

Illinois Valley WHEELM'N

1993

JULY

6518 NORTH SHERIDAN ROAD, PEORIA, ILLINOIS 61614

I SHOULDN'T
HAVE WORN
CLEATS...

Plop, plop, fizz, fizz—
oh, what the heck...

**DIANE'S
RIDE IS
COMING
SEPTEMBER
18!**

NEW MEMBERS

Dan & Vickie Anderson ... Washington
Julie & Thomas Coogan Hanna City
Jefferson Gilkeson Washington
Brad & Susan Halferty Peoria
Allison, Corinne, Daniel,
Katie, Madison, Molly &
Nicole Malouf Peoria
Liz Malouf Peoria
Daniel & Susan Parr Pekin
Camille & Ronald
Rabjohns Peoria Heights
Keith Shay Peoria
Constance Sword Peoria
Lorin & Rebecca Whittaker Peoria

RENEWING MEMBERS

Christopher & Romaine Bayless ... Peoria
Jody Bicknese Peoria
John Cage Abingdon
Keith Hembrey Peoria
William (Bill) Keefner Peoria
John & Ken Kiley Peoria
Delmar, Jessica & Terri Lowry ... Morton
Lee Nugent Peoria
John Reynolds Morton
Charles Ruppman Peoria
Mary & Robert (Bob) Scroggs ... Morton



ILLINOIS VALLEY WHEELM'N

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VICE PRESIDENT
George Dudley692-7076

TREASURER
Steve Weast446-3413

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PEDAL-IN
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Sue Weast446-3413

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.

? OF BALANCE TOUR DE PRAIRIE

BY STEVE SHAFFER

NOTES Now that the dust has cleared from Pedal-In 1993, I can see that this year's version—Tour de Prairie—was a success. Even though the beginning was on shaky ground due to a lack of volunteers, a group of newcomers (and some of us oldtimers as well) came together in the nick of time to pull this event off. Much of the credit for this year's success was due to the excellent notes and comments from last year's organizers. Even the weather cooperated with blue skies and comfortable temperatures.

There were 131 pre-registered riders of whom 110 attended. An additional 121 riders registered the day of the ride for a total of 231 riders. Avanti's bread seemed to be a big hit with everyone and, in case no one noticed, there was NO BOLOGNA. The sag wagon drivers provided by Russell's and Vitesse reported no real mechanical problems out on the road—probably due to better quality components on today's bicycles. The IVW thanks these bike shops for supporting this event.

The Smithville church and Brimfield American Legion also contributed to the success of this event and the IVW thanks them too. Wildlife Prairie Park has been an ideal home base for this ride the past six years. Without it the ride wouldn't be what it is. Thank you for all your contributions. I want to personally thank everyone who helped make this happen—you made my day.

MORE THOUGHTS ON PEDAL-IN I would like to see a Pedal-In '94 committee organized as soon as possible so that even the smallest details can be covered adequately. The biggest problem this ride faces is getting the word out soon enough. We always say the rider limit is 1,000, but we haven't done a very good job marketing the event. We should be able to attract 500 riders easily with enough lead time. This is the event that pays for most club activities during the rest of the year. Anyone willing to participate in organizing this event for '94 should call me at 685-4726.

SATURDAY SHOW-N-GO NOTES For the past nine months, I have attended this ride from Washington to wherever the wind is blowing from. The riders who participate in this ride are, for the most part, racers or ex-racers who ride at a very brisk pace. Make that a paceline! Not all of the regulars are members of this IVW-sponsored ride. My main reason for doing this ride was to improve my riding skills and endurance and to become more familiar with the terrain east of the river.

The concentration required to ride with this group is tremendous—especially in the middle of a double paceline going 25+ mph. I feel these rides have raised my skill level and confidence on the bike far higher than I expected. I would like to see more IVW members come out for this ride—it's a great way to improve your riding.

FOR SALE: Bike and people hauler. Would you like to fearlessly haul your bikes under garage doors and around parking decks? Would you like to take your friends along? Then consider this Chevy Beauville van. Comfortably holds two tandems, two singles and five riders. Even has dual air to keep the bikes cool. 1985. 78,000 miles, 307 V8, \$5,000. Call George Dudley @ 309-692-7076.

FOUND: Single glove at recent ride. Identify it and it's yours. Call Steve Grube @ 309-699-6956.

FOUND: Navy blue jacket (medium). At Pedal-In. Call Steve Shaffer to claim: 309-685-4726.

