

1993

MARCH

Illinois Valley WHEELM'N

6518 NORTH SHERIDAN ROAD, PEORIA, ILLINOIS 61614

? OF BALANCE

BY STEVE SHAFFER

THE NEED TO VOLUNTEER one's services to the club has never been more important than now. Here it is, the middle of February, and the IVW's major event of the year—the Pedal-In—still doesn't have a committee to oversee all the necessary planning functions. For the past five years, a devoted few took the initiative to ensure that the ride came off as scheduled. I sincerely appreciate their efforts.

Any members interested in helping out this year can contact either Steve Grube or myself (phone numbers listed in this newsletter). If a committee isn't formed by March 18, we won't cancel the Pedal-In, but we will downgrade its status to a regular weekend ride (with a ride leader but with no brochure, no fee, no sag, no food).

The riding has been pretty sporadic for me this year. I guess it's because the weather hasn't cooperated as much as it did last year. But then again, I have attended several advocacy-related meetings which somehow should count toward mileage (except my legs aren't accepting this new

kind of training).

Speaking of advocacy, I heard through the grapevine that one of the numerous agencies that rule our everyday lives will be conducting a study in Jubilee College State Park to determine the ecological effects of mountain biking in the park. I certainly hope they examine the effects of horses in the park as well. My experience has been rather negative towards the horses because of the serious damage they do to the trails (ruts you can get lost in). If this study determines that mountain bikes are harmful to the park, then the best off-road riding in central Illinois could be lost. Everyone who rides mountain bikes in the park needs to be especially conscious of where and how they ride so as not to disturb the natural surroundings. The best way to ensure we don't lose our riding privileges in Jubilee is to act responsibly and to give extra courtesy to those on horseback.

Sure wish I had a mountain bike!



NEW MEMBERS

- Annie & Chris Collison Peoria
- Connie Fitzgerald Peoria
- Lyle Marshall Normal
- Karen Saltsman Peoria



RENEWING MEMBERS

- John Antram Peoria
- David Danner Pekin
- Roger German Peoria
- Miss Kathleen Ann Hillard Peoria
- Bob & Val Jones East Peoria
- Cindy Matthias Pekin
- Stephen Meisner Peoria
- John & Patricia Plumer Morton
- Dennis, Jacob & Peggy Tresenriter Groveland
- Jane & Nick Weede Peoria
- Jack Welch Groveland
- William Wright Peoria

TIRE TRACTS

BY SAMUEL JOSLIN

I'VE BEEN BUSY CLIPPING STORIES from the *Peoria Journal Star* lately. Here are just a few (paraphrased) items I found

interesting; the headlines are my own. Look the articles over. How do each of them fit in with cycling? Is there anything we can learn from them?

HEADS WILL ROLL. Illinois faces the loss of \$13 million in federal highway dollars if it doesn't pass a motorcycle helmet law during 1993 . . . Motorcycle fatalities dropped from 112 in 1991 to 103 in 1992 . . . Auto accident deaths dropped from 1,444 to 1,375—the lowest fatality rate since 1944. (The newspaper used the word “plummeting” to describe the 5% drop in deaths on Illinois highways.)

Though my friends will disagree, I don't hold an opinion on everything. I can't decide what to think of mandatory helmet laws, for instance. Though I always wear a helmet when cycling and marvel at the attitudes of those who disdain them, I find compelling arguments for and against requiring their use. However, regardless of the arguments pitting safety against freedom and freedom against life, one overwhelming argument may make spur legislative action: money from the feds versus no money at all. Like the 55 mph speed limit, the potential for loss of revenue will knock state lawmakers off dead center and drive them into action.

Why is this cycling news? You can bet a mandatory helmet law and additional safety regulations for bicyclists aren't far behind—especially if money becomes involved.

FEWER DRUNKS . . . FEWER POLICE . . . YOU DECIDE. DUI arrests in Peoria dropped 19.2% in 1992. Mike Doyle, public information officer for Peoria police said “people are monitoring themselves better,” but the Alliance Against Intoxicated Motorists said the DUI-arrest rate dropped after city budget cuts forced elimination of overtime pay for police officers assigned to DUI enforcement.

When is good news not good news? Often—especially when it involves statistics. In other words, when it isn't news at all but, instead, is a disagreement over terms. DUI arrests are down—that isn't news. Fewer drunks on the road would be news, but who knows if we also can say that is the truth?

