

JANUARY 1994

# ILLINOIS VALLEY **IVW: EELM'N** *greater peoria's bicycle club*

## Peoria Reveals Bike Plan

BY ERIC HUTCHISON

For the first time Peoria traffic engineers have started analyzing the city's road system with bicyclists in mind.

At a December 16 meeting of the Tri-County Regional Planning Commission's (TCRPC) Bicycle Accessibility Ad-Hoc Group (a.k.a. Bicycle Task Force), city engineers Al Schneider and Jim Baumann displayed a map of Peoria identifying choice routes for bicycles. Routes were selected to link the city's residential areas with parks, schools, retail areas and downtown.

The major goal for Schneider, creator of the map, was to provide suitable bike routes within one half-mile of all city residences. Low-traffic residential streets form the basis of the plan; where possible, cyclists on these streets follow routes which cross major traffic arteries at signaled intersections.

Not surprisingly, the engineering department discovered that North Peoria's dead-end subdivisions are virtually impassable (just as the IVW pointed out in its 22-project plan during 1992). Realizing that bicycle planning included more than road plans, Baumann gave the IVW names of officials to contact to initiate discussions of Peoria's planning/zoning ordinances.

In keeping with the TCRPC's regional character, the IVW suggested that the final city plan include the identification of connecting routes to adjacent communities.

Also suggested by the IVW at the TCRPC meeting: planning to facilitate the creation of a regional bicycle transportation system comprising trails and roads, and the identification and inclusion of major employers in future planning exercises.

What's next?

In the near future, the engineering department will distribute copies of its

proposed map to the IVW and other interested groups (neighborhood associations were mentioned). Comments and discussion on proposed routes will be encouraged before the plan is finalized.

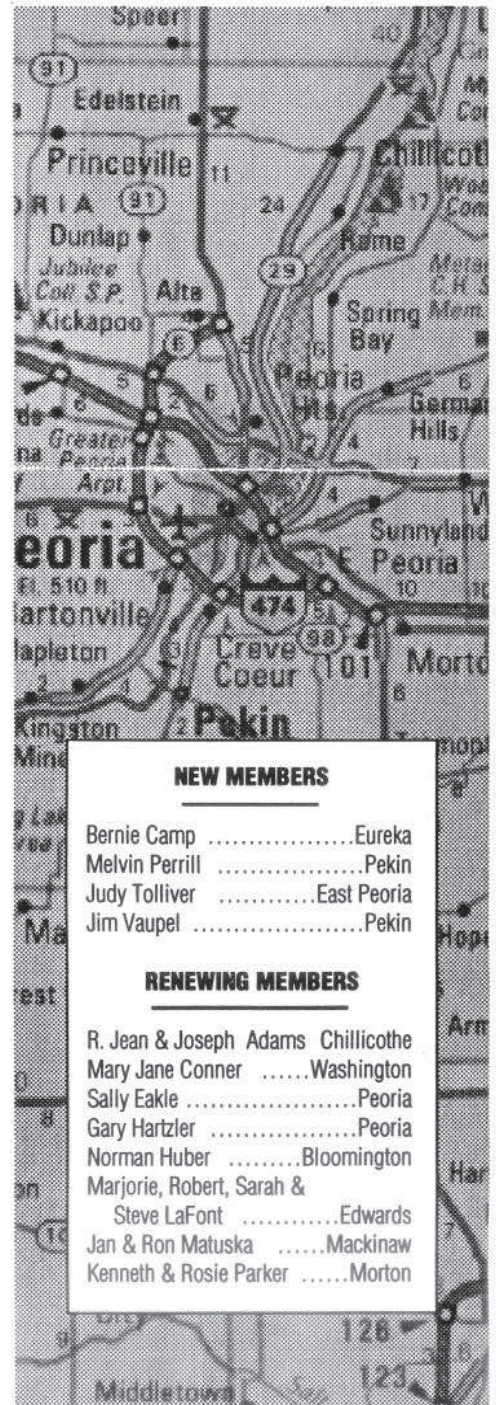
Adding to the positive nature of the proceedings, the engineering department agreed that all proposed routes should be "rider tested" before they are included in the final plan. In addition, the department was receptive to the IVW's suggestion for a traffic engineer's bike ride as part of the evaluation process.

