

# Illinois Valley WHEELM'N

1993

SEPTEMBER

6518 N. SHERIDAN ROAD, PEORIA, IL 61604

## PEORIA CITY COUNCIL TO BICYCLISTS: "USE THE SIDEWALK"

*Bike Ban Planned On Forrest Hill/Gale?*

—By Eric Hutchison

*At its August 17 meeting, the Peoria City Council unanimously accepted the recommendation of the city's Traffic Engineering Department NOT to include wide outside traffic lanes in the planned reconstruction of Forrest Hill and Gale avenues between University and Sterling Avenue.*

REASONS SITED BY DIRECTOR OF PUBLIC WORKS Steven Van Winkle included "the restrictive nature of the right-of-way, the narrow bridge and high traffic volumes on these streets." He then recommended the use of parallel residential streets and sidewalks in this area for bicycle use.

Prior to Van Winkle's comments (we were allowed no rebuttal), the IVW pointed out:

- There are no continuous residential streets in this area because of I-74. Also, the existing residential street segments cross major streets without traffic signals—offering difficult crossings, even in a car.
- The dangers created by bicycling on sidewalks, including increased potential for car/bike accidents at driveways and commercial access points, with pedestrians and fixed objects.
- That this route is Peoria's bicycling "lifeline" linking residences, businesses and recreational riding areas (Route 8). The proposed wide outside lanes are MINIMAL accomodation to keep this important route open to bicyclists.
- That in general, the wider outside lanes fit within the planned right-of-way. And that design compromises—to reduce the project's cost in problem areas including the overpass—have not been explored by the city staff.
- That high traffic volume creates the greatest hazard for bicyclists when roadways are too narrow.

### ACCORDING TO COUNCIL:

**Gary Sandberg** felt a widened sidewalk on Forrest Hill/Gale would provide adequate bicycle access. *Besides being dangerous, this violates AASHTO\* design standards and is very unlikely to be funded by IDOT\*\*. Moreover, the traffic engineering department did not point this out.*

**David Koehler** saw the link-up of the Rock Island Trail with downtown as Peoria's first (and apparently only) bicycle priority.

**David Ransberg** said he wanted to see a comprehensive bicycle access plan before passing final judgement on Forrest Hill/Gale. *However, he eventually supported the council's denial of wide outside lanes.*

**Camille Gibson** felt the IVW's written petition was invalid because of too many signatures from non-city residents.

### THE BOTTOM LINE...

Forrest Hill/Gale is bicycle accessible now. After the proposed reconstruction, it won't be. It's that simple.

It looks like this single project will give us a comprehensive education in government. Is there hope? Hey, there's always hope. The city council was told by Van Winkle that its August 17 decision was "not irreversible."

Stay alert. Another public hearing is coming. The IVW probably won't get much (if any) advanced notice. Watch for news, go to the hearing (preferably by bicycle) and let your wishes be known—in writing. Most of all, be sure to contact your city, state and federal representatives.

NOTE: Official city council minutes on this issue are available. Plus, the entire half-hour council session on Forrest Hill/Gale is available on VHS tape. Contact Samuel Joslin at 309-688-0922.

\*AASHTO. American Association of State Highway and Transportation Officials. Produced Recognized Standards for Bicycle Facilities Design '91.

\*\*IDOT. Illinois Department of Transportation.

# ? OF BALANCE

BY STEVE SHAFFER

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VICE PRESIDENT  
George Dudley.....692-7076

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Steve Weast .....446-3413

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Terry Threw.....699-6956

DATA PROCESSING  
DIANE'S RIDE  
Bill Clark .....347-4841

MEMBERSHIP  
Eileen Dudley .....692-7076

PEDAL-IN  
Sheryl Hansen.....263-2870  
Sue Weast .....446-3413

RIDE COORDINATOR  
Steve Grube.....699-6956

EDITOR  
Samuel Joslin .....688-0922

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.