TIRE TRACTS HEAR THE ROSTER

CROWING One year in the making: the revised IVW membership roster. This year's list will be distributed along with letters to new and renewing members each month. If you'd like an early copy, call Eileen Dudley at 692-7076.

LEAGUE NEWS During June, the IVW renewed its membership in the League of American Wheelmen, the national organization of bicyclists. As a member club, the IVW receives national advocacy reports, ride information and newsletter material.

Membership in the LAW—which was founded in 1880—automatically renews the club's membership in the League of Illinois Bicyclists, a statewide group. Individual and family memberships in the LAW are also available, and entitle cyclists to monthly issues of Bicycle USA, the LAW's national magazine. For more information on the League and a membership form, contact me at 688-0922.

In addition to renewing League membership, the executive board appointed the following people to League positions: George Dudley, Club Representative; Steve Grube, Ride Information Contact, and Eric Hutchison, Government Relations Advocate.

Look for increased coverage of the League in future newsletters.

LIGHT HERE IN RIVER CITY High-tech cycling is the current focus of a five-month old Peoria company called Fibertech Composites.

Tim Halsmer, one of the company's three owners, stopped by the bike shop with a prototype 65-gram carbon fiber ATB bar-end. (Clamped to the ends of normal flat handlebars, bar-ends give the rider an additional, further forward, hand position.)

Halsmer claimed that a carbon fiber clamp—instead of the bar end's cannibalized Trek aluminum unit—would further reduce the weight of each bar end to 40 grams. Considering most bar ends weigh at least three times that of Fibertech's, Halsmer may have a sellable product—if the price is right. He's now looking for a manufacturer interested in buying the design.

"We want to demonstrate to manufacturers our ability to develop new products," Halsmer said. "We're looking to establish a partnership with parts makers."

And then he mentioned two other ideas in development: a 1.2-ounce carbon fiber

spring for use in mountain bike suspensions ("Structurally, it's there, it's feasible"), and a hubless, spokeless road bike wheel.

Halsmer, 26—who has a degree in aeronautical technology from Perdue (IN) University and eight years of helmet design experience (auto racing)—co-owns Fibertech with David Suttie, 27 and Steve Lewis, also 27.

Stay tuned.

SORRY, GEORGE Instead of the monthly meeting held June 24, Eric Hutchison and I attended the 35th annual meeting of the Tri-County Regional Planning Commission. This, of course, is the local group through which federal ISTEIA enhancement money—of great interest to bicycle advocates—is channelled.

Kirk Brown, Illinois Secretary of Transportation, was the guest speaker, and he spoke quite well—especially considering that he was a real engineer and not a born politico. Though Brown covered a number of issues, including the controversial third Chicago airport, at least a few Tri-County leaders evidently came to the meeting ready to listen to nothing more than Brown's thoughts on the proposed Peoria-Chicago highway.

Outgoing chairman Russell Crawford was especially vocal in presenting his case for the highway. After stressing the need for government and the private sector (that's us) to work together and prioritize issues, he listed his top 10 issues and strategies, most of which revolved around the Chicago link.

To this cyclist, one Crawford comment in particular stood out. After admitting that the Peoria area had simultaneously lost population and gained in land area, he confidently claimed that an improved transportation network fosters growth which fosters the need for further transportation improvements which fosters yet more growth.

Skeptic that I am, I can't help but think that the area's drive to wider, straighter and higher-speed roads has done nothing but allow town and city residents to move out of their respective urban areas and in so doing, reduce the tax base of those communities. (Escapees: correct me if I'm wrong.)

However, I'll stick around to see if the Tri-County now means to encourage bicycle use as part of its next round of transportation improvements.

COMING IN AUGUST Roger John reports on the club's wet and wild trip to Wisconsin's Elroy-Sparta trail.

ASK DR. DERAILEUR

I've been studying the intricate celebration rituals woven into the fabric of modern sports—the Montreal riots following the Stanley Cup, the Chicago riots after the NBA Championship and the riots during any given English soccer game.

Here is my question: What is the best way to celebrate a Tour de France victory by my favorite bicycle racer?

—Studious Stanley, Princeville



Unfortunately, you can't celebrate a Tour victory by your favorite rider—Merckx doesn't race anymore. However, if for some demented reason you have a different favorite rider, I pass along these suggestions.

- 1) Buy a pair of clip-on aero bars for your touring bike or:
- 2) Vow to win the next Saturday morning Washington ride and/or:
- 3) Blow Perrier through your nose.

