

Illinois Valley WHEELM'N

1993

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OCTOBER

6518 N. SHERIDAN ROAD, PEORIA, IL 61604

ANNUAL AWARDS BANQUET

November 13, 1993
6:30 p.m.
Mark Twain Hotel
Packard Plaza, 1st Floor

Door prizes!
Election of officers!
As always, helmets are optional.

COST PER PERSON: \$6.00

RESERVE YOUR SPOT TODAY. Fill out and mail the reservation/awards form on page 7.

PARKING AVAILABLE AT:

- Hotel parking lot. Access from Adams or Hamilton.
- Caterpillar parking lot. Across Adams from the Mark Twain.
- Peoria County parking deck, adjacent to Packard Plaza. Access from Jefferson.

RESERVATIONS DEADLINE:

NOVEMBER 5.

For more information, call Robert Wilson at (309) 579-3474.



New Members

Frances AndersonBloomington
Bernie & Pat Dempsey ...Mapleton
Steven GuernseyTremont
Rick MaidaPeoria

Renewing Members

Jack JohnsonCanton
Chris, Kacy, Kevin, Kyle,
Mike & Sally PulaDunlap

PRESIDENT	
Steve Shaffer	685-4726
VICE PRESIDENT	
George Dudley	692-7076
TREASURER	
Steve Weast	446-3413
SECRETARY	
Jagada Kosey	676-1956
ADVOCACY	
Eric Hutchison	685-3921
SOCIAL	
Bob Wilson	579-3474
MAILING	
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.

IVW

TUESDAY, JULY 20. New members Marla and Steve Hueser, and Jane Sieck came out for their first IVW ride and were rewarded with perfect weather and the company of 35 other happy campers (two groups). To Princeville from Alta. 82°.

THURSDAY, JULY 22. Wright Wrained Out.

TUESDAY, JULY 27. New members Jo May Chow and Jeff Grigson attended their first IVW ride and were rewarded with a ride-time air temperature of 93° and the company of 24 other riders (two groups).

THURSDAY, JULY 29. Though many of Bill Wright's gravel-road-and-trail rides have been rained out, this 20-mile event attracted 10 riders. 80°. Wind: NW @ 15 mph.

SUNDAY, AUGUST 1. Eighteen riders accompanied leader Sheila Hansen from Peoria to Brimfield and back. 70-80°.

TUESDAY, AUGUST 3. Down Cedar Hills and up Hallock Hollow. Bill wrights: "The last two Tues. evenings have been perfect. The last two Thursdays have been the opposite." 32 riders, two groups. 75°. Wind: NW @ 10 mph.

THURSDAY, AUGUST 5. Wrained On Wright.

SUNDAY, AUGUST 8. From Washington, Robert Alexander led 21 cyclists to Kim's in Eureka. Goal: ice cream. Temperature was in the mid-80s at the 1 p.m. start time.

TUESDAY, AUGUST 10. Karl Kosey pinch-hit for Bill Wright on this 20-mile trip. So spake the Karl: "Peggy Ellgas came all the way from Racine, Wisc., to ride with us." 27 riders. 80°.

THURSDAY, AUGUST 12. Wright Wrained Out.

TUESDAY, AUGUST 17. Bill returned after a week off as ride leader and he noted "summer is getting short." 29 cyclists, two groups. 88°. Wind 10 mph.

THURSDAY, AUGUST 19. Wrained On Wright..

SUNDAY, AUGUST 22. No ride scheduled.

Members attended (and volunteered their time to) the Proctor Cycling Classic in downtown Peoria.

TUESDAY, AUGUST 24. Scavenger Hunt/Location ride. Twenty-five cyclists. 88°. See "Looking For Dog In All The Wright Places."

SATURDAY, AUGUST 28. George Dudley and five other cyclists braved a 65-degree, 7:30 a.m. start on this ride from Banner Grade School to Snyder's in Princeville. 34-miles.

SUNDAY, AUGUST 29. Sixteen cyclists set out from Mossville Grade School at 8:00 a.m. for the famed land o' pancakes (a.k.a. Track Inn in Chillicothe).