Touring with Glen. I had the privileged opportunity recently (July 2 & 3) to go with Glen Thompson on a bicycle tour of the northern half of Illinois. Glen had already arranged a trip with an old school buddy when I politely invited myself to tag along. THE PLAN was to meet Kirk (who lives in Maryland, but was visiting his parents in Dixon, IL) in Tiskilwa, where we planned to go west to some small little town and stay all night at some obscure little-known Indian motel the first day, and then ride to Dixon to watch some fellow Peorians race.

One thing you learn to be when riding with Glen is flexible! Glen and I started from our respective homes in Peoria around 5:47 a.m. and headed north to our first stop of the day—Chillicothe—for breakfast. We got there around 7:03 a.m. and had pancakes with the locals at the Track Inn eatery. We had to go another 30 miles before our next planned stop, so we ate heartily. In this 30-mile stretch is a DDP (Dangerous Dog Passage)—which is another story—but to our dismay, there were no DDs to be found. Maybe they remembered my fearsome tire pump from two years ago! Around a couple of bends and through a valley, we entered the thriving metropolis of Tiskilwa at approximately 9:43 a.m. and stopped at the local social gathering spot—CASEY'S. Glen and I had made pretty good time so far; in fact, we were about 47 minutes ahead of THE PLAN.

Kirk arrived in town about 7.5 minutes late, dipping wet and dog-tired from fighting a headwind all the way from Dixon (Glen and I had the tailwind). Since the rain seemed to following Kirk, we stayed under a shelter for a few minutes while Kirk recuperated. We decided the rain wasn't going away fast enough so we started out heading west to Geneseo where Glen had made reservations for the night. As we traveled west we could see some nasty looking clouds coming our direction from the southwest. This is where we started the flexible thing. The sky looked a lot better off to the north—there wasn't any lightning in that direction—so hey, I'm flexible, and we went north.

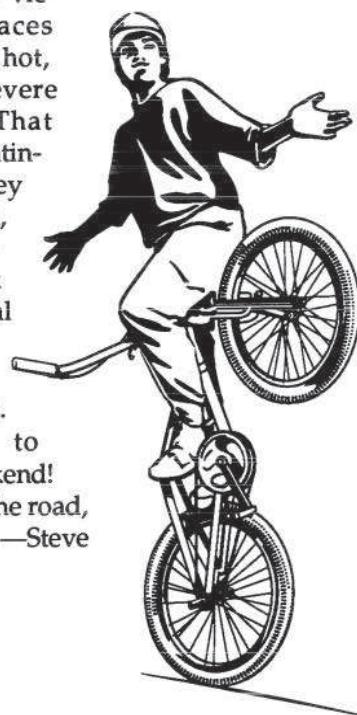
By now, we had ridden about 61.3 miles and it was time for lunch in that little

Japanese city called Niponset. Actually, I didn't see any Japanese people there, but there was this big old tree which, according to Glen, had something to do with the name. We found a sports bar and ate to our heart's content while we dried out from the showers and road spray.

Our route from Niponset took us north to places I'd never been (or even knew existed). Glen's navigational abilities took us on gravel roads that even Bill Wright wouldn't wouldn't ride—even with his mountain bike! By the time we got to Annawan, we had 81.3 miles and flexed our plans again to go to Dixon, which was only another 60 miles. We eventually found Route 78 and did some high-speed, low traffic cruising with a tailwind on a wide, smooth shoulder. I think at this point in the ride we were stopping at every ice cream shop we saw along the way. On through Rock Falls and into Dixon at last after 138.5 miles—my longest ride ever in one day! I think Kirk's parents should open a BB (Bed & Breakfast) for weary cyclists because their hospitality was superb. I slept soundly that night.

Saturday we got up and rode to town to watch the bicycle races and cheer our fellow Peorians on to victory! The races were fast and hot, and I got a severe sunburn. That afternoon I continued my journey solo to Oregon, IL, where my son was to pick me up. The total mileage for my trip was 158.5 miles. What a way to spend the weekend!

See ya on the road,  
—Steve



# HANSEN & THE HECKLER

By Sheryl Hansen

Hordes of cyclists streaming through town, weaving through traffic, suits in backpacks, briefcase on racks, heading for work or the market. Beijing or Peoria? 1993 or 2023?