In general, looting, burning, murder and jaywalking are frowned upon. As an alternative, I suggest looking for a good sale on expensive components. Thanks for asking.

—D.D.

IVW THANKS PEORIA TRAFFIC ENGINEERS

The advocacy committee formally commended Jim Baumann and the rest of Peoria's traffic engineering department for completing the Brandywine/Westaire bicycle-pedestrian link with a recent letter to Mayor Maloof.

After thanking the city for its efforts, we went on to suggest the next step: city leadership on the Forrest Hill/Gale avenues widening project. The

goal is an improved north-south route through Peoria using both projects.

Copies of the letter were sent to all city council members and the Peoria Journal Star. The paper published our letter June 10.

PETITION GARNERS 133 NAMES TO DATE

Though available for only a short time and hardly publicized, our petitions favoring wide outside lanes on Forrest Hill and Gale avenues are gathering support.

While a part of the petition effort was submitted to Maloof and Peoria's city council May 11, other petitions are still available at Vitesse and Russell's. Signatures already gathered are largely those of Illinois Valley Striders members and the general public.

The council is planning a sub-committee of council members to address this issue. However, committee members and meeting dates have yet to be set.

As a result of our presentation to the city (on the Forrest Hill/Gale question), the weekly council agenda now lists "Bicycle Access to City Streets" as the topic for a future policy session. This isn't simply Forrest Hill, it's the whole "big issue" of bicycle access throughout Peoria. Again, no date has been set for the session.

NOTE: Council members recently attended a retreat to focus on ways to better run city government. In reporting on the retreat, the Journal Star mentioned that some council members felt that various "hot potato" issues could be better handled in committee session—not during meetings of the full council. The only specific hot potato was listed by the paper as the efforts of a local bicycle club to secure bike lanes on Forrest Hill.

We hope to learn why our project is controversial.

PEORIA COUNTY REQUESTS IVW INPUT

The IVW passed a small but significant political milestone recently when the Peoria County Highway Department invited us to attend a public meeting on the Rohmann Avenue reconstruction project in West Peoria.

George Dudley and Ken Beckler attended the meeting, which mainly focused on the issue of on-street parking. Evidently, the width to which the road will be rebuilt depends on whether parking is allowed. (If on-street parking is eliminated, the current 30-foot wide street would have two 15-foot lanes.)

One proposal favored widening the road to 34 feet to make room for two 12-foot wide lanes and two five-foot bicycle lanes.

An informal show-of-hands at the meeting came out three to one in favor of retaining the narrower road—and saving resident's front yards—even though on-street parking would be eliminated.

While this was being debated, Dudley requested a bike-sensitive signal at Rohmann and Western avenues. But it turns out this is a city of Peoria signal, not a county one.

My conclusions: This reconstruction project is of importance to cyclists mainly because of the signal it shares with Western Avenue. A good crossing would enhance the connection to recently improved Sterling Avenue in West Peoria. Other streets cross Western, but none as easily as Rohmann. If residents agree to eliminate on-street parking on Rohmann we may have a shot at improving access on that street. Otherwise, it's probably not worth the IVW's effort to fight residents for their front yards.

TIPS FOR THE TIPS

The club has offered bicycle access advice to the Tri-County Regional Planning Commission (TCRPC) for its soon-to-be-adopted Transportation Improvement Plan (TIP). This annually revised document details all road construction and planning projects in the Tri-County urbanized area through June, 1996. Our ideas were presented on the following projects:

- Main Street in North Pekin between routes 29 and 98. (Part of a regional bicycle connection between East Peoria and Pekin.)
- I-74 bridges in Peoria including Sterling, Forrest Hill and Gale avenues.
- US 24 between Bartonville and Pekin.
- McCluggage Bridge (War Memorial Drive).
- Knoxville Avenue (Route 88 between Cedar Hills and Route 6).

Our letter was presented during the official public comment period on the TIP (May 24–June 24). Perhaps next year, bicycle access will be discussed long before the "official" comments begin.

Remember, this year is the mere "tip" of the iceberg.

ADVOCACY NEWS & VIEWS

BY ERIC HUTCHISON



SAILING ON A TAILWIND

LANDLUBBER: "YOU KNOW SAM, A SAILBOAT DOESN'T GET YOU ANYWHERE VERY FAST."

