



Peoria set to unveil pro-bike street plan

By Eric Hutchison

IVW MEMBERS URGED TO ATTEND PUBLIC HEARING. Here's the club's opportunity to end the year on an upbeat note and enter 1995 with a flying start. At an October 6 public hearing, Peoria will officially unveil the tri-county's first "on-purpose" pro-bicycle road construction project. The proposed reconstruction of Forrest Hill and Gale avenues now features extra-wide outside traffic lanes (14-foot) to accommodate both bicyclists and motorists. If you do only one thing to improve the future of bicycling in the tri-county, attend this hearing.

Background: During the fall of 1993, the IVW (a.k.a. David) approached the Peoria City Council (a.k.a. Goliath) on the need for bike accommodations on Forrest Hill and Gale. In response, the council chewed up bicycles and spit them out on the sidewalk. Later, on the advice of its own engineering department, the council did a 180 and quietly—very quietly—approved pro-bike plans. This almost-secret decision allowed Peoria to take a first shaky step toward improving the environment for cycling.

At the October 6 public hearing,

bicyclist/voters can give the city the additional confidence it needs to move forward with this and other bicycle accommodations—even with budget cuts lurking on the horizon.

(By coincidence, the new Peoria bicycle plan/map—created with substantial IVW involvement—will be introduced to the council by the traffic engineering department one week after

the Forrest Hill/Gale hearing.)

What you need to do: There will be no structured presentation at the hearing. All you need to do is show up at Woodrow Wilson School anytime between 4 p.m. and 8 p.m. and fill out a comment sheet firmly supporting wide-outside lanes for bicyclists. That's all there is to it.

I'll be leading a group ride from my house (209 W. Crestwood) to the hearing, starting at 5 p.m. As always, bring a bike lock; we'll be leaving the bikes outside the school. Afterward, we'll enjoy some post-hearing

pizza at my favorite all-you-can-eat restaurant (my house) to help unwind your writing hand. And no, that's not a bribe—think of it as "food with a focus."

—more advocacy on page 3.

Nuts and bolts of road improvement

What: Forrest Hill/Gale avenues public hearing

When: Thursday, October 6, 4 p.m.–8 p.m.

Where: Woodrow Wilson School (corner of Forrest Hill & Gale)

To Do: Fill out comment sheet—support wide outside traffic lanes for bicyclists



AT THE START OF DIANE'S RIDE. Denny and Peggy Tresenriiter put down the books and picked up their blue Santana for a quick spin around Peoria County. —full report on page 6

NEW MEMBERS

- David Sr., David Jr., Isaac,
- Mary & Simon Grimm.....East Peoria
- Ben GrodjeskPekin
- Jim Hooker.....Chillicothe
- Jill & Ken Seiler.....Peoria
- Charles H. StaleyEureka
- Jeff Waller.....Dunlap

RENEWING MEMBERS

- John, Larry, Matthew
- & Michele Astle.....Washington
- Bernie & Pat DempseyMapleton
- Rick Long.....Peoria
- Marsha & Steve MillerPeoria
- Dick, Dottie & Kim RhodesPekin
- Carol & Marc SquillantePeoria
- Gretchen Strauch.....Washburn
- Ann, Eric, Jack &
- Leslie WellauerDunlap

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e-mail to the editor at
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DEADLINE IS THE 15TH OF THE MONTH.

Ostriches, ice cream & poker

SUNDAY, AUGUST 7 Rob Alexander led 17 riders to the ostrich farm outside Washington. 75-80°. SSW wind @ 10-15 mph.

THURSDAY, AUGUST 11 Overcast, hot and damp, the Thursday night ride attracts only Tom Parr and Allan Carr, but they still put in 20 miles along the Rock Island Trail.

SUNDAY, AUGUST 14 Sheila Hansen and 18 other riders rode from Wilder Waite to Brimfield for breakfast at the American Legion. 36 miles. 60° at start.

TUESDAY, AUGUST 16 Twelve riders on this easy-paced ride went north of Princeville on Cemetery Road and returned on the Rock Island Trail. 27 miles. 80°.

THURSDAY, AUGUST 18 Five riders rode 25 miles. Two deer accompanied the riders for a short time. 80°.

