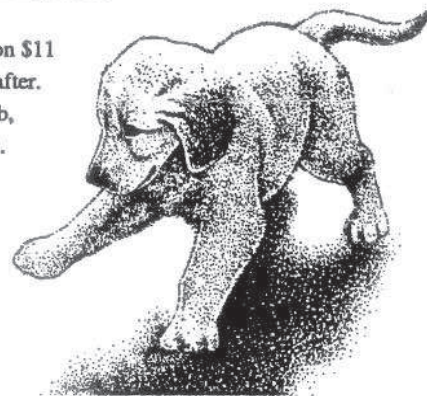
MAY

FRI 14-SUN 16 C.O.W. (Couples On Wheels) Spring Rally. Port Washington, WI. Weekend begins with ice cream ride on Friday and ends with Sunday morning ride through beautiful rural Ozaukee County, WI. Send SASE to Irene & Gary Sanderson, 5005 North Palisades Road, Milwaukee, WI 53217. Or call, 414-964-5026. [Listing from Jan/Feb '93 Tandem Club of America magazine.]

JUNE

SAT 5 Illinois Valley Wheelm'n Pedal-In. Peoria, IL. Call Bill Semmens at 309-693-9388.

SAT 5,SUN 6 Hoosier Hills Tour. 25/60/100 km Sat., 20/50 miles Sun. Moderately hilly. Frank Southern Center. Includes map, patch, sage, marked route, snacks, Saturday lunch. Helmets strongly recommended. Registration \$11 before May 18, \$13 thereafter. Bloomington Bicycle Club, Barbara L. Anderson, P.O. Box 463, Bloomington, IN 47402. Call 812-332-6028. [Information from Jan/Feb '93 issue of *Bicycle USA*, LAW magazine]



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 _____

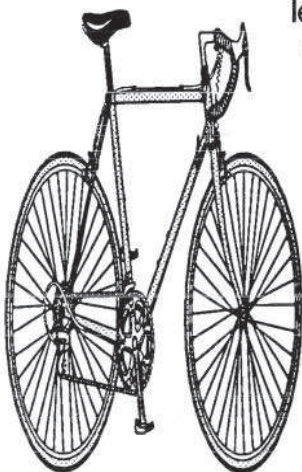
DISCLAIMER:
In signing this form, I understand and agree to absolve the officers and members of the Illinois Valley Wheelm'n bicycle club of all blame for any injury, misadventure, harm, loss or inconvenience suffered as a result of taking part in any activity sponsored or advertised by said organization.

FEBRUARY MEETING

7:30 p.m., February 25, Safety Town
6518 N. Sheridan, Peoria



If you've faced numb hands or you're just wondering whether you could better fit your bicycle and become more efficient, this meeting's for you. Kevin Neblock, exercise physiologist and coach of the Central Illinois Racing Team (Champaign), will speak on positioning.



Kevin will talk about seat height and angle, handlebar stem height and length and frame geometry. In the past, Kevin has helped national-level riders at the Olympic training center in Colorado Springs, CO, and has run a *Bicycling* magazine one-day clinic in Indianapolis.

Kevin received his bachelor's degree in general exercise science in 1989, and a master's degree in exercise physiology in 1993, from Illinois State in Normal.

Members and their friends are invited to attend. Refreshments will be served. Cookie makers are encouraged to volunteer their services. Call Bob Wilson at 579-3474.

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

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MEMBERSHIP EXPIRES: 10/03/93

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FEBRUARY MEETING—Feb. 25—7:30 P.M.

Bike Fit . . .

. . . at Safety Town in Peoria