Further in the future, the bike plan/map will be presented to the Peoria City Council by the traffic engineering department. Following council approval, the plan will be submitted to the Illinois Department of Transportation. In its final form the map/plan is envisioned to provide:

- A planning tool for engineers. The map should underline the need for bicycle accommodation within road projects.
- A bicyclist's tool. A well-crafted Peoria-Area Bike Map would help bicyclists plan trips within Peoria and beyond, and therefore, encourage more bicycling.

### PRESENT AT THE TCRPC MEETING...

IVW: Ken and Beth Beckler, Bill Clark, Eric Hutchison, Steve Shaffer and Jim Wittmer.  
Peoria Traffic Engineering Department: Al Scheider and Jim Baumann  
Illinois Department of Transportation: Maureen Addis  
Rock Island Trail: George Burrier  
Scruggs & Hammond (Trail-planning consultants): Gary Jacobs  
TCRPC: Bayo Andanri





# Illinois Valley Wheelm'n

newsletter published monthly

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Deadline is the 15th of each month.

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|-------|----|----|----|----|----|----|-----|-----|-----|----|
| APRIL | 20 | 15 | 20 | 10 | 25 | 30 | 100 | 160 | 150 | 12 |
|       | 18 | 19 | 20 | 21 | 22 | 23 | 24  | 84  | 234 | 18 |
|       | 20 | 15 |    | 15 |    | 30 | 60  | 110 | 670 | 21 |
|       | 25 | 26 | 27 | 28 | 29 | 30 |     |     |     |    |

## Using your mileage log

A big part of last month's newsletter was the IVW mileage log for 1994. Use a magnet to attach it on your refrigerator and record your progress in the new year. It's easy to remember your rides if you write them down. And it's fun, too. In fact, other clubs value the IVW mileage log and publish it for the use of their members. Here's a few of the things you may choose to keep track of:

- **Mileage.** This is basic. Just check your bicycle computer at the end of each ride and record the mileage in the box for that day. At the end of the week, total your weekly mileage. There's space for year-to-date mileage, too.
- **Club Mileage.** If you would like to track your club mileage separately from your personal miles, draw a diagonal line through each box. Put your club mileage above the line and your personal mileage below. (This is a must for those members who want to compete for the Broken Saddle award).

- **Weather.** In the "notes" section, track daily temperature, humidity and wind direction. After a year of recording the weather (and how you dressed for it), you'll become a better planner.
- **Maintenance.** How many miles are you getting out of bearing overhauls? Your chain? Your tires? If you make a note every time you perform maintenance on your bicycle, you'll know.
- **Indoor training.** Keep track of the time—not the miles—you spend on stationary bicycles, wind- and mag-trainers. When you look at the log and see that you've ridden four times a week over three months, you'll know you're ready for spring.

The mileage log can be simple or complex. Tandem riders often maintain a joint log. Families may need additional logs to track each individual's progress. If you need extra logs, call Elizabeth Heuermann at 673-0098; she'll be happy to mail you additional copies. Happy record keeping!

|                                    |  |
|------------------------------------|--|
| 12) Hill Street - 25 people        | 17) first 100 since Aug 93 - 7 hrs                 |
| 18) same as 11 - rained            | 21) stretched out return for wash ride 700 SE - 25 |
| 21) flat on mtn bike (rear)        | Ferndale Road washed on                            |
| 29 replaced chain & freehub (Trek) | 60 people on IVW                                   |

## New Year's Ride

The annual New Year's Day Ride will begin at the home of Steve Grube and Terry Threw, 950 N. Main, East Peoria. Ride start time will be 11:00 a.m. Potluck to follow, so please bring a dish to pass.

Table service will be furnished as well as coffee and ice tea. If you drink soda, please bring your own.

Ride length, speed and destination will

be determined by the group the morning of the ride. Non-riders are welcome to stay at the house while the others ride. For more information, call Steve and Terry at 699-6956.

Directions: From Peoria, cross Murray Baker bridge, take Metamora 116 East exit and turn right onto Access Road 2, just past the Mutual Wheel Co., Or, cross McCluggage bridge, take East Peoria exit and turn left onto Access Road 3. We have a red mailbox with brass numbers. Park at the bottom of the drive.