DOES IT HAVE A DRIVE-UP? The Intermodal Surface Transportation Efficiency Act (ISTEA) affects more than just bicycle-

related projects. Among fifteen other Tri-County projects competing for \$19 million in state-controlled funds is the installation of \$30,395 worth of windows at Flanagan House, Peoria's oldest residence. According to the project summary, this will “enhance the street view and the historic district.”

ISTEA doesn't mandate how transportation enhancement money is spent, though it does make some broad suggestions. As much as I would like to see ISTEA money funnelled to road improvement and bicycle education projects, I also understand that ultimately the money will go to those projects led by the most money-savvy operators and, in our area, that means trail supporters and historic preservation groups.

Kudos to those folks for knowing what they want and also for having the organizational skills to reach their goals.

HEY, THE LAW'S THE LAW. A 19-year-old Morton man involved in a fatal accident June 12 faces a possible \$500 fine, up to six months' probation and up to two year's court supervision after pleading guilty to two traffic offenses: driving at a speed that endangers the safety of others, and, failure to drive on the right side of the roadway.

Court papers indicate Aaron Seaman was driving about 80 mph in a 55 mph zone on Queenswood Road, just west of Tennessee Avenue in Morton when he lost control of his car. Seaman's Mercury Cougar then collided with an Oldsmobile Cutlass, driven by 16-year-old Paige Kahler. 19-year-old Matthew Grant, a passenger in Seaman's car, and Kahler died the next day.

Not only is this story more unnecessary proof that there is no such thing as justice (no jail time, no resurrections), it underlines the mortality cyclists and motorists share. The folks who would curtail cyclists' rights to the road under the guise of protecting us from ourselves are missing this larger picture. They're likely to be the same people to blame cyclists for their untimely deaths under the wheels of drunk drivers—after all, what were those bikers doing out on the road, anyway?

The critics of traditional cycling aren't bad people. They're worse than bad—they're ignorant of the dangers faced by every road user, whether a motorist, cyclist, or pedestrian. Those dangers are drunk drivers, tired drivers, aggressive drivers and whatever kind of driver Aaron M. Seaman was, and, until he's taken off the road by someone else, may continue to be.

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.

ELROY-SPARTA MEMORIAL WEEKEND RIDE

BY ROGER JOHN

IF YOU
LIKE
riding
the
Rock

Island Trail, you'll want to join us "easy riders" for a trip to Wisconsin over Memorial Day weekend, May 29-31. Our destination is the famous Elroy-Sparta Trail. This trail's unique old train tunnels, spring wildflowers and beautiful rural scenery make it one of the Midwest's best places to ride a bike. Flat-to-rolling terrain makes it an easy ride. You can meet us there or caravan with those leaving early Saturday morning. There are camping, motel and bed and breakfast accommodations near the trail. Bring your significant other or come alone, but don't miss what will be one of the best rides of the year. Mark your calendar now . . . more detailed information in the next newsletter. Trip coordinator, Roger John, 243-9191.

AT PRESS TIME:

Vitesse Cycle Shop is offering a special incentive to new club members. Join the IVW at the regular membership fee (\$10 & \$12), bring your new member packet into the store and the shop will give you a shop gift certificate for the same amount.

ASK DR. DERAILLEUR

D.D.

indexed derailleurs are intellectually impaired, spiritually crippled, physically wanting and too rich to spit. I say they've got the motor skills nature gave a rock. Who's right?

Cantankerous Kendall

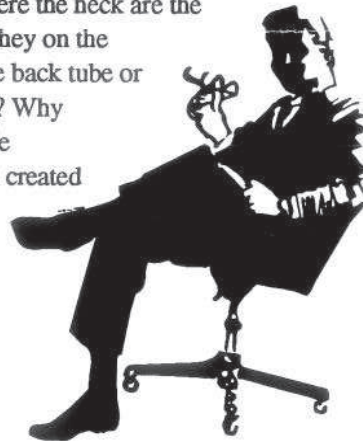
Peoria

Let's leave personalities out of this and look at the real argument here. Are indexed derailleurs better than non-indexed derailleurs? Not at all. Any idiot can find the derailleurs on a bike—with or without a printed

My friend and I have a bet. He says that people who use fancy

index. All you have to do is follow the control cables from the shift levers. There's the problem—where the heck are the shifters? Are they on the down tube, the back tube or the inner tube? Why haven't bicycle manufacturers created a standard location for these things? Could they be trying to confuse us?

