

FEBRUARY 1994

ILLINOIS VALLEY **WHEELM'N**

greater peoria's bicycle club



EARLY SEASON MILES. *New Year's day riders assemble on Steve Grube's drive overlooking the Illinois River in East Peoria. Standing from left: Steve Daggs, Steve Shaffer, Glen Thompson (the Bandit), Sheila (Turbo) Hansen, Sue Weast, Charlie Gullette, Steve Weast, Jack Welch, Steve Grube. Kneeling: George Dudley.*

NEW MEMBERS

Jocelyn BerryRoanoke
Carl Buerger, Jr.East Peoria
Larry Erxleben.....Marquette Heights
Paul ResnickPeoria

RENEWING MEMBERS

Karen Austin-Joslin &
Samuel JoslinPeoria
Chuck & Cindy BehrensPeoria
Gregg & Liz BenningDunlap
Alan CarrPeoria
Reid & Sheila HansenPeoria
Elizabeth HeuermannPeoria
Emmett JoslinGranby, MO
Ken LuthyPekin
Steve MeisnerPeoria
Dean ParkerMorton
Anthony, Georgia &
Kenneth PedigoDunlap
James & Janell RaneyWashington
Brett RickettEast Peoria
Fred UnesPeoria
Bill WrightPeoria

Quick Releases . . .

- For discount tickets to the CHICAGO CONSUMER BICYCLE SHOW, to be held March 5 and 6 at the Chicago O'Hare Expo Center in Rosemont, call Samuel Joslin at 688-0922.
- NEW IVW MEMBERSHIP BROCHURES will appear at Russell's, Vitesse, River City, Little Ade's and other locations during February.
- To volunteer your services for PEDAL-IN (June 4) call Steve Weast at 639-2329 or Sheryl Hansen at 263-2870. The ride committee is also calling for T-shirt designs.



Illinois Valley Wheelm'n

newsletter published monthly

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Ride Information Contact
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Government Relations Advocate
 & *League Of Illinois Bicyclists board member*
 Eric Hutchison

Mail articles and personal want ads to the IVW c/o Samuel Joslin, 1318 W. Mac Queen, Peoria 61604

Computer users can send e-mail to the editor at:
 sjoslin@heartland.bradley.edu

Deadline is the 15th of each month.

A few winter musings...

Wind chill 45 to 50° below zero predicted tonight! It's rather difficult to think about cycling under such circumstances. Stoker Eileen is on a three-week safari in Trinidad with her family. She had the nerve to mention a cloud over the beach when we last talked. On that same day here the high was 11° below. Sympathy for such situations will have to be sought elsewhere.

All is not lost on the ride front however. We had a very enjoyable New Year's Day outing. You can't imagine—maybe you can—how good it felt to be out there cruising along after no riding since Halloween weekend. Turbo Hansen pushed us up the bluff, and from there it seemed like all downhill. The temperature was 36° and the direction was variable, according to the latest bike shop goodies on the back of the tandem. It's looking more like a 747 all the time. Probably only a matter of time before Vetta or someone

sells a bike computer with a Global Position Indicator in it for the navigationally impaired.

Another day, another thing or two to think about... Last night (Jan. 18), 30 intrepid Wheelm'n turned out at Leonardo's. The temperature outside was below zero, but this is a gang that truly rides (or drives) to eat. It was good to see the Tuesday group. Good idea, Sue DeDecker. Let's do it again [and we will in February. See page seven for details—ed.].

And finally, my dumb deed of the week, leading to a little advice to other amateur mechanics. When you're going to pull the cranks on your bike, be sure to clean out the puller threads completely and get the puller screwed in all the way. The alternative is my unhappy result: pull out half the threads, followed by pulling out the rest of the threads. Of course, it was on the right side with the chainwheels on it. It's still solidly held in place.



MO' DUDLEY
 BY GEORGE DUDLEY



Year-End Heroes!

IVW's Quiet Heroes continued their excellent record of blood donations during the final three months of '93. Those club members donating were:

- | | |
|-------------------------------------|-----------------------------------|
| Ron Anderson | Ken Pedigo (7 pheresis donations) |
| Ralph Behrens | Bill Semmens |
| Nancy Buzan | Steve Weast |
| Roger German (3 pheresis donations) | Jack Welch (2 pheresis donations) |

During the past year, 14 IVW members made 52 donations to the Quiet Hero Blood Donor Program. That compares to 12 donars/43 donations in '92—a nice improvement!