SAILOR SAM: "WHEN YOU'RE ON A SAILBOAT, SON, YOU'RE ALREADY THERE."

(SAM MUST ALSO RIDE A BICYCLE.) —E. HUTCHISON

COPS PEDAL DOWN PROBLEMS

BY SHERYL HANSEN

Ade's bike shop in Pekin. Seems that the Marquette Heights police department now has a bicycle patrol force. My ears perked up since I am on the prowl for more information to support our advocacy efforts. This certainly shows that bicycles are invading all segments of society. I had heard of other cities implementing bicycle police patrols (Seattle, Los Angeles) but never anything this close to home.

Anyway, I had a nice conversation with Chief Bob Quarillo of Marquette Heights' finest. He confirmed that, yes, they had ordered two mountain bikes from Little Ade's to forwardly mobilize their part-time foot patrol officers.

The foot patrolmen are assigned to handle community trouble spots. Since the territory is spread out, answering calls in the nick of time took some fancy footwork. These officers are bicyclists anyway, thought it was a great idea, and started using their own bikes on patrol.

Expanding the bicycle patrol idea is still in the planning stages, but they are quite excited about it and have had good comments from the public. The cycling cops' response time has been excellent. They can get through town in five minutes now. Motorized vehicle congestion has not been a problem but, hey, we're talking about Marquette Heights here!

They've taken a few delinquents by surprise, and their relationship with area kids has really improved," said Chief Quarillo. He did admit to some theft however, since they "stole" the idea from North Pekin.

Speaking of North Pekin, Chief Alex Lambie is quite proud of their department's cycling cop. Ever since he convinced the chief four years ago that he could do his job better on a bicycle, Officer Ty Delaware has been

Got a scoop the other day from Mike at Little

putting in 30 miles a night on his Dakota Jamis mountain bike complete with Night Sun light system. Outfitted in a bicycle-adapted uniform, helmet and packing the usual equipment—firearm, forms, first aid kit and flashing lights—this intrepid fellow cruises on and off road after everything from domestic violence calls to chasing down a dirt biker in a restricted area (try that on foot sometime).

"It takes something unusual to get the kids to talk to you," Lambie said. "They ask a lot of questions. In a squad car, the officer is literally wrapped in a metal shield."

"Community policing— getting police officers closer to the people—is taking a strong hold in the area. Communication breaks down when people take a standoffish attitude to officers. Lambie see "bicycle cops" as a great way to break down the barriers between the police and the public.

"He hasn't said anything about problems with traffic," the chief said, talking about his community of somewhere near 1,800 residents. Umm, where have I heard that before? But then we agreed that a bicycle IS a great way to get around traffic jams.

When we began our conversation, Lambie sounded a bit perplexed as to my motives, but as the topic got warm, we began to explore all kinds of possibilities—park district patrols, bicycle use by other city agencies. Speculation expanded to what a pedal-powered police force might be able to accomplish in "tough" areas in a slightly larger metropolis to the north. (Hey, I'm not suggesting something REALLY risky like officers riding Knoxville several times daily on "all-terrain" bikes.)

Heads up, Peoria. The little neighbors are in a breakaway and you'll have to sprint to catch up.



THE RACE IS COMING!

Watch the next newsletter for up-to-date racing news. Then, plan to attend the Proctor Cycling Classic August 22 as it rolls around downtown Peoria. More than 600 professional and amateur cyclists and 6,000 spectators attended in 1992.

MORE BLUE ON TWO

Officers representing 108 different law enforcement agencies from 24 states and Canada recently converged on the LAW's Third Annual Police on Bikes Conference held in Florida.

According to *Bicycle USA* (July/August), members of the Joliet Police Department also attended the event, which included competitions, workshops and exhibits. Popular topics at informal discussion sessions included funding, community policing and how to convince administrators that shorts are part of an acceptable uniform.

"Road Hogs look out, because he's bigger than I am."

SILVER SPRINGS 60

BY ROGER JENSEN

If you weren't in Yorkville, Illinois, for the Aurora bike club's 20th annual Silver Springs 60, you missed a lovely ride on a beautiful spring day. Over 1,050 riders (out of 1,150 registered) showed up to ride. The sun was bright and warm and there was a slight breeze. Sandy and I, Janis and her fiancé "Kwas," all took part. (P.S.: Road Hogs look out, because he's bigger than I am.)

Everything from beach cruisers, to a recumbent tandem, to full shock mounted mountain bikes, to BMXs, triplets and buggers took part and the fashion show of new clothes was outstanding.