—D.D.



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VICE PRESIDENT
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Bill Clark 347-4841

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RIDE COORDINATOR
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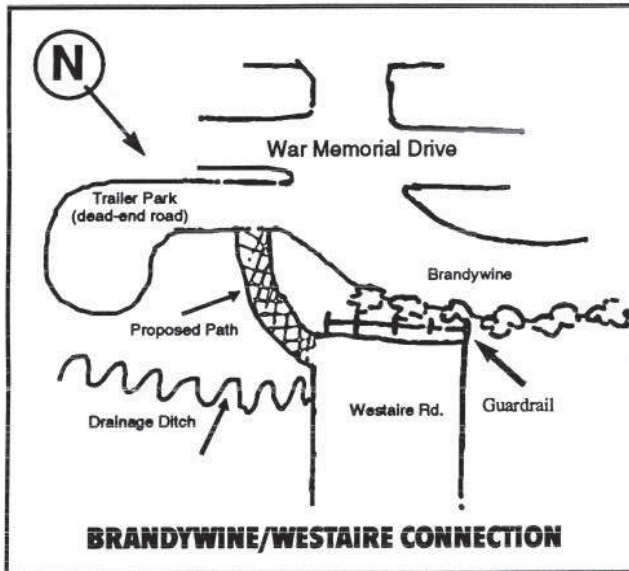
Advocacy Update

By Eric Hutchison

IVW 20-PROJECT BICYCLE ACCESS PLAN PROMPTS CITY ACTION AT

BRANDYWINE/WESTAIRE CONNECTION. Peoria city engineers Jim Baumann and Mike Hart met IVW members Steve Shaffer, Steve Grube, George Dudley and Eric Hutchison at the site February 3, to plan barricade changes to open this intersection to non-motorized traffic.

After considering all the traffic angles, we agreed that a short, paved path linking Westaire with the low-traffic section of Brandywine was the best option (see diagram). This creates the best visibility for all vehicles involved and minimizes



the temptation for motorcycles to use the new route.

We (IVW) will participate in talks with nearby homeowners to discuss the plan. No construction target date yet.

In my opinion, the more persistent and visible we are with this and other projects, the sooner we'll see plans become pavement. Thanks to all IVW members, especially Steve Grube who literally rode the extra mile, for participating.

FORREST HILL/GALE AVENUES UPGRADE BICYCLE ACCESS DECISION PASSED TO CITY COUNCIL. In their final meeting, the advisory committee for the project left the question of bicycle access open for a later policy decision by the Peoria City Council. A council workshop is planned for March in which this topic will be introduced.

Prior to this, the IVW will meet with Peoria traffic engineers to begin a city-wide bicycle access

plan to present to the city council. The IVW challenge is to ensure that Forrest Hill and Gale are included in any city-wide plan, hence the need for 14' outside lanes in the new construction. At the advisory committee meeting, city counsel member Camille Gibson said that bicycle access to Peoria's streets had never been considered by the council and she wasn't sure how much public support existed for the idea. Another public hearing in May on this project will present an ideal time for an IVW bike ride.

IVW holds neighborhood association meeting, makes case at advisory committee meeting. In preparation for the official (and final) advisory committee meeting on this project, we met with members of two neighborhood associations from the Forrest Hill/Gale area. These members were also part of the advisory group. Also present were Dan Kerska (Hanson Engr., consulting firm doing project design work) and Al Schneider (Peoria traffic design engineer).

Two main issues were discussed:

1. The importance of wide outside traffic lanes for shared bicyclist/motorist road use.
2. The importance of Forrest Hill and Gale avenues for present and future bicycle access to the Peoria area.

A significant objective was to attach some adult-human personalities to "the bike club" concerned with access to Peoria's roadways. To make our point, we showed silhouettes of cars, trucks and bicycles sharing 11' and 14' wide outside lanes on existing cross-section blueprints. We also used a highlighted map of Peoria to show the large "you-can't-get-there-from-here" island created by making Forrest Hill and Gale off-limits to bicyclists. Finally, we showed segments on traffic and trail riding from the new Effective Cycling video to give non-riders a bicyclist's perspective on sharing the road. We gave a condensed version of this presentation at the later advisory committee meeting.