## The Survey Sez...

# Cyclists give paved shoulders, good residential streets top priority

The Tri-County Regional Planning Commission (TCRPC) has completed its bicycle-access survey of 520 residents of Peoria, Tazewell and Woodford counties. Surveys were distributed through major employers, including hospitals, banks, schools (staff only), and retailers. Twenty surveys were distributed to IVW members.

Top five improvements leading to increased bicycle use (out of 16):

1. Paved street shoulders
2. Good residential street network
3. Marked bike lanes on streets
4. Off-street bike routes (trails)
5. Safe crossings at intersections

Top five disincentives (14 poss.):

1. Road conditions (debris, potholes, etc.)
2. Unpaved street shoulders
3. Vehicle traffic volume
4. Vehicle traffic speed
5. Width of outside traffic lanes

As expected, a large percentage of riders (78%) described their primary bicycle use as recreational. A surprisingly large number (10%) said their primary use was for work or errands. In comparison, residents of known

bicycle-friendly cities, such as Madison, WI, use bicycles for 15-20% of their commuting.

Overall, despite the high number of "work-oriented" trips, commuters didn't base their decision to ride on the availability of showers and lockers at their destinations.

Also, and contrary to common "war-story type" conversation, abusive motorist behavior did not make the top five list of negatives. Survey results will be used by the TCRPC's bicycle-access committee (includes IVW—see page one) during creation of an area-wide bicycle plan. The bicycle plan, due by December 1994, is one requirement of ISTEAA\*.



**ADVOCACY**  
NEWS & VIEWS  
BY ERIC HUTCHISON

## ROBERT H. MICHEL BRIDGE LINKS PEORIA WITH THE FUTURE

The Peoria area's first full-service bridge across the Illinois River officially opened in mid-December. It's clear that the Illinois Department of Transportation and the cities of

Peoria and East Peoria have built the Michel Bridge to move people, as well as their automobiles. A panel of expert judges, led by Steve Aw-come-on-it's-not-that-cold Grube have already two-wheel tested the new design. Riders report a frosty "thumbs-up"

for the wide-paved shoulders with bicycle-safe drainage grates. Runners and walkers should also be pleased with the new bridge's sidewalks. Space for non-motorized traffic on a river bridge is rare in the Peoria area; however, with citizen support, it can become the expected instead of the exception. The Michel Bridge currently touches down at Adams Street in Peoria and Washington Street in East Peoria. Plans call for eventual links to river-front trails and parks on both sides of the Illinois.

## MAYOR CAUGHT WITH PANTS DOWN

Sometimes you just never know. We haven't gotten Peoria Mayor Maloof on a bicycle yet, but we haven't given up, either. Recently, an IVW member spotted the mayor in the locker room of a local health club. That same member then took the opportunity to thank the mayor for the city's bicycle-friendly decision on the Forrest Hill/Gale avenues project. Small towns have their merits.

## NEW FRIENDS FOR BICYCLING?

The city of Peoria reports that the Brandywine/Westaire link, installed last spring at the IVW's request, is serving a variety of new users. Besides cyclists and pedestrians, wheelchair users in the neighborhood have complimented the city on the new connection.

\*Intermodal Surface Transportation Efficiency Act. The federal transportation act signed by President Bush in 1991. In it, bicycling and walking are recognized as part of the nation's transportation system.