If you weren't in Yorkville, Illinois, for the Aurora bike club's 20th annual

The food stops were great and there was plenty of spaghetti at the end.

Several bike shops had displays and good prices—\$10 on a Zefal HPX frame pump and \$15 on small/medium Bell helmets. Even had some shorts and tights that would fit me, but I passed—flowers on hot pink just aren't me.

I have a graduation Memorial Day but I have a lot of biking planned for June. See you on the downhill and may the good Lord take a liking to you . . . with some nice tail winds.

EDITOR'S NOTE: A massive disruption in the time continuum delayed the publication of this article by one month. Whew!

RIDE REPORTS

IVW

TUESDAY, MAY 18.

With 31 riders in attendance, Bill Wright decided to break the group in two: those riding 15 mph and slower and

those riding faster than 16 mph. The first group rode 17 miles; the second 23. 65 degrees; winds NW @ 15 mph.

THURSDAY, MAY 20. Eight riders did the Rock Island trail and gravel roads "thing" with Bill. 65 degrees; winds NW @ 10 mph.

TUESDAY, MAY 25. Tuesdays are getting bigger for Bill: 41 riders showed up this time. The "A" group rode 25 miles; the "B" riders recorded 18 miles. 70 degrees; winds W @ 10 mph. Hey, Bill: Get those non-members to sign their names more clearly.

THURSDAY, MAY 27. No grit, no gravel, but to a meeting they did travel.

MONDAY, MAY 31. The Tour of Peoria was a resounding success, even if it was "a fine March morning in May." Organizer Eric Hutchison graciously opened his house to riders after the event for Loads-O-Chow. On the table: spinach/feta quiche & strawberry crepes. Of the 28 riders in attendance, 14 biked to the start of the event. Low 60s; winds NW @ 5-10 mph.

TUESDAY, JUNE 1. Hey, Bill! What does the "A" stand for in group A? Bill reported 29 cyclists on this ride and, like the May 25 event, quite a few folks ended up at Leonardo's afterward. 75 degrees; winds NW @ 10 mph.

THURSDAY, JUNE 3. Ten riders rode 11 miles on this trail and gravel charmer. Bill bypassed the pasta repast and went to the car wash to clean the mud off his bike—seems he couldn't turn the front wheel.

SUNDAY, JUNE 6. Dudley's Dirty Dozen (minus three) didn't invade Europe on this fateful day. Instead, a very tough wind (S @ 10-20) and falling temperatures shortened the group's ride from Mossville Grade School to 26.4 miles. (Point four?) On the other hand, everyone who signed the ride roster had excellent penmanship.

TUESDAY, JUNE 8. Wright Wrain-Out.

THURSDAY, JUNE 10. The trail was at its peak with a temperature of 85 degrees and SW wind @ 10 mph. Quoth the Wright: "Beautiful night to ride." 20 miles.

SUNDAY, JUNE 13. The wind was perfect, the temperature was perfect and the road was perfect for this ride to Brimfield from Alta. Steve Shaffer, along with Team DeDecker lengthened the ride out to 72 miles. Sixteen people total.

DIANE'S
RIDE IS
COMING
SEPTEMBER
18!



the ol' shell game

EVENTS OF INTEREST

All information should be confirmed by the rider before attending any ride. All rides require a release form; do not send money without filling one out. The editor has entry forms for several of these rides. Call Samuel Joslin at 309-688-0922.

JULY

SAT 3 Monroe Center, Illinois Biathlon. 15-mile bike; 5-kilometer run. Includes T-shirt, post-race refreshments, participation ribbons, trophies for age-group winners. For info, call evenings—Mark Campbell at 815-393-3761 or Bob Farlik at 815-393-4130. Benefits Lion's Club.

SAT 10,11 Fifth Annual Belle City Bicycle Club Bike Challenge. Racine—Monticello—Racine: approximately 120 miles each day over flat land to scenic rolling hills. Optional mileage loops increase distance to 320 miles. For more information, call Brian at 414-634-2239.

SUN 11 Friends of the Parks' After-Midnight Bicycle Ride. 25 moonstruck miles through downtown and North Side Chicago neighborhoods. 3,000 riders in '92. For more information, call Friends of the Parks at 312-922-3307.

SAT 17 Ride Across INdiana (RAIN). 162 flat to rolling miles. Call 812-339-4717.