In general, our reception was positive. Peoria traffic engineer Al Schneider took great interest in our route map and offered to work with us to create a city-wide bicycle access plan. One resident commented that 14' outside lanes made sense for all traffic, not just bicycles (more space for turning

(continued on page 5)

MAP ATTRACTS ATTENTION.

In meetings on the Forrest Hill/Gale avenues upgrade, I used a city map with highlighted "bicycle-friendly" streets. The point was to show the critical link provided by Forrest Hill and Gale, but the map generated more far-reaching interest from Peoria traffic engineers. We will meet with them to target specific streets on a city-wide basis for bicycle access improvement (the essence of the IVW 20-project plan). The map helped make plans more "real" to everyone involved (especially the engineers).

(continued from page 4)

trucks was sighted.) Another resident was concerned about the safety of bikes and cars sharing space, an "oil-water mix." Unfortunately, he didn't stay for the Effective Cycling video segment.

We were asked to provide meeting minutes which will be included in the public comment report submitted to Peoria's city council.

THE CHALLENGES AHEAD—REPRESENTATION AND EDUCATION. Two items became clear from recent advocacy contacts:

1. Politicians need to know that bicycle access is important to their voters. These folks face decisions about spending limited public funds. They must have confidence that moving bicycle access up on the priority list represents the interest of Peoria's majority. The IVW must demonstrate public support from within the club and develop it within Peoria's residents as a whole.

If the city sets a course for better bicycling, the attitudes of "reluctant warriors" in transportation departments will evolve more quickly. (An official at the Bureau of Local Roads in the local IDOT office recently assured me that "IDOT is not going to provide bicycle

access to every new roadway.")

2. Non-riders (especially those who plan roads) need to view the bicycle as legitimate adult transportation and understand the features which will allow bikes and cars to safely coexist (such as wide curb lanes). To their credit, the Peoria County Highway Department has tried to help bicyclists by painting bike lanes on recently improved Sterling Avenue in West Peoria. While I applaud the spirit (and the widened pavement), the merits of bike lanes in general is questionable (debris accumulation, hazards at intersections). Independent of the bike lane debate, however, the main problem with the West Peoria project is its limited scope. Improvements to streets which feed this neighborhood are also needed (the rest of Sterling and Martin Luther King Drive). When asked about improving surrounding streets, an official at the Peoria County Highway Department replied that "bicyclists could ride on the (gravel) shoulder." As bicyclists, our task is to steer well-intentioned but non-riding road planners to good designs (not necessarily bike lanes and definitely not gravel shoulders).

LAW NOTES

FROM LAW SOURCES

FROM BICYCLIST ADVOCACY

BULLETIN: Josh Lehman, an LAW life member and the U.S. Department of

Transportation Bicycle/Pedestrian Program Manager has resigned effective the end of 1992. He has taken a bicycle/pedestrian program position in the Massachusetts Highway Department. Lehman's successor has not yet been named. Lehman successfully led D.O.T.'s efforts to promote ISTEAs as an opportunity for bicycle and pedestrian advocates to improve conditions in their communities.

THE EFFECTIVE CYCLING VIDEO produced by Robert Seidler and John Forester (Forester is the author of the textbook Effective Cycling) is now available. According to a brochure viewers "will learn to apply a few basic rules of science (physics, physiology and psychology) to two-wheeled motion" and receive "instruction on how to ride further, faster and safer, confidently, anywhere" as they are "given

an introduction to traffic-cycling principles."

Involved in the script and technical production stages were prominent members of the cycling community including officers of the LAW, Bikecentennial and the Bicycle Federation of America. Effective Cycling Video, 41 minutes, 1/2-inch VHS format, \$29.95 plus \$3.00 shipping and handling from: League of American Wheelmen, 190 W. Ostend St., Ste. 120, Baltimore, MD 21230-3755.

COMPUTER USERS NOTE: The LAW is a sponsor of Bikenet, an online bulletin board focusing on bicycling and provided by America Online. Bikenet offers articles from Bicycle USA, Bicyclists Advocacy Bulletin and other LAW publications. Bikenet also provides cyclists with an electronic bulletin board service. In addition, cyclists can use e-mail to connect with the LAW. The LAW's name on the system is Bikeleague; via the Internet e-mail system, Bikeleague@aol.com.