TUESDAY, AUGUST 31. Karen Saltsman, Rick Maida and Dan Maloof were first-time riders on this 75°, sub-20-mile ride. 37 riders, two groups.

SUNDAY, SEPTEMBER 5. Jack Welch, Don Eberle, Dennis Tresenriter, John Mogler and Dick Rhodes spent the day before Labor Day traveling from East Peoria to Mackinaw. 75°. Wind: NE @ 10 mph.

TUESDAY, SEPTEMBER 7. Wright Wakes 'em in. Thirty-eight riders (two groups—16 & 25 miles). 75°. Wind: S @ 5 mph.

SUNDAY, SEPTEMBER 12. Illinois Central College to Metamora. For purposes of this report, the five riders who declined to ride the hills on County Line and Grosenbach roads will remain both nameless and shameless. (Sorry, Don). Ride leader Don Jacobs reported 41 miles, 13 riders, two flat tires, 65° and a south wind of 15-25 mph.

SUNDAY, SEPTEMBER 26. Twenty-two riders stormed the Track Inn cafe in Chillicothe shortly after departing Mossville Grade School. Some members demanded pancakes upon arrival. Jack Welch was styled-in on a vintage mix-and-match Sekai 4000. Dunlap-resident Sharon Conlee was a first-time rider. 55°. Light and variable wind.

LOOKIN' FOR DOG IN ALL THE WRIGHT PLACES

—By Bill Wright

We had our second annual scavenger/location ride in and around Dunlap. The question: "Can anyone find the *Scotty Dog* on a swing and tell us where it is?"

Thanks to Vitesse Cycle Shop, prizes were given to the winners and everyone received some sort of participation prize. After all of this, a tailgate party in the school parking lot was in order. A good time was had by all, including the mosquitoes.

Watch for special little attractions as you ride around the Dunlap area. Who knows? It might be on next year's list.

ADVOCACY NEWS & VIEWS

By Eric Hutchison

FORREST HILL/GALE UPDATE. The local office of the Illinois Department of Transportation (District #4) has added its voice to the Forrest Hill/Gale avenues improvement debate. In a recent letter to the city, IDOT suggested ways for designers to provide 14-foot lanes at a lower cost than the original widening plan.

The IDOT letter supported the concept of shared-lane access over the widened-sidewalk feasibility study proposed by council member Gary Sandberg. Hansen Engineers, design consultants on the project passed the letter onto the club, asking for our comments. We hope Peoria will study and accept these recommendations. In other words, the fat lady ain't sung yet, gang. But she's been known to make surprise appearances, so be alert for a public hearing.

10-FOOT SHOULDERS PLANNED FOR NEW KNOXVILLE AVENUE. Jim Wittmer, Mike Pula and I attended an August 26 public information meeting. Wittmer took advantage of the meeting to speak with Dale Risinger, the local IDOT department head, about bicycle access. Here's what we found out:

- The project calls for a new five-lane road to be built west of the current Route 88 (Knoxville) between Route 6 and Cedar Hills Drive in north Peoria. After construction, the old road would become a frontage road to businesses and residential areas. Traffic signals would be added at Alta Road and possibly Woodside Drive.
- Bicycle access on the new road would be provided by 10-foot shoulders. Wittmer told Risinger he supported the addition of shoulders and then asked about future maintenance, including periodic cleaning. IDOT doesn't have a shoulder-sweeping program at this time.
- Also included in the project is reconstruction of Cedar Hills Drive at Route 88 to create a perpendicular intersection. The new Cedar Hills Drive will have eight-foot gravel-surface shoulders. When asked about paving the shoulders, a Peoria County representa-

ative said the county would rather create a paved shoulder along the entire length of Cedar Hills Drive as a separate project. Reconstruction of Cedar Hills Drive (between Route 88 and Mossville) is part of the county's 20-year plan.

- **Statistic:** Over 200 people attended the meeting during the first 90 minutes.
- **Conclusions:** If completed as currently planned, the expansion of Knoxville Avenue will enhance bicycle access in northern Peoria, an area with few connecting residential streets. However, there is opposition to the plan. Some residents challenge the need for such a large-scale project (construction of a new five-lane road next to an existing two-lane highway). From a bicycle access perspective, any plan including paved shoulders is workable.