SAT 17 Mt. Evans Ultimate Challenge. Boulder, CO. Climb 14, 23 or 28 miles one way and then return. North America's highest paved road leads to Mt. Evans summit at 14,264 feet. Personal challenge—not a race. Includes sag, medical support, fruit, rest stops at summits and T-shirt. For info, call 303-254-8520.

SUN 18 Ninth Annual Springfield Sprint Triathlon. 600-yard swim, 12-mile bike, 3-mile run. Call 217-525-2772.

SUN 18 Melon Metric VIII—Ride With The Pharaohs. 34-, 62-, 100-mile routes in DeKalb, LaSalle and Kendall counties. For more information, call: 708-357-9000, ext. 191 or ext. 616.

SUN 25 Thirteenth Annual MetroMetric XIII. 22-, 40-, 62- and 100-mile routes in Will and Kendall (IL) counties. For information, call 708-530-BIKE.

SAT 31-TUE, AUG 3 12th Annual Across Illinois Bike Ride (AIBR). Between 275 and 300 flat to rolling miles. Leisurely, fully supported four-day tour of northern Illinois. Two day option also available. Limited number of applications available at Vitesse

Cycle Shop and Russell's Cycle World. Sponsored by the Joliet Bike Club. For more information, contact Nancy Fister at 815-942-6525 or Gregg Benning, [IVW member] at 309-243-5206.

AUGUST

SUN 8 Bike Psychos Century. Coal City, IL. 40,70,100 miles. Registration \$12 by 7/29; \$15 thereafter. Oak Lawn Bike Psychos, P.O. Box 652 Oak Lawn, IL 60454. Call Mike Rossiter for info: 312-239-8772.

SUN 22 Sixth Annual Proctor Cycling Classic. Peoria, IL. Criteriums, 100-mile road race. More than 600 professional and amateur cyclists and 6,000 spectators attended in 1992. Great spectator event.

SUN 22 Dog Daze Doubles. Big Rock, IL. 31,62,100 and 124 miles on quiet roads with rest stops and sag support. For more info, call 708-910-3553. Oak Park Cycle Club.

SUN 22 Capitol City Biathlon. Jefferson City, MO. Event features an 8:00 a.m. start time, 3-mile run and 21-mile bike route. For info, call John Thompson at 314-634-3395.

SEPTEMBER

SAT 4 Fourth Annual Blueberry Bicycle Cruise. Plymouth, IN. 25-, 35-, 45-, 62-mile routes; 15-mile family tour. Includes map, sag, rest stops, souvenir. Registration \$8 before 8/6; \$10 thereafter. Maximum fee for families \$16/20. Blueberry Bicycle Cruise, P.O. Box 387, Plymouth, IN 46563-0387. Call 219-936-7214 or 219-936-5706. Plymouth Pedal Pushers.

SAT 4-MON 6 Pantagraph Annual Cyclists Ride Around Corn Country (PACRACC). Bloomington, IL. 220 miles/3 days (COMPAC•RACC is 100 miles/2 days). Includes marked course, maps, sag, evening repair service (Vitesse), all-you-can-eat breakfasts and suppers, showers and overnight camping. Registration before 7/20 is \$45. Between 7/21 & 8/20 is \$55; \$75 thereafter. COMPAC•RACC is \$25/35/55. Call The Pantagraph Marketing Services Department at 309-829-9411 or 1-800-747-7323, ext. 354.

SUN 12 Twelfth Annual Crank Country Century. Valparaiso, IN. 25, 50,62,100 miles. Flat to rolling terrain. Includes full service, light end-of-ride meal. Registration \$9 before 8/20; \$12 thereafter. Calumet Crank Club, Inc., P.O. Box 336, Valparaiso, IN 46384-0336. Call Lynda for more info: 219-462-1803.

ILLINOIS VALLEY WHEELM'N MEMBERSHIP APPLICATION

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

ADDRESS _____
 CITY _____ STATE _____ ZIP _____
 PHONE () _____

- INDIVIDUAL (\$10) NEW?
 FAMILY (\$12) RENEWAL?
 MEMBER OF THE ILLINOIS VALLEY STRIDERS?

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.



OKAY YOU BABIES— HERE'S THE JULY NEWSLETTER...

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**WATCH FOR COMPREHENSIVE
PRE-PROCTOR CLASSIC RACE
INFORMATION IN AUGUST**

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

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Peoria IL 61601

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

NO MEETING IN JULY...

...Have a good vacation—see you in August.