Additional IVW "Heroes" are encouraged to join us in '94. Simply mention our club number (000560) when you register at the blood center or bloodmobile. Questions? Call me at 444-2018.

—Ron Anderson, IVW Quiet Hero Coordinator

Map Maker, Map Maker, Make Me A Map . . .

PEORIA TO CREATE BIKE MAP: BICYCLIST INPUT NEEDED. The Peoria Traffic Engineering Department is asking experienced bicyclists to help design Peoria's first bicycle route map (also see Jan. IVW newsletter). The map will guide cyclists through the city and be used by engineers to plan future road and trail improvements. While this initial mapping effort is focused within Peoria city limits, the map and an accompanying plan is expected to connect the entire urbanized Tri-County area, including roads and trails in East Peoria, Morton, Pekin, Washington and other locations. The club would like you to compare your favorite bicycle routes to the city's proposed map.

For a copy, please contact me at 685-3921. Bicyclist involvement is critical to the success of the Peoria map, the number one priority on the IVW's Peoria project list.

BIKE SIGNS INSTALLED AT ROUTE 91/GRANGE HALL ROAD. Riders traveling toward Jubilee State Park from Alta have noticed some new scenery near the junction of Route 91 and Grange Hall Road. In response to a request from the IVW, the local office of the Illinois Department of Transportation recently installed signs warning motorists of the presence of cyclists at this infamous blind intersection.

While these signs should help to raise driver awareness, defensive cycling is still needed. In other words, bicyclists should still use extra caution while entering or exiting Route 91 from Grange Hall.

MICHEL BRIDGE LINKS BICYCLISTS, ENGINEERS, ELECTED OFFICIALS. The most important part of the road system isn't the grader that levels the land . . . the dump truck that hauls fill . . . or even the paver that smooths the surface. The most important part of the system is the people who are responsible for it. The same people who take the heat for road problems. Their mailboxes—whether politicians, engineers or others—are full of letters criticising their actions and their inactions.

Perhaps that's why a single compliment seems to have gone a long way. In a recent letter to Illinois Secretary of Transportation Kirk Brown, the IVW praised the

bicycle/pedestrian accommodations on the new Michel Bridge. Copies of the letter were sent to local government officials and the Peoria Journal Star.

And it was noticed. IDOT officials conveyed their appreciation of the letter to club members at a local planning workshop (see next story). One IDOT engineer said, "It's nice to get some positive public feedback. We don't hear that side very often." Peoria Mayor Jim Maloof responded by letter: "I hope [the Michel Bridge] is the beginning of many more such accommodations for bicyclists."

So do we, Mayor—so do we.

MICHEL BRIDGE SOUTH? Bridge access for bicyclists crossing the Mississippi has just improved. A new bridge at Alton, Illinois features 10-foot paved shoulders designed for the use of bicyclists and pedestrians. Alton is near St. Louis.

LONG-RANGE PLANNING WORKSHOP. You can't pave without plans, so the Tri-County Regional Planning Commission (TCRPC) organized a January 14 long-range planning workshop at Bradley University's Student Center. (The TCRPC attempts to harmonize the plans of all local governments in Peoria,

Woodford and Tazewell county.) Those in attendance—government officials and interested residents—were invited to submit their own ideas for the future of the Tri-County area.

The IVW went prepared, and recommended that the long-range plan include:

- ⇒ Bicycle and pedestrian access to all destinations served by motorized transportation.
- ⇒ A comprehensive system of bicycle & pedestrian routes comprising streets as well as trails.
- ⇒ Routine accommodation of traffic-tolerant bicyclists in all new roadway construction (accommodation meaning inclusion of wide outside lanes, safe drainage grates, fully-operable traffic signals, etc.).
- ⇒ Active promotion of human-powered transportation as a means to enhance residents' quality of life. (This of course means an acknowledgement that a good bicycling/walking environment is an integral part of a "liveable" community.)