SUNDAY, AUGUST 21 This was a hilly ride. But everyone—including the DeDeckers and Russ Goin—made it back in good shape. 75°. N wind @ 14 mph.

MONDAY, AUGUST 22 Seven riders joined Eric Hutchison on another Discover Peoria Ride along Grandview Drive, Peoria Street and the West Bluff. They were greeted by live music from the lawn of a retirement home on Heading Avenue. Neighborhood kids admired Sheila Hansen's Bike Friday (20" wheels). 80°. Minimal wind.

TUESDAY, AUGUST 23 Renee Pfaff of Bloomington, Indiana, joined the Tuesday night group and invited everyone to the Hilly Hundred. 36 riders. 20 miles. 82°. SW wind @ 10 mph.

WEDNESDAY, AUGUST 24 Liz Heuermann tore up the hills on the Morton Women's Ride. L.H. and Sheryl Hansen explored a new route east of DeeMack and ran into gravel. 85°. SW wind @ 15 mph.

THURSDAY, AUGUST 25 Five riders embarked on Bill Wright's "safari" ride. Hot and humid but fun. 23 miles. 87°. SW wind @ 10 mph.

SATURDAY, AUGUST 27 The seven riders on this 30-miler paused for breakfast at Jubilee Cafe in Kickapoo. 80°. Light wind.

SUNDAY, AUGUST 28 Fifteen riders had trained laboriously in preparation for this tour of three Peoria Baskin-Robbins ice cream outlets. But it was not to be. Rain and wind shorted this event to a one scooper for leader Mike Pula and his flock. 70°. Light north wind.

TUESDAY, AUGUST 30 Sharon Conlee showed up for her first Tuesday night ride on a humid, drizzly night. The ride was short and intense. 14 riders. 20 miles. 75°. Calm wind.

WEDNESDAY, AUGUST 31 Gregg and Liz Benning's much awaited Health Food Ride went off without a hitch. The feast got underway for 20 IVW members after a 12-mile prelude. Anybody know whether Senneff renewed? Temperature for the evening ride was a coolish 60-65°. N wind @ 10-15 mph.

THURSDAY, SEPTEMBER 1 According to Quinton Smith: "More than 25 miles of pavement, gravel, grass and a little mud. Add to that a few dogs." 5 riders. 60-70°. ENE

wind @ 8.

TUESDAY, SEPTEMBER 6 Twenty-nine riders attended Bill Wright's annual Poker Run. Riders stopped five times along the 10-mile course to draw one card each. With the best hand (3 kings), Julie Coogan won a T-shirt from Vitesse. In fact, Vitesse had a prize for each adult rider, distributed at a post-ride potluck in Dunlap Park.

WEDNESDAY, SEPTEMBER 7 Peggy Tresenriter joined Sheryl Hansen for this ride around Morton, East Peoria and Groveland. Peggy told tandem racing stories. Sheryl described her PACRACC crash. 70°. Light, variable wind.

THURSDAY, SEPTEMBER 8 Says Bill Wright: "Nothing special. Just a beautiful night to ride. People don't know what they're missing." 3 riders. 14 miles. 82°. SW wind @ 10 mph.

TUESDAY, SEPTEMBER 13 Charlie Frank was a first-time Tuesday night rider. 18 cyclists rode 18 miles. Daylight is cutting riding time down to about 1 1/2 hours. 89°. SW wind @ 12 mph.

THURSDAY, SEPTEMBER 15 Bill Wright's last official Thursday night ride attracted Allan Carr, Quinton Smith and Tom Parr. The group rode to Princeville along the Rock Island Trail. 87°. SW wind @ 15 mph.

SUNDAY, SEPTEMBER 18 Denny Tresenriter led eight riders from Pekin Mall to Delavan. The perfect weather brought out a couple of new riders: Jill Attaway and Mitch Griffin. 70°. N wind @ 10 mph.

SUNDAY, SEPTEMBER 18 Just five riders turned out for Rob Alexander's 1 p.m. ride from Washington to Roanoke. Nonetheless, Rob reports a good time had by all—at an 18 mph pace. 38 miles. Temp in the 70s. N wind @ 15 mph.