## IVW Advocacy Goals For 1994

*Ambitious goals for the IVW during the upcoming season include:*

- 1) CREATING AND PUBLISHING A TRI-COUNTY BICYCLE MAP. Objectives: To involve local engineering departments and the Tri-County Regional Planning Commission in creation of the new map. Needed: Club members' ideas on the best routes between area communities.
- 2) RAISING BICYCLE AWARENESS IN THE TRI-COUNTY AREA. Objective: To strengthen IVW advocacy efforts outside the city of Peoria. Needed: Volunteers to observe and contact local government officials.
- 3) ENCOURAGING POLICE ON BIKES PROGRAM. Objective: To positively influence governments' perception of the bicycle. Plan: To provide seminar information to local police departments and to support training with club donations. Needed: Funding approval.
- 4) EDUCATING BICYCLISTS AND MOTORISTS. Objective: To educate the public about bicyclists' rights and responsibilities. Plan: While the ideal plan would be to initiate an Effective Cycling program in the Peoria area, the first steps include helping out with area bike rodeos, District 150's program for children, and providing "share-the-road" information at all road project hearings. Needed: Volunteers.
- 5) PROMOTING CYCLING WITHIN THE CITY OF PEORIA. Objective: To get more cyclists on city streets; to raise the visibility of bicycling. Plan: To include a brief traffic skills seminar at regular club meetings, and for the club to hold one in-town ride per month (for club members and for political contacts).
- 6) SPONSORING BIKE TO WORK WEEK (May '94). Objective: To attract city sponsorship of this cycling event as a wellness activity; to raise awareness of the utilitarian aspect of bicycling. Plan: To provide safety checks (perhaps with the help of area shops), route selection consultation, printed commuting tips and practice rides. Needed: Volunteers.
- 7) SUBMITTING PRO-BICYCLE PLANNING AND ZONING PROPOSALS. Objective: To build bicycle access into the system (starting with Peoria) by suggesting bicycle-friendly policies including connecting residential streets in new developments, and easier movement between existing zoned areas. Plan: Start with contact names gathered at recent TCRPC meeting (see page one). Needed: Patience.



# The Year In Review . . . And Ahead

For its allegedly inspirational powers, I'm playing some baroque music in the background while I write this. We'll see what it conjures up. How about a few words on rides of the year past. Sam is always looking for a few well-chosen words on that subject . . .

Most of you have been subject to our writing and babbling about Hawaii in February. It will be several Februaries before we can afford that easy-to-get-accustomed-to style of doing things again. When I'm really rich, I'll charter a 747 and we'll all go together and you'll see for yourself. I hope the bankroll builds faster than the body deteriorates. But then I've ridden with some pretty inspirational guys who are even older than I am . . .

There was our own spring invitational, which for lots of reasons remains a high point on anyone's list. The Tour de Prairie, with its varied terrain and route lengths offered something good for everyone. With Alice Feldman again in charge, the spring invitational should be even better next year . . .

The popularity of Bill Wright's Tuesday afternoon rides continues to more than hold up. Splitting the group into two sections according to ride pace preference seems to be a good idea, as long as we all arrive at Leonardo's together.

As if leading nearly every Tuesday night wasn't enough, there was Bill out there finding interesting places to go on fat tires every Thursday night. Thanks, Bill . . .

How about some out-of-town events? Based on good experiences in 1993, I can recommend the Silver Springs 60 as an early spring ride, sometimes subject to early spring weather. The Melon Metric won the year's T-shirt contest and provided me with a chance to keep up with Bob and Paula Wilson as we went from melon stop to melon stop on a really hot day. Thanks for the pull, guys . . .

For the semi-near super event, try the Amish Land and Lakes ride. It's a

two-day event, so it's worth the drive. Good roads, and it's really interesting to look at the Amish lifestyle. It's a good thing quilts and handmade furniture don't fit on a tandem. We'll probably do it again in '94, so stay in touch . . .

The Midwest Tandem Rally was held in Grand Rapids, MI this past year. Being with 500 other tandems is a unique experience. The weather cooperated for the major ride days. It's a good thing the harvest was a bit late as there was a dearth of Porta-Potties at the food stops; lots of folks were out there checkin' the corn. It must have been a challenge for the racing team gals in their skinsuits. And leave it to a bunch of cyclists to find the most awesome pancake place for miles around for the Monday morning ride-to-eat . . .

Back home, we had a whole new deal for Diane's Ride. If you missed it, you're the loser. New starting place, new routes should have led to all sorts of confusion. But it didn't—not a bit. Bill Clark and his crew will be back in '94 and we're glad of that . . .

Then we stuffed Erin's wedding presents around the tandem and drove the van to Raleigh, NC, the week before Halloween. We hooked up with the Tarwheels for a Sunday ride in shorts in late October. It was great. We rode on our own, too. But navigation takes on a whole new meaning there in the pine forests where there's not a straight piece of road longer than 50 feet. We decided it would be useful if the map makers and road builders would consult once in a while.