Besides presenting this general cycling "bill of rights" (or is it bill of rides?), the club encouraged area planners to provide bicycle and pedestrian access on the McCluggage Bridge, and to upgrade Kickapoo Creek Road, thereby creating a high-quality Peoria-to-Bartonville link.

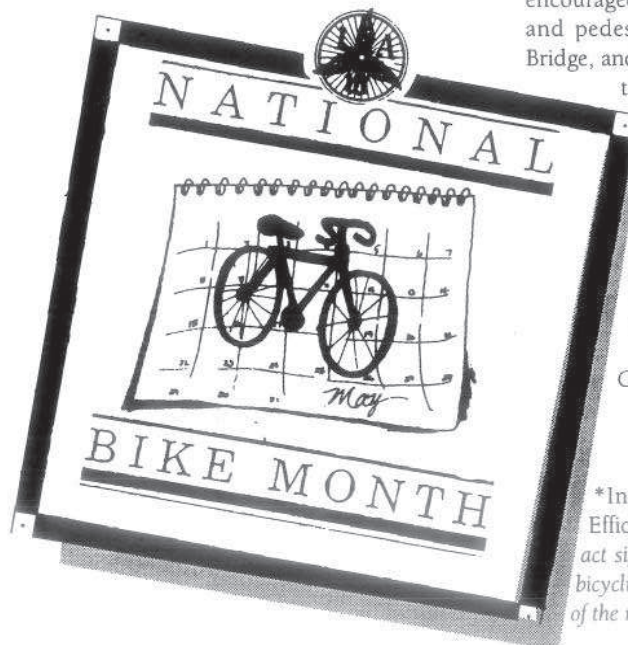
Planning isn't just an academic or political exercise for local officials. ISTE^A* mandates that a 20-year transportation plan, which includes a bicycle/pedestrian element, be in place by December '94.

I'm dreaming of a bright Christmas . . .

*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.



ADVOCACY
NEWS & VIEWS
BY ERIC HUTCHISON



Slow going in Oregon . . .

as recalled by Bob Wilson

"I think it's leveling out" was our mantra for two weeks last summer. That was when my better half and I visited Oregon for the first time. The destination was Hood River, the sail boarding capital of the continent. Our goal all year was to get into shape to be able to enjoy the high winds and big swells for which Hood River was famous. We were not disappointed. Intimidated perhaps, overwhelmed certainly but Hood River and the Gorge met all of our expectations in more ways than we expected.

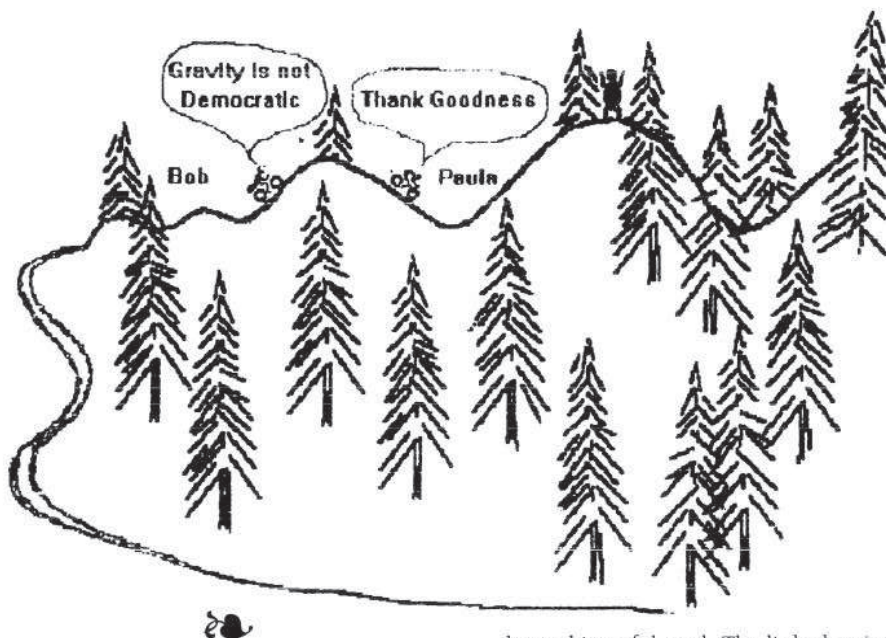
Our friend drove his truck out to Oregon and pulled a trailer full of sail boards. This meant he had a little room in the back of his pickup for a couple mountain bikes. We thought why not; we always use bikes as transportation when we are on vacation anyway. We honestly did not know what we were getting ourselves into. Ignorance is bliss, isn't it?