Trail talk and road arguments

LIGHT (AND WATER) AT THE END OF THE TUNNEL? The recent opening of an additional segment of the Rock Island Trail (Alta to Pioneer Parkway) gave tri-county bicyclists cause to celebrate. According to Jack Fuller, Peoria Park District Administrator, the Park District plans to improve water drainage in the Route 6 tunnel—and some additional asphalt is a good possibility.

I forwarded Steve Grube's suggestion for tunnel lighting to improve safety. Jack said lights weren't in the plans now, but might be considered. However, with or without lights, users should walk their bicycles through the tunnel (as posted by signs).

LEHMAN ROAD CLOSING? A number of residents living near Lehman Road would like to blockade it at Flint Avenue to reduce traffic volume and speed. The proposal threatens to divide the area in two ways. The obvious one is the severing of a transportation link. But the proposal also threatens to drive a wedge

between neighbors—not everyone is happy with the idea of blocking the road.

At a September 8 public hearing, I spoke in favor of keeping the road open to all traffic and adding stop signs (and additional enforcement of traffic law, if need be) to reduce traffic problems.

In addition, I stressed the benefits of continuing to allow bicycle traffic, whether or not the road is closed to motor vehicles. Bicycles produce no noise, no pollution and allow neighbors to meet each other face to face. Residents on bicycles can even be a crime deterrent since criminals aren't as active in areas with high numbers of people on the street.

Beside Sterling, Lehman Road is the only route available to bicyclists between Bradley Park and Northwoods Mall. Therefore, I suggested that if the street is blockaded, that provision (similar to the Westaire/Brandywine link) be made for unrestricted bicycle traffic. Since Lehman is shown on the city's new bike plan/map, the city should (in theory) be willing to provide through bicycle access

in the event of a blockade.

However, a blockade is unlikely. At the hearing, I counted four speakers against closure to every one in favor.

—Eric Hutchison



Mary Scroggs: On the mend

The IVW's strongest rider—male or female—continues to recover from a near-fatal pedestrian/car accident earlier this summer.

Mary Scroggs is up and around, and talking about going back to work at Caterpillar. She is undergoing rehab in St. Louis. Her friends may reach her at this address through the middle of October:

HEALTHSOUTH
Barnes West County Hospital
12634 Olive Blvd.
St. Louis, MO 63141
(314) 469-8633

On PACRACC and tiny tandems

The big surprise at PACRACC this year was the mileage. A random check of odometers showed that most cyclists rode considerably more than 80 miles on each of the first two days. In fact, unless the third day was shorter than the usual sixty miles, PACRACC '94 was closer to 240 miles than the advertised 220—at least for those few cyclists who actually rode the third day. For the second year in a row, cold and steady rain cut third-day ridership by a considerable amount.

According to the **McLean County Wheelers** newsletter, 11 riders previewed PACRACC by riding the entire course in a single day. The fourth annual Pac-A-Tak began July 23 at 12:01

a.m. and ended shortly before 6 p.m. Proving that you can never have too much of a good thing, two riders—Mike Beauford and Rick Edwards—have now ridden all four corn-country marathons.



Bloomington (IN) Bicycle Club editor Dave Gerbig was traveling in Colorado recently when he met a New Zealand couple with a one-of-a-kind tandem: an English Moulton. (Moulton bicycles feature 17" wheels, front and rear suspension and a small-tube "birdcage" frame that splits in two for compact storage.) The tandem is one of a kind for a simple reason: Moulton doesn't make a tandem.

The New Zealander had divided a normal Moulton and installed a middle

section with stoker seat and handlebars. Gerbig reports that the professionally repainted bicycle retains Moulton's small-diameter-tube design and fits in its own suitcase. Best of all, airlines treat the package as checked luggage and assign no extra carrying charges.

According to its September newsletter, **Central Illinois Cyclists** (Mattoon) has 58 memberships comprising 91 individuals.

There are expectations, and then there are expectations. But it's difficult to know what expectations were entertained by Chuck Oestreich of the **Quad Cities Bicycle Club** (Davenport, IA) prior to this year's rolling invasion of Iowa, commonly known as RAGBRAI. Writes Chuck: "We did it! We did RAGBRAI on a tandem without rushing out Monday morning to a divorce lawyer." Congrats, we guess.