*Don't worry . . . be happy. The black stuff deep in the earth won't run out for another 25 or 50 years, depending on how we conserve. So let's keep designing transportation arteries for the gas-guzzlers for as long as we can.*

According to the Bicycle Institute of America (BIA), there were 96 million bicyclists in the U.S. in 1991, a 33% increase from 1983. Of these riders:

- Twenty-seven and a half million (29%) were adults cycling once a week, a 175% increase from 1983, and expected to increase 15% in 1992.
- Four million (4%) were bicycle commuters, a 167% increase from 1983, and expected to increase 20% in 1992.

In 1991, bicycle sales increased by nearly a million units over the 1990 figure. This was due in part to continued strong interest in mountain and hybrid bikes—now well established as the basic bikes for adult Americans. Total 1991 sales figures represent a 30% increase over 1983 and a 70% increase over 1970.

*Hey man (or ma'am), we live in Peoria, and we LOVE our cars!*

Oh really? Then why have four bicycle shops in the Tri-County area experienced about a 6% increase in bicycle sales from 1988 to 1993? (That doesn't include the Wal-Marts, K-Marts and other discounters and department stores who have about 70% of the Peoria-area market.)

*Estimates schmestimates! A 6% increase? Don't make me laugh.*

Okay—so we're behind the national average. Should we boast of our outstanding ostrich vision?

## HOT WIRES

The Cascade Bicycle Club in Seattle offers cycling information over the phone. Their 24-hour hotline is awesome (and remember, each of the following selections represents a committee):

- For Bike-to-work days, PRESS 511
- Weekday and weekend rides, PRESS 1
- Expo, PRESS 2
- Government affairs, PRESS 4
- Bikes Are A Transportation System (BATS), PRESS 5

This selection talks about two brochures: "How to Get Rolling" (for bicycle commuters) and "Why Should Your Business Care?" for employers. It also includes information on bus and Puget Sound ferry transportation.

- Education, PRESS 6
- Membership, PRESS 7
- Newsletter, PRESS 8
- General information, PRESS 9

It's long distance for us, but I've requested a complete tape of phone messages. Cascades' hotline is a real ear-opener for anyone interested in the possibilities.

—S.H.

## New Members

Steve & Marla Hueser .....Peoria  
 Mark H. Mayfield .....Peoria  
 Linn & Randy Phillips .....Peoria  
 Gretchen Strauch .....Washburn  
 Denise & Jeff Thode .....Peoria  
 Thomas E. Westrick .....Peoria

## Renewing Members

Michele Astle .....Washington  
 Brenda & William Clark .....Pekin  
 Eileen & George Dudley .....Peoria  
 Maria Hietter .....Washington  
 Don Johnson .....Peoria  
 Rick Long .....Peoria  
 Greg & Sabrina Petesch .....Peoria  
 Carol & Marc Squillante .....Peoria  
 Christopher P. von Hake .....Morton  
 Brian White .....Peoria

## OCTOBER MEMBERSHIP MEETING

OCTOBER 28 • 7 P.M.

ATRIUM BUILDING, 900 MAIN ST., PEORIA  
PARK ACROSS STREET FROM MAIN ENTRANCE.

A hands-on session of stretching for injury prevention, and therapy for where it hurts. To be directed by IPMR therapist and IVW member Matt Rottman and his associates in the western district of the Illinois Physical Therapy Association. (October is National Physical Therapy Month.)

Members of the press are invited so IVW t-shirts or jerseys are suggested, along with shorts or sweats. This will be a working session with lots of one-on-one. —George Dudley, 309-692-7076.

September meeting information on back page.

By Eric Hutchison

## FUTURE TALK: IDOT 25-YEAR PLAN

The public is invited to attend a IDOT forum to help determine long-range transportation goals and priorities (which include bicycles) at the Holiday Inn Brandywine September 7. Choose from one of three sessions: 9-noon, 1-4 p.m., or 6-9 p.m. *Your attendance is important.* Call me for more information at 309-685-3921.