When you are a flatlander, as we proudly claim, you tend to think of your bike rides in terms of miles. You go for a quick thirty-miler before breakfast just to work up an appetite. Or perhaps a fifty-miler before lunch would be in order. In Oregon on our first ride we learned quickly the fallacy of this kind of mind set. We set off bright and early the first morning fully expecting to cover thirty miles before breakfast in no more than two and a half hours (mountain bikes don't go as fast as road bikes, remember). Were we surprised!

It took us the prescribed time to go out (up) to the 16-mile mark. At one point, there was a jogger ahead of us on the road. Just as we were about to overtake him, the highway turned steep and the jogger left us far behind. Was that a reality check or what? Very humbling, as was the entire trip. But we weren't about to quit. Whenever the going got tough we would encourage ourselves with our mantra, "I think it's leveling out!"

Besides, this was just the warmup for sail-boarding, so after each ride we went sailing for two or three hours. Needless to say, we could hardly wait for the sun to go down each day. If the truth be known, there were some days we didn't make it to sundown before falling asleep.

In re-reading the journal I kept during the trip there was a lot more excitement and enthusiasm than there is now in the late gray days of November. Rather than try and recreate the moment, why don't you read it as it was written:



The bike riding in Oregon has been a little "larger than life" as well. Before we left Illinois, Paula and I had been working on our hill climbing ability. We even took on Cedar Hills Drive—which must be 250–300 feet high—with the tandem. But nothing has prepared us for the hills around here. With a base elevation of 80 feet above sea level at Hood River and the ridges anywhere from 2,400 to 14,000 feet, any kind of a ride is possible. As long as it is UP!

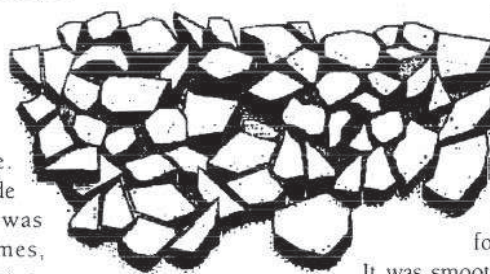
For starters we go up Puke Hill which is only 600-foot high, but to get to the base you have to get up the first 200-foot ridge. Everything is up! The first ride south out of Hood River was incredibly slow and at times, steep. We covered 16 miles at a pace of 7.25 mph in 2 hours, 15 minutes. Quite slow.

But that wasn't the toughest of the slowest. A few days later, we followed our not-so-good map to the wilderness of Mt. Hood. We were so deep in the old-growth forest that we didn't have enough light to take pictures. We made it to 2400 feet in 8.5 miles and two hours. Figure it out. So we're thinking we have it made: it's all downhill, what a breeze . . . not!

So we get to the top of our ridge, which is another story in itself as our maps were not the best we have seen. Just when we think we are going to have an easy time of it, we start

down this awful road. The little drawing gives you a hint at the road surface we faced on our downhill coast. We have never seen rocks that big except at the shoreline. The road had just been "paved" with granite rock for heavy logging equipment. There was at least three miles of the stuff, and steep!

Paula chose to run down when the going got really rough; she was bouncing right off the trail. The rock had turned the trail into an obstacle course that was as rough as a cob. If



THE ROAD HOME WAS PAVED WITH GRANITE

that wasn't bad enough, farther down the hill the road and rock were covered with a layer of fine powder three to four inches deep.

It was smoother, but you still had the rough rocks underneath; you just couldn't see them coming. We did see lots of tracks in the dust, which worked on your imagination a little. Some of us more than others.

In all it was quite a memorable ride and one we are not likely to top. Oh, and don't ask Paula about the bear or her frustration with my map reading. And what about Oregon? We'll be going back next year, thank you very much.

Miles To Go Before We Sleep . . .