Letter from Springfield

NOTE: Bill Grieshaber introduced Bob and Paula Wilson to the IVW. Late last summer, Bill bought a retail golf store in Buffalo, NY, and now lives with three other generations of Grieshabers in his home town. This is Bob's letter to Bill about Springfield's Capital City Century.



Dear Bill,

We just finished your favorite century and it gets better each year. We actually had a little hot water in the showers this time. I am getting ahead of myself. For starters, the weather was perfect. The forecast was for a high of 85 degrees and calm winds. We

have never had calm winds on this ride. It is usually 15–25 mph out of the southwest or worse. Remember the first time we did this ride and the cold front that went through bringing with it the heavy rain? We all looked like drowned rats at the last rest stop. This year was perfect. No wind!

The course has changed in the last two years. It now anticipates the wind by heading out to the southwest first, so that you have a tail wind on the way back. The roads are in pretty good shape. There is just one section that needs some repair. And oh yeah, did I tell you it is even more flat than ever? Remember Elkhart Hill?

Gone, but not forgotten. In its place are a few rollers. It is the fastest century we encounter. Word has gotten out that it is a well-supported ride. Attendance was up this year judging by the number of cars in the parking lot. The route is through sparsely populated country.

Six of us from the Wheelm'n planned to ride together. We have been working on our group riding techniques whenever we get a chance. It can really improve your overall performance. Remember the first year we rode? We thought we were doing well to average 15.2 mph, and we improved our average speed each year since. Well, this year is no exception. We don't plan to go fast, but you know how things happen. The six riders were Paula and myself, Russ Goin, Bob Alexander, Tom Coogan and Dave Schaufelberger.

Russ called everyone the night

him for the draft and let him know how fast we'd clocked him at, his pleased comment was, "Holy cow!" After that, we got good and wet going in. But who cares?

Sunday was clear and cool—an ideal ride day. We rode the Lakes part of the route, partook fully of the bounteous fruit and cookies at each food stop and then headed home.

Roger Returns. It's August 3 and we're engrossed in our remodeling project. Would we rather be at the Midwest Tandem Rally or PACRACC? What do you think? Bad backs are bad things on either end of the tandem. But Eileen's going to get well for next season, so look out!

The phone rings and E answers but doesn't recognize whose voice has asked for me. It's Roger Jensen, on one of his first returns to Peoria since going to Wheaton for a lot of rehab since his accident in June. Sure, he can come by and pick up the gear we've been holding for him.

He's doing great and hopes to go for a driver's test within a couple of weeks. There are still some headaches and hearing loss. But Roger is still the guy who will slip out of the rehab center and get on his mountain bike for a ride on the adjacent trail before anyone is up to "ride shotgun" with him.

We think Roger is going to be fine. Praise the Lord.

—George Dudley

George among the Amish

Another month, another out-of-town ride. This month's was the Amish Land and Lakes ride sponsored by the Michiana Bicycle Association, headquartered in Howe, Indiana. The Wheelm'n were represented by Liz Heuermann, Frannie and Charlie (Tinker Bell) Klees, Victor Belov and the Dudleys. There were about 1,300 other riders there too, but we won't spend a lot of time on them. But we'll get to Victor later.

Howe is about a five-hour drive from Peoria, which sure is a long haul for a one-day ride. Fortunately, this was a two-day event. The fact that it rained nearly all day Saturday almost got some of us back into the one-day ride mode. Actually, what we did was practice a little van packing and drive to some of the outstanding places of interest on the route. Remember, this is Amish country: horses and buggies, horse farming, non-electric houses, wonderful handicrafts and furniture makers. Watch out for the road apples! Also characteristic of the area are the well-tended gardens with flowers in as geometrically constrained a layout as the veggies. Yoders are everywhere, including at their general store and quilt shop—a must stop. The name

Shipshevana itself is a magnet, but you really have to see the furniture on display there. We holed up in Shipshevana through a couple of real downpours and watched riders having varying amounts of fun before beating it back to the campground to get ready for an afternoon ride. All the serious stuff had to be over. Right?