## IVW TALKS BIKE ACCESS WITH IDOT

At the August 3 transportation open house hosted by the Illinois Department of Transportation, the IVW discussed improvements in bicycle access with Dale Risinger, manager of IDOT District 4. Some highlights:

- Risinger emphasized the need for an area-wide comprehensive bicycle access plan. I told him we were awaiting some serious discussion of the existing IVW plan by the area's transportation departments.
- We found common ground on paved shoulders, both agreeing that the road extensions help all users, not just cyclists, and improve roadway maintenance.
- A cantilevered bike lanes may be possible off the McCluggage Bridge if the older bridge structure can support the added weight. A consultant is now studying renovation of the structure.

**Conclusion:** This was a friendly exchange. As a result of our discussion, one more local transportation official now has a face, instead of merely a name, to associate with "The Bike Club."

## LEAGUE OF ILLINOIS BICYCLISTS MINI-RALLY

Illinois bicycling advocates met in Lincoln August 21 to ride and share ideas. Al Sturgis and Ted Sanders unveiled the LIB's hot-off-the-press advocacy manual, filled with information on bicycle facility design, names and addresses, and how to become an effective bicycle advocate.

Also at the rally was John Boyle, of the Tri-County Regional Planning Commission—the organization charged with developing this area's comprehensive bicycle access plan. Boyle, who also spoke at the August 17 Peoria City Council meeting, said he didn't expect a plan before spring of 1994.

Craig Williams, IDOT's bicycle/pedestrian coordinator was also on hand to inform the group of Illinois' progress in developing statewide bicycle maps based on traffic engineering standards.

# LANE POSITIONING I, OR ATTITUDE ADJUSTMENT

*This column is provided as part of our benefit package as an affiliated club of the League of American Wheelmen (LAW) and will focus on various aspects of Effective Cycling (EC). EC is the only nationally-recognized bicycling education program. If you would like to learn more about LAW or the EC program, contact the League at (410) 539-3399.*

Inferiority Complex, will not happen overnight. It takes time to reverse the well-intended but misguided bicycling education most of us have received over the years.

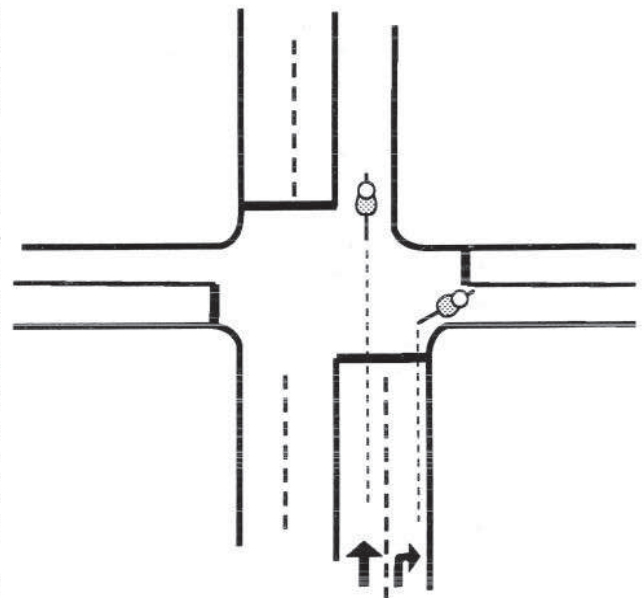
This column will offer practical suggestions to improve your safety and effectiveness on the bike. To feel comfortable executing some of the maneuvers, however, you have

The Effective Cycling (EC) Program is rooted in the theory that "cyclists fare best when they act, and are treated in return, as drivers of vehicles, with the same rights and responsibilities that other drivers have." Group riding skills and emergency maneuvers are important skills to master, but it is this vehicular cycling theory which governs all decisions made by effective cyclists.

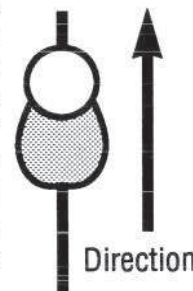
The theory is really an attitude, a strong belief in the rights cyclists have as legitimate users of this country's roadways.