TRI-COUNTY RELEASES BICYCLE SURVEY. Major employers like Caterpillar, banks, area hospitals and Bradley University distributed 550 surveys on attitudes toward bicycling. In addition, twenty randomly-

*If roads are built right
from the start, we can
enjoy them more
and fight for our rights
a little less often.*

selected IVW households participated in the survey, which was developed by the Tri-Country Regional Planning Commission with help from IVW member Sheryl Hansen, who designs surveys as part of her regular job. Other members of the TCRPC's bicycle advisory group, including IVW members and regional transportation department employees, also participated in designing the survey.

NEW SHOULDERS IN TAZEWELL COUNTY. The Tazewell County Highway Department will soon complete shoulder-paving on the Washington-Morton road (South Main St., Washington). The first section, between Washington and Route 150 was completed in 1989. Now the section from Route 150 to Broadway Road will soon get the finishing touches. A section of the road to the north, from Washington to the Woodford County line will soon be let out for bids. Specifications

include (you guessed it) paved shoulders.

Although the department's main goal was to reduce roadway maintenance—by eliminating the need to re-gravel shoulders—and not to provide improved bicycle access, tipped helmets are in order for the county's effort to provide area residents with a modern roadway.

Other recent Tazewell County shoulder-paving projects include:

- Springfield Road (Groveland to Route 9)
- Broadway Road (Springfield Road to I-155)
- Mueller Road (East Peoria to Morton)

IVW MEMBERS INVOLVED IN LONG-RANGE PLANNING. Club members attended a September 7 IDOT public forum, hoping to influence the department's 25-year transportation plan. The final plan, a requirement under ISTEA*, will focus on broad priorities and goals rather than specific construction projects.

Other participants in the forum included a Peoria County Board member, who pressed for expansion of Peoria's interstate highways, and a Farm Bureau representative, who spoke out against conversion of agricultural lands to non-farm uses.

Why is the long-range plan important? Because the state's very specific five-year transportation improvement plan (TIP) which targets specific road and bridge projects is developed directly from the language in the 25-year plan.

After gathering public comments, IDOT will create a draft-version of the 25-year plan and make it available for public review. Deadline for completion of the plan is January 1995. After that, the document can be updated every two years, if additional public comment makes it necessary.

CONCLUSIONS: The IDOT public forum on long-range planning was a good opportunity to speak out for better bicycle planning statewide.

Ultimately, we would like to see detailed bicycle access standards incorporated into the standard design manual, the engineer's road construction Bible. If roads are built right from the start, we can enjoy them more and fight for our rights a little less often.

**Intermodal Surface Transportation and Efficiency Act of 1991—a.k.a. the federal transportation budget.*

TIRE TRACTS

By Samuel Joslin

LOOKS LIKE A REAL ROAD-GOING CYCLIST could have written the latest brochure from the Secretary of State's office, *Street Safety, A guide for bicyclists and motorists*. And though even Secretary Ryan would agree that bicycle education needs to extend past the borders of this 8 1/2" x 11" tri-fold pamphlet, the rhetoric is right on the mark. Inside, cyclists are told to ride with traffic, drive defensively and wear a helmet. In an introductory note and on the back, motorists are reminded to respect everyone's rights to use the roadways. Most surprising is the brochure's admission that streets aren't perfect, although it only covers the usual hazards, not design flaws like non-operative signals and inadequate lane width. Hope the state makes a concerted effort to get this brochure into the hands of novice cyclists and non-cycling road users.

IF YOU THOUGHT THE ONLY PLACE TO RIDE IN CHICAGO was the lakefront path, you might pick up Michael Palucki's new book: *Chicago Bicycle Guidebook, Great Bicycle Riding Through Chicago's Lakefront Neighborhoods*. According to a review included in a recent promotional mailing, the 120-page book includes info on local bike shops, attractions and places to eat, "including some of the city's 2,000 hot dog stands." To order a copy, call the Chicago Area Bicycle Dealers Association (CABDA) at 312-777-1229. Price: \$9.95.