From the Bicyclist Advocacy Bulletin, published by the League of American Wheelmen, these comments from Dan Burden, Florida state bicycle pedestrian coordinator, speaking in Pennsylvania to a group of state transportation departments:

- Wide curb lanes improve roadway capacity by 5 to 7 percent for every foot. Commercial vehicle operators are good allies for wider lanes.
- Motorists will actually allow more passing distance to cyclists taking more of the roadway.
- Separate accounts for bicycling projects are not politically wise.
- For those who question why bicyclists should be accommodated on roadways that they are not using: "You don't design a bridge based on the number of people swimming across the river."

FOR MORE INFO ON THE LAW OR THE LIB, CONTACT SAMUEL JOSLIN AT 309-682-8777.

IVW SUPPORTS PAVEMENT ON ROCK ISLAND TRAIL EXTENSION.

In a letter to park planner Mike Beno, we supported the Peoria Park District proposal to pave the new section of the Rock Island Trail which will connect Alta with Pioneer Park. Additionally, we recommended suitable connection with adjacent city streets (Hale Avenue, Altorfer Drive) and a minimum paved trail width of 12' (as specified by AASHTO* design standards for mixed bicycle/pedestrian trails). This letter will be used to help obtain funding for the project.

*American Association of State Highway and Transportation Officials

Big Ride—Good Food Fun Ride—Good Food

By Roger Jensen

Century at Three Oaks, Michigan, has been one of our favorite rides for the last eight years—just as it has been for a lot of other IVW riders. The '93 ACC had 7,000 riders, but the roads never seemed very crowded. The food was delicious, as usual, and this year we had plenty of time at the food stop in the park.

That's where I happened to look at Sandy's tire and saw the cords were wearing through. The tire was three years old with about 12,000 miles on it—guess they just don't make 'em to last. The repair guy said he would change it but he had no spares. I was lucky because I had a folding tire in my bike bag. We had a good ride—all the hills had interstates running under them—and plenty of spaghetti at dinner.

After the ride, we cleaned up and then drove toward Starved Rock Lodge where we had reservations for Sunday night. On the way, we stopped at a flea market for Sandy and a museum (with free maps) for me.

Then Sandy spotted the highlight of the trip—Duffy's bar in Utica, Illinois. It offered several draft beers, but after I saw the Killian's Red I quit

Try A Rally!

By Barbara Sturges

RIDES IN ROLLING TERRAIN, a riding clinic with Olympic-caliber coaches, a Pennsylvania Dutch folk festival, steam railroad rides and all the food you can eat—this is a sample of what you can enjoy by attending the LAW Rally in Kutztown, PA, July 2–6, 1993, hosted by the Lehigh Wheelmen.

Pat McDonough, director of the Lehigh County Velodrome and a 1984 Olympic silver medalist, thinks Kutztown is the perfect location for a rally. He said, "There are a ton of different roads . . . you can always find one you have never been on before."

In addition to the rides, riding clinics at the velodrome and sightseeing opportunities, the Rally will offer seminars of interest to bicyclists on subjects such as advocacy, safety education, club leadership and bike tours. "You come to a Rally to bicycle, talk bicycling and learn about bicycling,"

I FINALLY GOT AROUND to writing about some riding from last fall. The Apple Cider

looking. The hamburgers were so big I barely finished them off.

We stayed at the lodge Sunday night and on Monday had a great ride on the I&M canal path. Not knowing what to expect, we rode our mountain bikes instead of the road bikes we had used on Sunday. We could have used either. The trail is wider than the Rock Island and has very few crossings or interruptions along the 20-plus miles to Marseilles.

It is a scenic ride along the canal . . . with remnants of locks . . . river views . . . and bluffs to the north. We crossed the Fox River on an old aqueduct high above the water.

On the way back we ate at a deli in Ottawa, watched motorcyclists guiding their dirt bikes up nearly vertical hills, and took a side trip to Buffalo Rocks State Park (NOTE: better have a good granny gear for the climb).

And yes, we again stopped at Duffy's for a Killian's, and to visit with several ladies from Chicago who we met on the trail. The ladies were eating special ice cream desserts that I wouldn't even attempt to eat—but those desserts sure looked good.

This good weather has me thinking about the Silver Springs 60, Pedal-In and the Strawberry 100. When I find more fun rides and good food, I'll write some more.

said Steve Clark, one of the organizers of the 1992 LAW Rally in River Falls, Wisconsin.