If you have grown up believing that as a cyclist it is your responsibility to ride as far to the right as possible or that a two-ton car always has the right of way, it will take some time to change your attitude. Overcoming these feelings, which Effective Cycling author John Forester labels as the Cyclist

## Right-Turn-Only Lane



*Right turn from right side of right-turn-only lane. Straight ahead from right side of next lane left.*



to first believe in the vehicular cycling theory. An Effective Cycling Instructor (ECI) can help by broadening your cycling knowledge and offering numerous opportunities to practice on-bike skills. You can also learn more about the vehicular cycling and cyclist inferiority theories by reading Effective

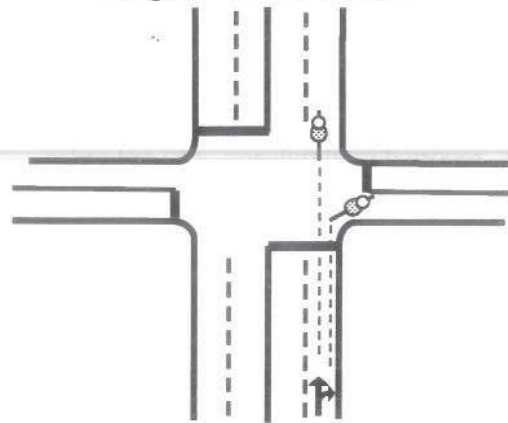
Cycling. To order a copy call L.A.W.'s toll-free merchandise line (800) 288-BIKE.

Intersections are where most bicycle crashes occur, but many of them can be avoided. When you approach a multi-lane intersection, think about where you would position yourself if you were driving a car. You wouldn't be in the right-turn-only lane if you were continuing straight. And you wouldn't attempt a left turn from the right lane of a four-lane road.

Generally speaking, as a bicyclist, you should be in the right-most lane that goes in the direction you are traveling. As a bicyclist though, you also have three positions within the lane to choose from: the right third, the center, and the left third. The specific portion of the lane to choose depends on the distinct characteristics of the intersection.

The diagrams show correct lane positioning for a variety of different scenarios. Compare them to roads you travel in your regular rides. Are you where you're supposed to be?

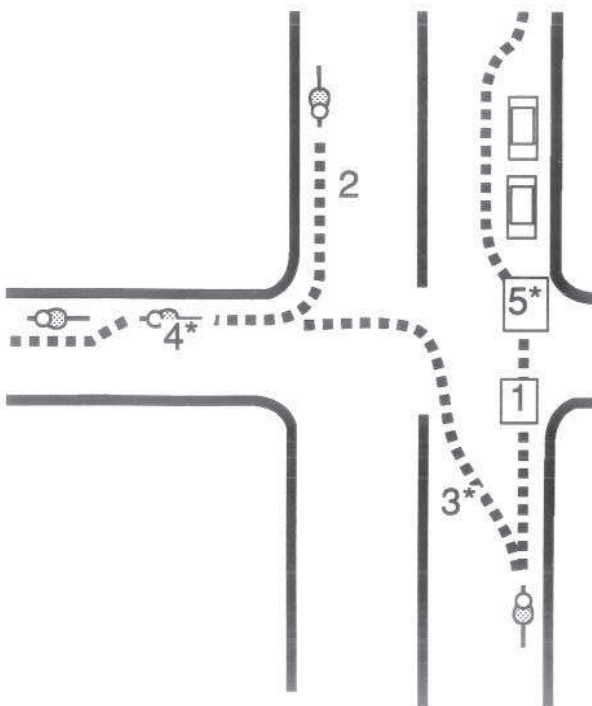
## Dual-Destination Right-Turn Lane



*Right turn from right side of right-turn lane. Straight ahead from center of lane.*

The next EC Notebook will delve into the factors involved in choosing the correct position for making left turns.