BUSINESSES LOCATED IN HEAVILY POLLUTED AREAS of the country are encouraging their employees to commute by bicycle, according to an early June Wall Street Journal article sent in by IVW member Dick Rhodes. Examples cited include Manhattan-based drug company Sterling-Winthrop which installed bike racks, showers and lockers in a subcellar and New York advertising company Saatchi & Saatchi which installed new bike racks inside its garage. For many years, Apple Computer has allowed employees at its Cupertino, CA, headquarters to park

their bikes right next to their desks. However, at Apple's spanking-new research and development center, bicyclists are asked to use company-provided racks and lockers.

EARLIER THIS YEAR, MANY MIDWEST CYCLISTS received information on bicycling in Michigan, courtesy of that state's department of transportation. Included in the mailing: safe cycling tips, how to order bicycle road maps, where to write for trail information and a very complete events calendar.

THE CLUB OCCASIONALLY RECEIVES NOTICE of precedent-shattering innovations that promise to radically alter the future of cycling. And then the club sometimes receives notice of new products like Omega Shock, "the first and only system that suspends the rider, rather than the bicycle." Endorsed by marathon cyclist Mike Shermer, Omega Shock appears to be a large leaf-shaped device which bolts onto the seatpost, extends forward between the rider's legs and then projects upward and forward to support the rider's torso. If looks can kill (a photograph was included) this innovation is most certainly dead on arrival. P.S. Retail price is \$129.95.

IF YOU ENJOYED YOUR FIRST TRIP TO THIS EXOTIC LOCAL, now you can volunteer to return. The destination? Vietnam. According to the brochure, the first international bicycle tour of the country is scheduled for January 6-27. The three-week, 1,200-mile ride starts in Hanoi and ends in Ho Chi Minh City (formerly Saigon). Cost of the tour excluding air fare: \$2,395. Hotels (except for three nights of camping) and all meals (save four dinners) are included.



SIDEWALK FOLLIES. It was comforting in a way, visiting the Peoria City Council chamber for the first time on August 17.

Of course it was obvious to bicyclists that the majority of council members—as counseled that evening by Public Works Director Van Winkle—didn't understand the bicycle access issue. (Kind of ironic to have a sleepy government servant named Van Winkle isn't it?)

Even non-cyclists (outside of the

council chambers) asked me the same question: "Don't they know you can't ride on the sidewalk?"

Apparently not.

But what I found comforting about the experience was the confirmation that Peoria truly is a small town. Yes, we have The Great Yellow Father and our share of urban blight, but underneath the glamorous window dressing, signs of a small town still appear.

Like the note posted outside the council chamber asking folks not to dump coffee grounds into the water fountain.

Like the art deco mural—directly behind and above the mayor's chair—featuring three comely lasses wrapped in drapery and resplendent beneath a 48-starred flag.

Like Van Winkle who told council

We have The Great Yellow Father and our share of urban blight, but underneath the glamorous window dressing, signs of a small town still appear.

members that cycling in Peoria wouldn't be as popular as in a college town like Madison, Wisconsin. (ICC and Bradley being the autonomous fiefdoms they are, no doubt.)

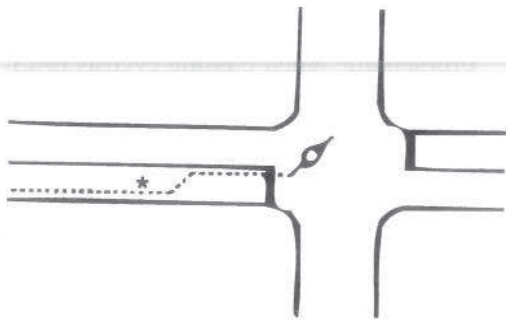
Again like Van Winkle who told council members he would recommend to bicyclists that they share the sidewalk with pedestrians because the sidewalk is safer than the street and its traffic.

And like the mayor who—after a unanimous vote by the council against the Forrest Hill/Gale widening project—comforted "Mr. Hutchison and all the bicyclists" with the thought that "your voices have been heard." And who then cited as evidence the council's interest in widened sidewalks and a north-south trail.