Just by coincidence, we were on hand for the Southern Tandem Rally in

Greensboro, NC. Met lots of people at the 150-bike affair. I believe there were more innovative and expensive bikes being ridden and on display there than at the Midwest Tandem Rally. We wimped out one rainy day and toured some of the furniture outlets that abound in the area . . .

But so much for rides of season past. Steve Grube is in charge of rides of season present. Even now they continue for the folks who know it's not as cold as it first appears. Give him some encouragement . . .

And now for rides of the season future. We've briefly reviewed our major spring and fall invitationals. We know that the experience factor on the part of their leaders will pay off handsomely this year. We know that getting our ride literature out early in the Chicago area will attract new faces to our area. We're working on some sort of cooperative effort with the Canton club so we can offer a coordinated weekend of cycling. And we know you'll call Alice and Bill to ask when and where they need your talent and willingness.

And we figure few have a clue what we may organize for our interplanetary ride around the solar system. Stay tuned and prepare to join the space age.

See you on the road,

George



**George Dudley, 57, a self-proclaimed "itinerant iron peddler," was elected IVW president at the club's annual meeting held in November at the Packard Building in downtown Peoria. More specifically, George is a well-traveled product service consultant for Caterpillar's Ag Machine unit; he has worked for the yellow giant for 35 years. He started cycling seriously eight years ago to recuperate from a heart attack. When he started pedaling, he rode the same three-speed he bought in 1952 to service his paper route. Soon "Eileen bought me a hybrid and I bought her one. And the rest is history."**







**Award Winners At IVW Annual Meeting**  
 (From left): Paula Wilson, co-winner of Most Improved Female Rider Award; Steve Shaffer, Most Improved Male Rider; Jack Welch, Broken Saddle Award (2,244 miles), Sue DeDecker, co-winner of Most Improved Female Rider Award, Eric Hutchison, Hub of the Club.

## Who We Is . . .

Club surveys were returned by 54 people at the annual meeting in November. This wasn't a scientific survey; there won't be a quiz afterward.

### WE KEEP GOING AND GOING...

Most riders enjoy a ride speed between 12 to 15 mph (20 responses), and/or between 15 to 18 mph (36). Club ride attendance is mixed—29 people attended an IVW event twice or more a month, while 26 attended once a month or less.

How many miles—club and personal—did you ride in 1993?

|                       |                 |
|-----------------------|-----------------|
| Less than 100         | .....1 response |
| Between 100 and 500   | .....8          |
| Between 500 and 1000  | .....8          |
| Between 1000 and 3000 | .....25         |
| More than 3000        | .....13         |

### THE MEDIUM-DISTANCE WINDING ROAD...

A good number of riders (20) were happy with the current number of IVW rides available, though 21 people said that their family/job/school/church kept them from riding more often with the club.

What distance do you prefer on IVW rides? (Check all that apply.)

|                         |                   |
|-------------------------|-------------------|
| Less than 25 miles      | .....11 responses |
| Between 25 and 35 miles | .....40           |
| Between 35 and 50 miles | .....30           |
| More than 50 miles      | .....11           |

### NO MOUNTAIN TALLER...

IVW mountain bikers are a varied lot; the only thing for sure is that we don't enjoy mixing paved roads and fat tires. Nineteen members would like to see more mountain bike rides sponsored by the club while four were opposed; 27 had no opinion.

I like to ride my mountain bike on: (Check all that apply.)

|                                      |                   |
|--------------------------------------|-------------------|
| Dirt and gravel roads                | .....24 responses |
| Paved roads                          | .....5            |
| Groomed trails (ex. Rock Island)     | .....23           |
| Rugged off-road trails (ex. Jubilee) | .....17           |

### DON'T TOUCH THAT SMILE...

In 1993, 13 people attended just the annual meeting, 22 attended two to four meetings during the year, eight attended five to eight and 11 showed up for over eight meetings.