YOU SHOULD HAVE SEEN THE RULER. According to the Joliet Bicycle Club's December/January newsletter, its members racked up a collective 125,507 miles on 460 club rides during 1993.

JBC is going to Door County July 16-23. An article on the trip says that non-members are welcome to accompany the group. Call Carol at (815) 476-9418.

CASH FOR KIDS. The Prairie Cycle Club (Urbana) has received funding pledges of \$500 each from Champaign Cycle Co. and the Champaign Touring Society for a children's bicycle safety program. With hopes of involving cyclists, parents, teacher and administrators, organizers hope to research applicable bicycle literature, develop a program and implement it in the local school districts.

RISE UP AND THROW OUT YOUR CHAINS. What's the best way to tell when your chain is worn out? According to the Central Illinois Cyclists (Mattoon), you should measure chain wear with a ruler. Simply align a chain roller

pin with the 0 mark on a ruler and note the distance between the closest pin to the 12" mark and the mark itself. CIC says the variance limit is 1/8" while 1/16" is a "more prudent time" to buy a new chain.



Other People Other Places

FREE MAP. Carol Boyd of Quad-Cities Bicycle Club says cyclists can get a free map of Milwaukee's 90 miles of bicycle trails by writing the Greater Milwaukee Convention and Visitors Bureau, 510 W. Kilbourne Avenue, Milwaukee, WI 53203, or calling (800) 231-0903.

PADDLING AROUND. Cindy Owsley of BikeBurlington (Burlington, IA) raised an interesting question in the club's December newsletter. Does the fact that you needed a snorkel to traverse sections of Missouri's flooded Katy Trail make that path a multiple-use facility?

HILLY HAPPENINGS. The Hilly Hundred in Bloomington, IN, will be held October 15 to 16 this year, according to Catherine Dusing of

the Central Indiana Bicycling Association (Indianapolis). Last year's event attracted 5,200 registered riders.

- Also announced in CIBA's December issue:
- ⇨ Cardinal Greenway Inc., has purchased 50 miles of an abandoned rail corridor stretching from Richmond to Muncie from CSX Transportation. Formed less than a year ago, the group will now begin to design and develop a trail.
 - ⇨ Rail Corridor Development Inc. has been formed to purchase, develop and maintain the abandoned B & O railroad running through Marion, Hendricks, Putnam, Parke and Vermillion counties.
 - ⇨ The 1995 Midwest Tandem Rally will be held in Indianapolis, thanks to the efforts of Tandems Of Indiana Society (TOIS).

WHAT'S A BURGWARDT? The Burgwardt Bicycle Museum in New York is the earliest and largest museum of its kind in America, according to a press release printed in the January/February issue of DoubleTalk, newsletter of the Tandem Club of America. Opened in 1991, the Burgwardt collection contains cycling memorabilia and over 250 machines. Burgwardt Bicycle Museum, 3943 N. Buffalo Road, Orchard Park, NY 14127. Open Friday through Monday. For more information, call (716) 662-3853.

Don't Bite The Horse That Sees You . . .

I want to encourage my great-grandma to take up riding, but she won't even consider it because of the "skinny little saddle." Any suggestions?

—**TIRED TEDDY, PLEASANT HILL**

Why would you want to teach granny to ride a horse, anyway? However, if she doesn't want to use a skinny little saddle—I'm assuming you're talking about the English-style of saddle—then get her a big American roping saddle. Roping saddles have two important features: the rope, so you can tie her in place, and the saddle horn, so other riders know that there's a novice on the trail.

But before you buy a saddle, you should choose the right kind of horse.

There are three distinct types:

- the Rocking Horse, available in wood and plastic versions,
- the Quarter Horse, to be found grazing outside many discount stores,
- and the Morgan, a three-legged horse entirely hand-built in England.

Older readers may remember the Stone Ponies. Today, only one example of a Stone Pony is known to exist in captivity. The animal is prolific, yet without issue, and experts agree that she is the last of her breed.

Once you decide on a type of horse, keep these tips in mind to pick your special mount:

- Does the horse have teeth?
- Is there sufficient ground clearance?
- Is the owner of the horse named "Wilbur?"
- If found in front of a Cape Cod home, do its ears wiggle?