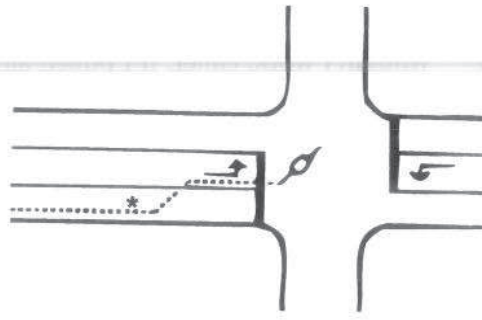
(The fact that Forrest Hill runs east-west in a different part of town than the proposed trail didn't even put a crimp in the mayor's logic.)

Such a small town—and such a long road ahead.

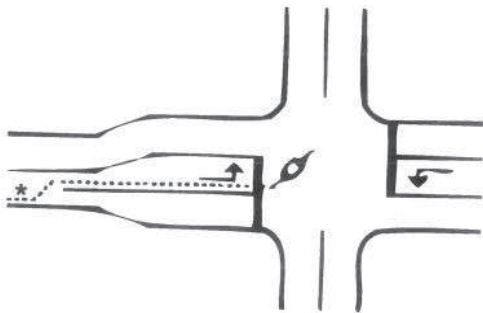
LANE POSITIONING II—LEFT TURN



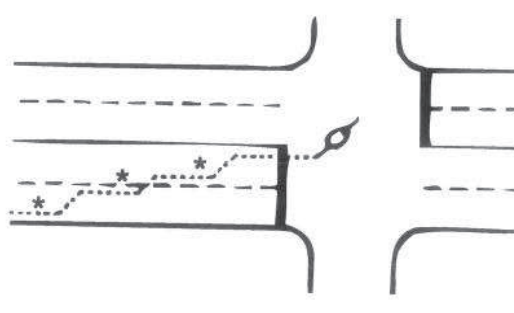
2-LANE W/NO TURN LANE



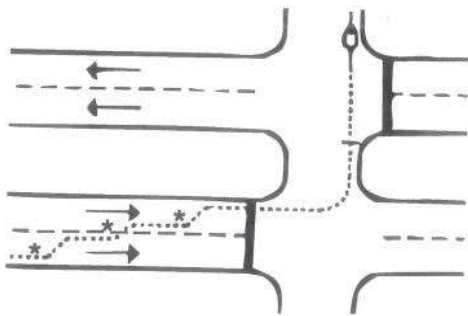
ROAD W/CONTINUOUS LEFT-TURN LANE



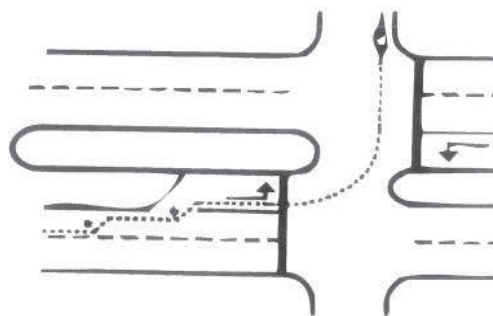
ROAD W/LEFT-TURN-ONLY LANE



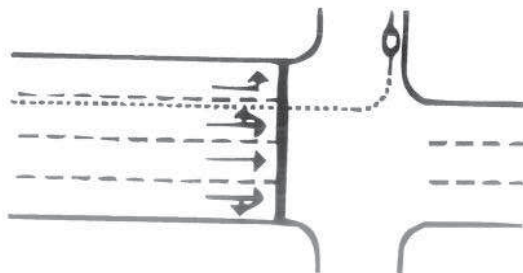
MULTI-LANE W/NO TURN LANE



MULTI-LANE BOULEVARD W/NO TURN LANE



MULTI-LANE HIGHWAY W/LEFT TURN LANE



ONE-WAY ROADWAY W/MULTIPLE LEFT-TURN LANES

Cyclist tracks shown with dotted lines.