Since much of my time is spent riding; thinking, talking or reading about riding; or attending meetings about riding, it seems obvious that I would enjoy an LAW Rally. I have attended two—last year in River Falls, Wisconsin, and the previous year in Olympia, Washington—and thoroughly enjoyed them both. At seminars and in conversations at meals and on rides, I exchanged ideas, stories and jokes with other riders I had just met, but who seemed like old friends. If you enjoy your local club rides and parties; if you are interested in bicycling issues—whether your issue is "what's the latest in technology?" or "how can I plan a bicycle safety presentation for my child's school"—try this year's LAW Rally.

See your 1993 Bicycle USA Almanac for more information and an application. As you may have guessed, I'm planning on being at Kutztown!

EVENTS OF INTEREST

IWW

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.

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

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 issue.]

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 issue.]

SAT 15 McLean County Wheelers Spring Metric. 40-, 67-mile routes. Registration opens 6:30 a.m. at Camp Heffernan, Lake Bloomington. Includes sag, food stops, marked route, maps. T-shirt available. Registration before May 15—\$12 individual, \$30 family; day of ride—\$15 & \$36. Contact Lyle Marshall, 309-454-7178. NOTE: Review this entry in April for updated information.

JUNE

SAT 5 Illinois Valley Wheelm'n Pedal-In. Peoria, IL.
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]

SUN 13-FRI 18 Ride Around Wyoming. Six-day, 384-mile circular loop, beginning and ending in Jackson, WY., circles Salt River and Snake River mountain ranges and Commissary Ridge. Includes: sag, baggage truck, aid stations, repair van and mechanic, medical support, commemorative jersey, maps, cue sheets, marked route, outdoor camping space and limited indoor space. Food: Rider's responsibility. 200 rider limit. Entry fee: \$100 before April 15. For application, send SASE to: Ride Around Wyoming, Inc., c/o Bob Faurot, 18 Paradise Drive, Sheridan, WY 82801. Applications will be mailed February 14, 1993.

SUN 20-SAT 26 Touring Ride In Rural Indiana (TRIRI). 465 miles. Flat to very hilly. Includes map, patch, sag, marked route, campsites, baggage transport, T-shirt, six breakfasts, six dinners. 500 rider limit. Helmet required. Registration \$160 until June 6. 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]

SUN 27 Quincy-Keokuk Century. 30,45,62, 100 miles. Starts at Keokuk or Quincy. Contact Mark Esneault, chairman, at 217-224-8977.

JULY

SAT 17 Ride Across Indiana (RAIN). 162 flat to rolling miles. 6 a.m., Indiana/Illinois border, access road next to Route 40. Includes map, marked route, snacks, T-shirt, souvenir for first 300 entrants. Registration \$22 until June 30, \$27 thereafter. Bloomington Bicycle Club, Steve Merry, 3836 Woodmere Way, Bloomington, IN 47403. Call 812-339-4717.

AUGUST

SUN 22 Sixth Annual Proctor Cycling Classic. Peoria, IL. United States Cycling Federation event. Criteriums, 100-mile road race. Proctor Hospital primary sponsor. \$20,000 prize list. More than 600 professional and amateur cyclists and 6,000 spectators attended in 1992. Great spectator event. Racers needing registration form, write: Peoria Cycling Classic, c/o Peoria Bicycle Club, 1406 Fayette St., Washington, IL 61571.

SEPTEMBER

SAT 4-MON 6 Pantagraph Annual Cyclists Ride Around Corn Country (PACRACC). Bloomington, IL
SAT 18 Diane's Ride. Illinois Valley Wheelm'n. Peoria, IL Call Bill Clark at 309-347-4841.

NOVEMBER

SAT 13 Illinois Valley Wheelm'n Annual Meeting. Peoria, IL. Dinner, door prizes, election of officers, presentation of awards.

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.

re new today
or you'll never see
your precious

dr. **Derail**
LEAF

Again



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MARCH 25 AT SAFETYTOWN, CALL SAMUEL AT 309-688-0922

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

Bulk Rate
U. S. Postage
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Peoria IL 61601

MEMBERSHIP EXPIRES: 10/03/93
RON & SHELLY ANDERSON
203 LOCUST
WASHINGTON, IL 61571

MARCH MEETING—MAR. 25—7:30 P.M.
Swap Meet

... at Safety Town in Peoria