Avoid a one-trick pony at all costs. Just because you've never seen a horse saw a beautiful woman in half, don't assume that your granny will enjoy the same performance day after day for the rest of her life.



Dr. Derailleur relies on the singular power of his highly trained intellect to arrive at the correct answers to all his readers' questions. Direct your queries to: Dr. Derailleur, c/o Illinois Valley Wheelm'n, 6518 N. Sheridan, Peoria, IL 61614.



Asks **DR. DERAILLEUR**
HE'S ONLY HERE TO HELP

Bucks, Bytes & Bike Writing . . .

CHECKIN' OUT. The club made some important financial donations to the future of cycling recently. As reported in the January newsletter, the IVW donated \$250 to the Rock Island Trail (this on top of the \$250 that Vitesse sent the trail in our name). This month in the secretary's notes, you'll see that the club sent the League of American Wheelmen's Legal and Educational Fund \$100. And we contributed a whopping \$500 to the statewide League of Illinois Bicyclists, making us a "Champion" contributor, according to the donation form.

What do we get for our expenditures? A few small improvement in the cycling environment: a new shelter for the Rock Island Trail, stamps and a few long-distance phone bill payments for the LAW, brochures and a newsletter mailing for the LIB. Why spend the money. Well, as Ben Franklin once said, "If we don't all take the same repair class together, we will surely screw up each of our bicycles alone." Or words to that effect. Of course the skeptics will point out that Ben was the same guy who flew a kite by a steel wire in a thunderstorm but hey, his heart was in the right place.

And now, our pocketbook is where our rhetoric is.

COMPUKIDDER. If you want to submit articles, want ads or suggestions to the Illinois Valley Wheelm'n newsletter, you can do so electronically. Careful readers of the January issue noticed my new digital address:

sjoslin@heartland.bradley.edu

Yes, it's all part of that blasted information "superhighway." Anyone with a computer and a modem—the black box that lets the computer "talk" over the phone lines—can address their "e-mail" (the e stands for electronic) to me. Just like anyone with an envelope and stamp can reach me at my regular analog address:

Samuel Joslin
1318 W. MacQueen
Peoria, IL 61604

Or like anyone with a phone can reach out and touch my answering machine at:

(309) 688-0922.



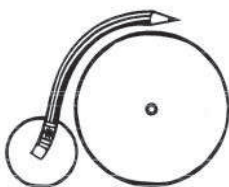
My electronic "mailbox" exists in a small room at Bradley University. That's the headquarters of Heartland Freenet, a local computer network that provides access to other freenets (no-cost community networks) in the United States and Canada, other computerized networks such as the Library of Congress, and limited access to Internet (a world-wide computer network).

Through Internet I subscribe to three bicycle "bulletin boards." (When you write about computers, you have to use a lot of quotation marks, it seems.) The first board covers topics of interest to tandem owners, the second, advocacy issues, and the third

explores the wide-ranging topic of "human-powered vehicles." I thank IVW member Denny Tresenriter for giving me the information on these bulletin boards. All three are based in California,

yet can I reach them affordably through one local phone call to Heartland.

The only problem with e-mail is that it's not readily apparent from the digital address where a person lives. A month ago, one e-mail message concerned *Das Liegerad*, the German book on recumbent design. I contacted the message sender to ask him whether I could mention *Das Liegerad* in the January newsletter. I also told him I would send him a newsletter with the resulting article. He quickly agreed and gave me his analog address, which happened to be in Switzerland. And that, apparently, is how the IVW will become world-famous.



**TIRE
TRACTS**
BY SAMUEL JOSLIN

CYCLING WITH A SENSE OF HUMOR. That's the theme I want to support in my new column for *Upbeat*, *Tri-County Humor*, *Wellness and Nature News*. Published by local resident Jan Hoyer, *Upbeat* is a bimonthly free-circulation magazine created "to provide residents of central Illinois a satisfying reading experience; to provide a publishing avenue for central Illinois writers and talent; and to provide area small businesses an affordable advertising medium aimed at a select consumer audience." *Upbeat* is available at Russell's Cycling & Fitness, the Peoria and Washington libraries and 24 other locations.