## BICYCLING IN TRAFFIC



## BASIC MANEUVERS

1. Straight Through
2. Right Turn
3. Left Turn
4. Overtaking
5. Passing Parked Cars (watch for opening doors.)

- Cyclists tracks indicated by dashed line.
- Make your move well before the intersection
- Announce your intentions to other cyclists.

*\*Indicates "look behind, and make your move as traffic permits."*

## DEAR DR. DERAILLEUR

Why do magazines call their bicycle reviews "road" tests? As far as I can tell, they never test an actual road; they simply drool over the latest sky-high wallet-yankers.

—Cranky Ken,  
Peoria



First, magazines don't test roads because they already know the results—most roads aren't worth the farmland they're paved over.

But rather than depress their readers (and therefore their circulation numbers), the bike rags choose to focus on what can be purchased (bicycles) and not on what can be legislated (better roads). Calling bicycle reviews "road tests" just slides around the real obstacle to improved cycling—accessibility.

Plus, you'll have to admit there's not much sex appeal to roads—they carry the same old stripe pattern year after year. Now if roads had moving parts and different paint schemes, the rags might perk up and cheer the brawniness of blacktop, the miracle of macadam and yes, even the quintessence of concrete.

—D.D.

# OTHER PEOPLE, OTHER PLACES

IVW

**YOU COULD LOOK IT UP:** A few cycling definitions found in the August issue of *Spoke Of A Wheel*, the BIKEBURLINGTON (Burlington, IA) newsletter:

**Brake/Shifter Systems:** An \$800 option in 1992 that will be available in a couple of years on \$129 Huffys.

**Chamois:** A small agile, goat-like antelope that, had it any idea where its skin was going to end up, would be much harder to catch.

**Flat:** Hills

**Rolling Hills:** Mountains

**Mountains:** Cliffs

**Stationary Bike:** Describes bicycle going uphill, just before it falls over.

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**COPS AND SOBBERS:** When Chicago police recently tested applicants for the city's bicycle patrol, four attempts were made by gun-toting individuals to separate the police from their bicycles. According to the CHICAGOLAND BICYCLE FEDERATION newsletter (July '93), the would-be robbers are all in the pokey.

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**ADVOCATE ADVANCES:** Ted Sanders, president of the LEAGUE OF ILLINOIS BICYCLISTS, was elected vice-president of the LEAGUE OF AMERICAN WHEELMEN—the national organization of bicyclists—during the National LAW Rally. Ted is also the LAW director for our area—Region 8.

*Note:* John Torosian, LAW president for the past six years and due to step down at the rally, died at home just days before the event; he was succeeded as president by Bob Nordvall of Pennsylvania.

**STILL GOING:** After 256 club rides, members of the JOLIET (IL) BICYCLE CLUB reported total mileage of 62,484 miles.

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**PLAYED IN PEORIA:** Eleven members of the DECATUR (IL) FREEWHEELERS rode the Rock Island Trail from Alta to Wyoming and back on June 26.