Potential program topics (results transferred to a 100-point scale)

|                                   |                 |
|-----------------------------------|-----------------|
| Slide show on touring             | .....100 points |
| Bicycle fit                       | .....95         |
| Basic bicycle repair              | .....90         |
| Nutrition                         | .....76         |
| New bicycle display               | .....62         |
| Swap meet                         | .....60         |
| Complementary sports (ex. skiing) | .....58         |
| Slide show on racing              | .....54         |
| Stretching                        | .....54         |
| Lon Haldeman                      | .....45         |
| Weight lifting                    | .....42         |
| Frame building                    | .....37         |
| Fashion show                      | .....32         |
| Antique bicycle display           | .....27         |
| Breaking Away                     | .....24         |
| First aid                         | .....15         |

### HERE'S OUR SPECIAL OFFER...

Of 32 people responding to a question about other memberships, 23 indicated that they were members of the League of American Wheelmen, 12 said Tandem Club of America, and eight were members of the Illinois Valley Striders. Bikecentennial, USCF and Friends of the Rock Island Trail garnered four memberships apiece. We do a little light reading, too (once we're done with the IVW newsletter)...

I currently subscribe to the following publication(s):

|                      |                   |
|----------------------|-------------------|
| Peoria Journal Star  | .....35 responses |
| Bicycling            | .....33           |
| VeloNews             | .....13           |
| Outside              | .....11           |
| Silent Sports        | .....9            |
| Bicycle Guide        | .....8            |
| Runner's World       | .....7            |
| Pekin Daily Times    | .....5            |
| Winning              | .....2            |
| Windy City Sports    | .....2            |
| A triathlon magazine | .....1            |

### ANNUAL MEETING FAST FACTS

1991—66 people attended, 46 returned a survey, 11 said they rode to work at least once during the year.

1992—90+ attended, 67 returned a survey, 15 said they commuted at least once.

1993—70 attended, 54 returned a survey, 13 said they commuted at least once.



# New Books, Fuel-Free Transit

The first book dedicated to single-track recumbent bicycles has now been published according to Andreas Fuchs, reviewer for Future Bike Switzerland (FBS is a European chapter of the International Human Powered Vehicle Association).

German author Gunnar Fehlau's book is called *Das Liegerad. Hundert Jahre Liegerad. Das Standardwerk zur Geschichte und Technik des einspurigen Liegerades*. (The Recumbent. Hundred Years of Recumbents. The Standardwork about the History and the Technique of the Single-Track Recumbent).

Fuchs says the 190-page book, covering the state of the art of European recumbent designs, contains stimulating reading (at least for those who know German), good photographs including historic rarities, and many useful addresses. Fuchs adds that the book doesn't cover tricycles or quadricycles. The focus of *Das Liegerad* is directed more toward sport and touring uses than practicality.

To get your copy, send \$34 US to Babette Schemensky, c/o Raymond Biersbach, 108 Ryerson Avenue, Newton, NJ 07860.

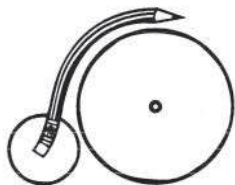
FOR OUR ENGLISH-SPEAKING AUDIENCE: Author/cyclist Martha J. Retallick spent a good part of 1980 to 1992 riding through all 50 states. Then she wrote a book about her wanderings.

According to a news release from Lone Rider Productions, *Discovering America: Bicycle Adventures in All 50 States* contains

stories about crossing the Appalachian and Rocky Mountains and Southwestern deserts, as well as Retallick's visit to former President Jimmy Carter's residence, her stint as a Kansas wheat farmer and a night she spent in an Arkansas jail.

*Bicycle Adventures* also includes how-to information for the nascent traveler, an extensive index and a bibliography of bicycle touring books.

Copies are \$15.95 plus \$2 shipping and handling. Order from Lone Rider Productions, Box 43161-M, Tucson, Arizona 85733-3161. For more information, call Lone Rider at (602) 690-1888.



TIRE  
TRACTS  
BY SAMUEL JOSLIN

## QUESTIONS, QUESTIONS.

What with all the talk about the information highway—that bright computerized future that's just around the corner . . . with a knife at our throats, no doubt—and who is going to profit from it, I got to wondering how the US would respond if the Japanese invented a superior mode of transportation. One that used no fossil fuels, didn't pollute (not even a little), and that actually improved the health of those people who employed it. Would it be the arms race all over again? In other words . . .