Another *Upbeat* columnist is Dale Goodner, a naturalist at Forest Park Nature Center. And he's quite a writer. In the January/February issue, Dale explains the difference between a naturalist and a naturist (the honest-to-gosh, naked truth).

In the earlier "premier" issue of *Upbeat*, Dale wrote about slowing his car to watch an unusual bird. The driver behind him was more confident about the bird's identity; Dale lip-read the words "It's a duck!" in the rear view mirror (but Dale was pretty sure it wasn't a duck).

I met *Upbeat*'s publisher through Heartland Freenet (see previous story). I have yet to meet her face to face, which may seem like a familiar situation to many of this newsletter's readers—you rarely see me in the flesh (and ironically, there's more flesh to see than there used to be). Jan has at least some of what it takes to be a publisher: she encourages her writers. Just like LAW head honcho Gil Clark did when he dropped me a note about the IVW newsletter in early 1992—the club got about a year's worth of work out of me because of three complimentary sentences.

Of course another column means another deadline. So I guess I'll be writing, riding and writhing for some time to come. See you in the funny papers.

Sunday IVW breakfast get-togethers begin at 8 a.m. at the following locations:

February 6 ... Newell's East Peoria
 13 Steak 'n Shake East Peoria
 20 Bob Evans East Peoria
 27 Pleasant Hill Antique Mall East Peoria

NEW YEAR'S NEWS

The New Year's Day ride was a great success. There were 11 riders, while five people remained at the house. Twelve people stayed for the potluck. The bike ride consisted of a few hills to keep people out of the wind. The ride eventually broke up into three separate groups.—Steve Grube

TUESDAY NIGHT BILL WRIGHT RIDERS

The January 18th reunion of the Tuesday night crowd attracted 30 members. So, we're going to do it again! Join us at Leonardo's Tuesday, February 8 at 6:30 p.m. for pasta and the usual conviviality (we'll be in the back room to escape the smoke). For more information, call Sue DeDecker at 693-2973.

FEBRUARY RIDE SCHEDULE:

Fridays AM. Leaves from Fondulac Park District Building at 9 a.m., weather permitting. Call for details. Steve Grube, 699-6956.

Saturdays Show 'n Go, 8:30 a.m. Leaves from Washington Square. No leader; recommended for experienced riders. Please park away from the square.

SUNDAYS

February 6. Road Riding 101. Leaves from Lincoln Grade School in Washington at 1 p.m., weather permitting. Call for details. Rob Alexander, 444-3297.

February 13. Leaves from Fondulac Park District Building at 11 a.m., weather permitting. Steve Grube, 699-6956.

February 20. Road Riding 101 (see Feb. 6).

February 27. Fondulac (see Feb 13).

BEAT THE RUSH!

Call early to reserve your day to lead a ride of your choice. Pick a Saturday or a Sunday. Pick your favorite ride or destination and share it with the rest of the club. You make the club interesting. Call Steve Grube at 699-6956 today.

ILLINOIS VALLEY WHEELM'N MEMBERSHIP APPLICATION

(please print)

NAME _____ BIRTHDATE _____ LAW (Y/N)? _____
 (list other family members on reverse)

ADDRESS _____

CITY _____ STATE _____ ZIP _____

PHONE () _____

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

CHECK ANOTHER ONE NEW MEMBERSHIP OR RENEWING

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.

Make check to: Illinois Valley Wheelm'n, 6518 N. Sheridan Rd., Peoria, IL 61614

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

February Meeting

Our February speaker has his hand on the pulse of the Proctor Racing Team. Dr. Blair Gorsuch, director of Proctor Hospital's Nelson Cardiac Rehabilitation Center, will talk about the latest fitness and training methods at the East Peoria Avanti's, February 24 at 7 p.m.

For more info, call Ken Beckler at 673-8647 or Bob Wilson at 579-3474.

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Illinois Valley Wheelm'n
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Peoria, IL 61614

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MEMBERSHIP EXPIRES: 10/03/94

RON & SHELLY ANDERSON
203 LOCUST
WASHINGTON, IL 61571

FEBRUARY 24 MEETING...

...Dr. Blair Gorsuch on training and the heart.