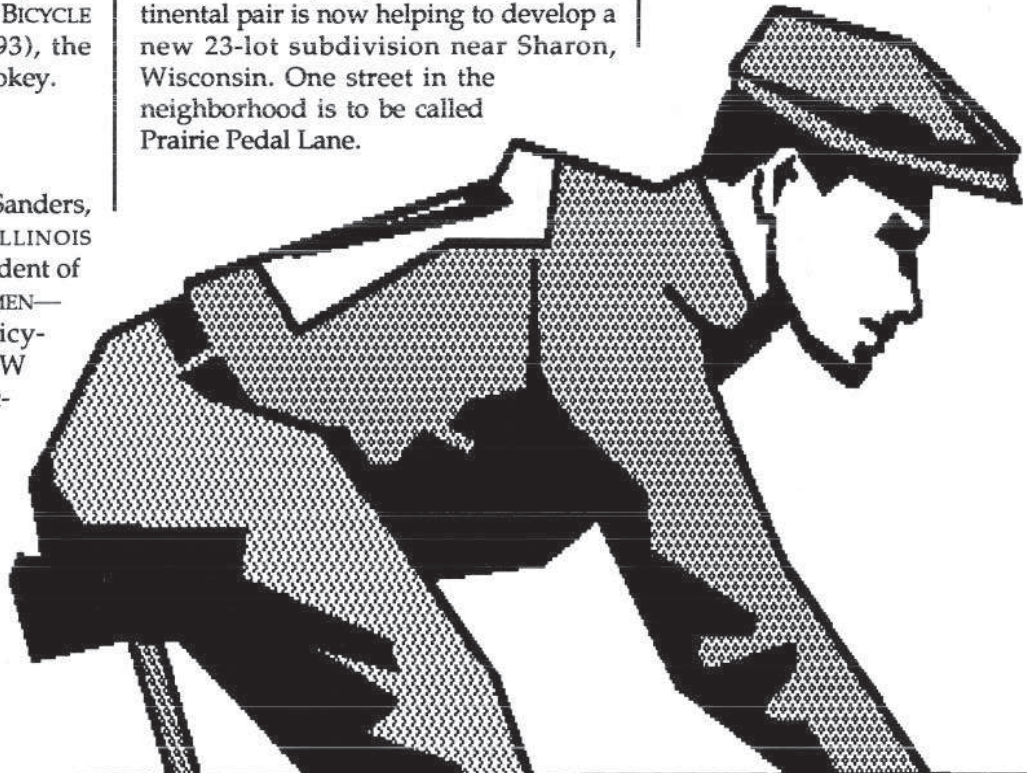
**QUICK CALL:** When Carl Miller, president of the MCHENRY COUNTY BICYCLE CLUB (Crystal Lake, IL), wanted to report an unleashed and aggressive dog encountered on a club ride, he immediately turned to a cellular phone to call police (who declined to involve themselves), and then to reach an answering machine at the Animal Control Department. A follow-up call to Animal Control the next day brought news that an officer would be dispatched to the scene to issue a ticket.

*Haldeman-Notorangelo update:* According to the McHenryites, this famed transcontinental pair is now helping to develop a new 23-lot subdivision near Sharon, Wisconsin. One street in the neighborhood is to be called Prairie Pedal Lane.

**UP IN THE AIR:** In April, United States and British members of the antique bicycle club, THE WHEELMEN, rode high-wheeled bicycles from Paris to Prague, Czechoslovakia, to attend an international bicycle rally. The twelve riders covered the 748-mile route in 10 days—an average of over 70 miles per day. No one suffered a flat tire; no one could. The big bikes (usually called "ordinaries") were developed before the introduction of air-filled tires.

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**FURTHER UP IN THE AIR:** The DRIFTWOOD VALLEY WHEELERS (Columbus, IN), included this brief Associated Press story in the August issue of *freewheeler*: "The International Olympic Committee, pondering whether to make bicycle tossing a demonstration sport at the 1994 Olympics, watched Steve Schilling throw a bike 15 feet Monday to win a competition in Springfield, IL. The committee voted unanimously that the whole idea was idiotic."



# 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.

## SEPTEMBER

**SAT 4** Fourth Annual Blueberry Bicycle Cruise. Plymouth, IN. 25-,35-,45-,62-mile routes. Special 15-mile family tour. In association with Marshall County Blueberry Festival. Includes map, sag, rest stops, souvenir. Late registration \$10. Maximum fee for families \$16/20. Blueberry Bicycle Cruise, P.O. Box 387, Plymouth, IN 46563-0387. Call 219-936-7214. 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.

**SAT 11** Lena Fall Festival Bike Tour. Lena, IL. 10 miles; 50,100 kilometers. Multiple sponsors. Call Dennis Robinson at 815-235-6088.

**SUN 12** Twelfth Annual Crank Country Century. Valparaiso, IN. 25, 50,62,100 miles. Flat to rolling terrain with a few challenging hills. Includes map, marked course, sag, food stops, fanny flag, 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.

**SAT 18** Hope Ride. Hope, IN. 13,32,62,100 miles. Sponsored by LAW, Driftwood Valley Wheelers. Call Paul Ashbrook at 812-546-5709 or Ron Adams 812-376-9431.