Off we—Liz, Tinker Bell, Victor and the old guy—went to pick up a loop from Friday afternoon's ride. It soon became apparent that Victor was going to hammer and that T.B. was not going to have his new Merlin outdone by a Russian on a borrowed Raleigh with touring gears. So Liz was kind and stayed with the old guy for what turned out to be one of the season's unforgettable events. Ahead was a buggy we were going to pass soon. But there was also a gentle downgrade coming up. Did you know a horse and buggy can do 24+ on that particular grade and, because it very gradually flattens out, keep up 16+ for quite a ways? Have you ever drafted a barn door? What a trip! We also got an answer to Charlie's rhetorical question, "I wonder if these Amish kids ever go drag racing on Saturday night with the family buggy?" When we pulled up even with the young driver to thank



before and couldn't get a consensus on who was riding with whom. Everyone agreed to meet at Rob's at 5:30 a.m. and divide into car loads. 5:45 arrives and Dave is nowhere to be seen. I give him a call on the car phone and realize that I have woke him up.

"Hello," Dave chants in a sound sleep.

"This is Bob," I say. "This is your wake-up call."

"Thanks," he replies.

"See you later," I say, making no firm commitment.

Now we are down to five riders. We arrive in Springfield right at 7 a.m. driving the car through the sparse crowd trying to find that last spot right up front by the club house. The flyer says mass start at 7. It is and it isn't. Right as we are weaving our way through the bikes and riders standing around someone blows a horn. A dozen riders leave, but there are still lots of people and bikes milling around for the next half hour.

Bill, you will be happy to note I took a page out of your book. As we stand there in the early light, we plan the ride. Our goal is for an 18-mph average. We aren't out to set any records, but we do want a brisk ride, and we want to improve our average from last year. I don't start my bike computer until we are under way, just the way you used to do it. I don't reset the computer in the parking lot and then ride around for fifteen minutes while everyone gets ready. Another thing I did on this ride was to stop the bike when I got off at the rest stop. I don't walk across the park for five minutes only to find the line for the rest room. When I'm ready to leave, I pick up the front tire as I walk back to the road. Rest stops don't work against you that way.

The morning starts out cool. But no one is wearing a windbreaker. The first part of the ride is around Lake Springfield. Lots of trees and pretty scenery and smooth roads with rollers. The road zig zags southwest through the trees for seven or eight miles before it gets into corn country. I check the

average speed at 30 minutes and it says 19.6 mph.

My wife has been blasting off the front in more ways than one. Paula has "Ten Thousand Maniacs" screaming in her headphones as she sets a brisk pace for us all. I wonder what the pace will be when the batteries run out. Our pace line technique is a little disorganized early on as everyone is riding the rollers at different speeds. It is also right at 30 minutes that we pass eight or nine tandems with kiddy stokers. It was like a nursery on wheels, and the kids were in firm control. The DeDeckers were part of this group as you might expect. What a sight.

I check our average speed faithfully every hour. At the first hour, our average is down to 19.2. The first rest stop is at 28 miles. By then our average speed is

down to 18.9 as we negotiate the only bad section of road. It lasts about five miles and we can't use the pace line as there are too many rough spots and broken pavement.

We reassemble (no one is going to be dropped today) and ride into the rest stop.

After the stop, we have 18 miles of some very smooth and flat pavement before the second and last stop. The road—repaved before last year's ride—

heads due north. Now is the time to make hay. We decide to use the quick rotation pace line we have been practicing. We give the least experienced rider the option of rotating in turn or sitting in the back, in the rocking chair position. Mile after mile we speed along at 22 mph, always mindful that we can't go any faster than the slowest rider can manage. As we pass the second-hour mark I note that our average speed is back up to 19.2 mph. There were a few grade changes late in this section and, as luck would have it, Paula always ended up in the pulling position as we started up the grade. It happened four times in a row. By this time, with her batteries running low, Paula can be heard saying, "Why does this happen to me?"

The last rest stop is a real beehive of

activity as far as we are concerned. On the way out, Rob has a flat. While we wait for him to repair it, Dave Schaufelberger rides into the stop. We never thought he would catch up. While some of us wait for Dave, Paula and Tom ride on ahead, "slowly" they say. We have fifteen miles to the finish, we are tired and it's getting hot.