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

EXECUTING A LEFT TURN on a bicycle in a busy intersection evokes fear in the minds of many cyclists. They are concerned about delaying motorist traffic and suffering the wrath of angry drivers. Overcoming this fear is possible with an understanding of traffic patterns and ample opportunity to practice. By riding predictably, in a vehicular manner, cyclists will typically proceed through an intersection in the same amount of time as a motorist.

The diagrams shown here illustrate the "cyclists' lane rule" and are general guidelines for proper positioning for left turns. They assume daytime riding and a lane wide enough to be safely shared by motorists and cyclists. Traffic volume, traffic speed, lane width, road conditions and visibility are factors that may, at times, require slight modifications to these rules.

Rather than attempting to cover all the variables in this column, I encourage cyclists to enroll in an LAW Effective Cycling class. Understanding the cyclists' lane rule, and the factors involved, is what the EC Program is all about. Students are given the knowledge and training needed to make informed decisions about the safest place to ride given specific circumstances.

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.

"HEY, I'M OVER HERE!"

I'M FEELING FRUSTRATED. Frustrated when I have to drive a car instead of ride a bike. I don't live close to where I work or most of my immediate family, so commuting by bicycle is not practical. Also, I'm frustrated when I drive to places like movie theaters, the grocery store, meetings, etc. Don't get me wrong, it's not that I necessarily want to ride my bike to those places. I guess most of the time I'm perfectly content driving to where I need to go, with all due respect to my environmentalist friends. No, I'm not frustrated because I can't cycle. I'm frustrated because I want everyone else on the road to know that I could be cycling. I want people to know I'm a cyclist, even when I'm not wearing my shorts and a helmet.

My frustration level rises whenever I pass a cyclist while driving. I want to bond with them. I want to tell them, "Hey, even though I'm not on my bike at the moment, I, too, savor the pleasures of cycling." I want them to see me in my van and say to themselves, "Hey look, it's a comrade. One who understands us. I bet he wishes he were on his bike right now. Let's wave and smile and say a cycling prayer for him tonight."

Alas, that hasn't happened. Whether I pass a cyclist heading the opposite direction or pass one on the same side of the road, I haven't figured out how to get their attention. The obvious thing would be to honk my horn and give them the "thumbs up" as I pass. But I know from my own cycling experience that whenever someone honks at me, I usually figure it's some ignorant motorist who wishes the law permitted him to run me over. So that won't work.

I thought about rolling down the window and saying, "Way to go! Keep it up! I'm a cyclist you know! I'd be out there with you if I could! I'm just traveling way too far right now—at least 100 miles and I have to be there in only 10 minutes so I can't cycle that fast, even though I'm pretty good (ahem)! Did I tell you I'm a cyclist?!" Sadly, that

wouldn't work, either. If I pulled alongside a bicycle, I don't think I could say all that without having the cars honk behind me. Coming from the opposite direction, I also have doubts I could rattle all that off before the bicycle appeared in my rear view mirror. Oh, and I suppose I would be distracting the cyclist as well.

This doesn't even take into consideration other motorists I pass who happen to be transporting their bicycles to or from a ride. I want them to know that I could be transporting my bicycle, if I

"I could try one of those clever abbreviations, but "HYIMCYCLST2UNO" is still too long and quite frankly, doesn't make any sense to me, either."

only had time to take it somewhere.

I considered visual cues to let people know of my passion, but I can't seem to find the right one. Those who have racks mounted to their roofs carry with them a symbol of our sport, but my rack is different. Since I drive a van, I use a rear rack designed to be removed when you're not transporting a bicycle, so I don't have a permanent reminder. I thought about putting my bike on the rack and toting it around everywhere I go, but I guess that's a little desperate.

I do have a bike club window sticker, but it's only a small one on my rear window. You have to practically ride my bumper to see it. In order to let cyclists know who I am, I'd have to whip in front of them and then slow down enough so they have time to make out my decal. That could be especially

problematic when passing cyclists heading the opposite direction. I would have to make a U-turn and I realize the headaches that would cause. I'd hate to hit someone and possibly scratch the paint on my van.