**SAT 18** Diane's Ride. 35,67,100 miles. Illinois Valley Wheelm'n. Peoria, IL Call Bill Clark at 309-347-4841 for a colorful brochure (okay, so it's just one color).

**SAT 18, SUN 19** Eleventh Annual Chequamegon Fat Tire Festival. Cable, WI. Sponsored by Trek and Telemark Resort. Orienteering, off-road, criterium and cyclo-cross racing and tours on mountain bikes. Over \$15,000 in merchandise awards. Registration \$40 for both days. Registration limited to 2,500—No entries taken after limit is reached or 9/1, whichever comes first. P.O. Box 267, Cable, WI 54821. For more info, call 715-798-3811, ext. 644.

**SUN 19** Spoon River Scenic Century. Canton, IL. 30,65,100 miles. Sponsored by Spoon River Wheelmen. P.O. Box 353, Canton, IL 61520. For entry form, call IVW editor at 309-688-0922.

**SUN 19** Haldeman 100. Stillman Valley, Illinois. 25,50,75,100 miles. Includes full service plus post-ride spaghetti dinner. First 500 riders receive free water bottle. Registration \$10 by 9/3; \$12 thereafter. Family registration (3 members) is \$25/30. Blackhawk Bicycle & Ski Club. For more info, call Tim Castelli at 815-636-2627.

**SAT 25** Bob Galloway Memorial Amish Country Tour. Arthur, IL. 25,35,40 miles. Sponsored by Decatur Freewheelers, Arthur Association of Commerce. Call Arthur Association of Commerce at 800-722-6474.

## ILLINOIS VALLEY WHEELM'N MEMBERSHIP APPLICATION

(please print)

NAME \_\_\_\_\_ BIRTHDATE \_\_\_\_\_

List additional family members and birthdates on reverse

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

PHONE ( ) \_\_\_\_\_

CHECK ONE    INDIVIDUAL (\$10) OR  FAMILY (\$12)

CHECK ONE    NEW MEMBERSHIP OR  RENEWING MEMBERSHIP

APPLICANT SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

**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.

Membership in the LAW automatically qualifies you for membership in the League of Illinois Bicyclists, the statewide organization of bicyclists



## LEAGUE OF AMERICAN WHEELMEN MEMBERSHIP APPLICATION

I want to join the national organization of bicyclists. Please start my subscription to BICYCLE USA magazine. Also send my membership materials, including bike and window decals, and a membership card.

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_

STATE \_\_\_\_\_ ZIP \_\_\_\_\_

TELEPHONE ( ) \_\_\_\_\_

CLUB: ILLINOIS VALLEY WHEELM'N,  
PEORIA, IL

### LAW MEMBERSHIP CATEGORIES

- Individual: \$25
- Family: \$30
- Advocate—Individual: \$35
- Advocate—Family: \$40

Send check to:

League of American Wheelmen  
190 W. Ostend Street, Suite 120  
Baltimore, MD 21230

(410) 539-3399/FAX (410) 539-3496

Membership Hotline 1-800-288-BIKE

# A MEETING CALCULATED TO GIVE YOU THE FITS

*East Peoria Avanti's • 6:30 p.m. • September 23*

HE'S GOING TO TRY AGAIN. After being snowed out in February, Kevin Neblock, exercise physiologist and coach of the Central Illinois Racing Team (Champaign), will speak on bike fit. Late fall and winter are the best times to experiment with your positioning.

Kevin will talk about seat adjustment, 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. No snow is predicted. For more information, call Bob Wilson at 579-3474.

## INSIDE SEPTEMBER...

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## CLARK CRAVES COOKIES

What would an IVW invitational ride be without heaps and heaps of cookies? Well, that question has occurred to Bill Clark. That's why he's asking all bakers to put together batches of their favorite rounders for Diane's Ride, September 18. Call Bill today and tell him what he's got coming. 309-347-4841.



Kevin has a pair of large Kirtland panniers for sale. For info, call Samuel. 309-688-0922.

**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

**SEPTEMBER MEETING...**

...September 23, East Peoria Avanti's