What if the Japanese had created the bicycle just yesterday? What would be the President's reaction? Would he direct the Vice-President to make a speech about the bright future of transportation and how the government needs to actively promote the use of bicycles? And not just promote the bicycle,

but actually encourage it? Would billions be poured into research? Would Rodale Press quit publishing *Organic Gardening* in favor of *High Tech Transit*? How would the Saudis take the news?

Or would there be a super-secret bicycle development catch-up program like World War II's Manhattan Project? "Sir, we believe the two-wheeled plan has merit, but none of the scientists are small enough for their fathers to hold them up while they attempt to pedal the machine."

What would happen to the movie industry? "I'm the Deraileurator, and I'll be back." Arnold turns to his trusty dual-suspension carbon-fiber monocoque bicycle and races after his next victims, a pickup full of dirty dockworkers with tatoos like "Leave it or leave it," and "King of Leers." The camera pans down from Arnold's passionless face, across his bright lycra jersey, across the bike's seamless frame to the down-tube shifters. "No one expects a 63-tooth chainring," he says to himself, grimly shifting to the big gear.

And back in the real world . . . What of the hapless millions stuck with their automobiles? "Gosh Marge, soon the streets will be packed with people of the future thinking future kind of thoughts while pedaling their super-efficient future kind of bicycles. Will I still be able to buy gas? Do you think they'll make car paths for us? I just hope these biker people don't develop aggressive attitudes."

Okay folks, get in line for those new bikes right now. As for the rest of you, all we can hope for is that your car doesn't depreciate too quickly.

Hey, first one gets to see Al Gore sweat.

**Riders enjoyed more than the main course and sumptuous dessert selection at the club's annual meeting; both Russells' Cycle World and Little Ade's provided generous door prizes to those in attendance. Outgoing IVW president Steve Shaffer announced that Vitesse Cycle Shop would make a \$250 donation to the Rock Island Trail in both the shop's and the club's name in lieu of door prizes. The club then voted to match the shop's contribution, handing Rock Island Trail volunteers a total of \$500. The money will be used to erect a new shelter on the trail.**





# Sunday breakfasts in January . . .

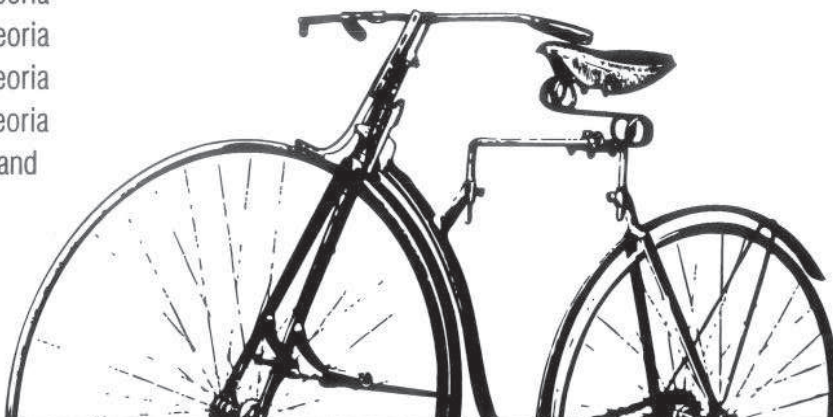
begin at 8 a.m. at the following locations.

January 2 .....Newell's .....East Peoria  
 9 .....Steak 'n Shake .....East Peoria  
 16 .....Bob Evans .....East Peoria  
 23 .....Pleasant Hill Antique Mall ...East Peoria  
 30 .....Woody's .....Groveland

## January Rides

Sunday rides leave East Peoria's Fondulac Park District Building at 11 a.m. Ride leader: Steve Grube. Approximate distance: 30 miles.

Saturday Show 'n Go leaves Washington Square at 8:30 a.m. Recommended for experienced riders. Park away from the square.



## Tuesday Night Bill Wright Riders

(and anyone who likes ravioli)

Your presence is requested at a winter reunion; let's get together at Leonardo's Tuesday, January 18 at 6:30 p.m. Sue DeDecker 693-2973.

## 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