I thought about getting vanity license plates, but you're only allowed seven letters, and "HEY I'M A CYCLIST 2 U KNOW" is too many. I could try one of those clever abbreviations, but "HYIMCYCLST2UNO" is still too long and quite frankly, doesn't make any sense to me, either.

After all that, I think I finally hit a solution. First, I'm going to get a loud-speaker and mount it to the roof of the van. It will broadcast a continuous message stating, "I'M A CYCLIST! I JUST CAN'T RIDE RIGHT NOW! I'M A CYCLIST! I JUST CAN'T RIDE RIGHT NOW! I'll also get one of those lighted signs like you see on the top of bank buildings advertising interest rates and community events. My sign will scroll the following message: "I RIDE A BIKE WHEN I'M NOT IN THIS VAN. I'M ONLY DRIVING BECAUSE I'M VERY ILL. 56 DEGREES AT 8:42." I will redesign my van as well. I'll paint simulated bike spokes on my hubcaps and a bicycle chain across the doors. I'll attach aerobars to my hood and panniers above the front and rear tires. I'm sure if I did all this, people would get the message.

Now there's only one problem left. How do I get other cyclists to even care that I ride too?

Dave Shepherd is vice-president and newsletter editor of the Joliet Bicycle Club. When he's not involved in vice or editing (I know, I know—what's the difference . . .), he's a training and management consultant for Hale Associates in Western Springs, IL. Dave is also writing a mountain bike guide to trails in Ohio, Indiana and Illinois, scheduled for publication by Menasha Ridge/Falcon Press in the fall of '94. This article originally appeared in the August issue of the Joliet club's newsletter. —ed

Illinois Valley Wheelm'n

OFFICIAL RESERVATION/AWARDS FORM

Please reserve # _____ seats at \$6 each for a total cost of \$ _____.

NAME: _____

PHONE NUMBER: _____

Here's my list of award winners:

MOST IMPROVED FEMALE RIDER _____

MOST IMPROVED MALE RIDER _____

HUB OF THE CLUB _____
(outstanding club volunteer of the year)

**THIS FORM AND PAYMENT MUST
BE RECEIVED BY NOVEMBER 4.
SEND YOUR CHECK TO:

ILLINOIS VALLEY WHEELM'N
c/o ROBERT WILSON
14021 N. RIVER BEACH DR.
CHILlicothe, IL 61523**

DON'T TRASH THAT TEXT. Recycle those old club newsletters and bicycle magazines. Pass them along to your friends. Or, give them to the editor. I'm always interested in updating my news files. I'm looking for the following items:

- Any bicycle magazines of any age.
- Related magazines including *Outside* and *Sierra*.
- Articles and magazines dealing with city planning/zoning and road design/construction (bicycle-related or not).

Call Samuel Joslin at 688-0922.

Do you have what it takes to be club president, vice-president or treasurer? Can you raise your hand when asked a question? Then, we'll see you at the annual meeting in November!

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.

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

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

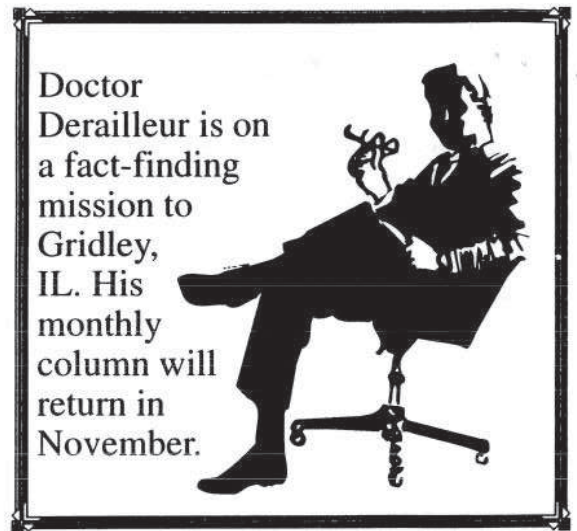


OCTOBER MEMBERSHIP MEETING OCTOBER 28 • 7 P.M. ATRIUM BUILDING, 900 MAIN ST., PEORIA

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.



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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

OCTOBER MEETING...

...October 28, at IPMR, Peoria