The roads are freshly chipped, slowing our progress. Several riders are fading. But we are determined to come in together. We are not going to drop anyone. Finally, we get to the lake with several miles to go, regroup and slow the pace. The shade helps revive us. Russ and I are in the lead. We pick up the pace one more time. Coming over the final bridge at 21.5 in a double pace line, we all feel excited that we have ridden so well together. Final average speed: 19.2 mph. Is that food going to taste good.

Just wait 'til next year. Keep riding.

—Bob Wilson

"Paula has 'Ten Thousand Maniacs' screaming in her headphones as she sets a brisk pace for us all. I wonder what the pace will be when the batteries run out."

I PEDAL CORRECTED. Last month I said that the failure of Bridgestone of North America was due to undercapitalization. Chris Koos, Vitesse Cycle Shop owner called with the informed scoop: Bridgestone of Japan pulled the plug on the North American operation because of the value of the yen versus the dollar. Most Japanese companies have opened lower-cost Taiwanese factories to supply their North American subsidiaries. But Bridgestone, with one of the largest Japanese bicycle factories (National owns the other) and a dominant position in the Japanese domestic market, didn't want to mess with Taiwanese production just to support a small export market. Hence the end of Bridgestone of North America.

—Samuel Joslin

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Call Don Eberle 699-2790**

Diane's Ride '94

By Eric Hutchison

"THE BEST ORGANIZED RIDE I'VE EVER ATTENDED" That's how one out-of-town rider summed up the day.

Planning an invitational ride means keeping track of a seemingly endless series of to-do lists. It's a steep climb for a committee, a mountain ascent for an individual. Bill scaled Everest and more on September 17, his second consecutive year running Diane's Ride. His pay-off was 115 smiling riders munching mostaccioli at days end—each one a satisfied customer raring for next year's event.

Here's a brief rundown of Bill's accomplishments:

- Recruited volunteers for food stops, cookies and SAG service. All volunteers received a pre-ride thank-you letter with a detailed list of instructions.
- Planned the route and printed maps. Bill also created special safety signs for major intersections (see sidebar).
- Controlled costs. Saved the club a bundle on map printing and catering costs. (Ask him about the professionally welded food tray holders)
- Established communications. Bill recruited REACT radio volunteers, set up cellular phone contacts and notified the Peoria Sheriff's department. (Good government relations note: the Sheriff's department called on the morning of the ride to say they were ready to assist as needed.)
- Planned and purchased food stop supplies.
- Planned and purchased the first Diane's Ride T-shirts.
- Helped with Legion Hall post-ride clean-up and the unexpected pre-ride clean-up.

Of course, Bill did have some help. Special thanks to Bill's family—Brenda, Nathan and Jennifer—for allowing the IVW to "rent their husband/dad for the past few weeks. In Bill's words, "for putting up with me" during the planning.

Also thanks to Roger Stien for two full evenings of route marking as

well as food-stop supplies delivery and Legion Hall set-up.

Thanks also to these Diane's Ride volunteers:

At the start:

Ron Anderson:

breakfast chef

Allan Carr: set-up & clean-up

Brenda Clark:

transported food,

restocked salad bar

Jennifer Clark: Dad's little helper

Sheila Hansen:

registration

Eric Hutchison: the man with the "green" thumb

At Smithville Bible Church rest stop:

Susan Halferty, Jim

Hooker, Tom

Romanowski, Dave

Schaufelberger

At Zion Penn Ridge Church rest stop:

Randy Cooksey, Beverly Enslow, Dan

Hill, Matt Rottman (?? & wife), Nancy

Tweed, Sue Weast, Tom Westrick, Bob

Wilson

At Canton YMCA rest stop:

Michele & Larry Astle, Chris Collison,

Stephen Meisner, Paul Muskopf, John

Zdanowski

At Farmington Park rest stop:

Cheryl Abel, Steve Grube, Terry Threw,

Mark Mayfield, Terry Jones & Jackie

Robinson

At Casey's (Hanna City) rest stop:

Chuck & Cindy Behrens, Janice DeBoer,

Rick Long, Rick & Judi Gentry, Mike

Pula

Route marking:

Roger Stien (over two evenings). Roger

also delivered supplies to two rest stops

and helped out at the start.

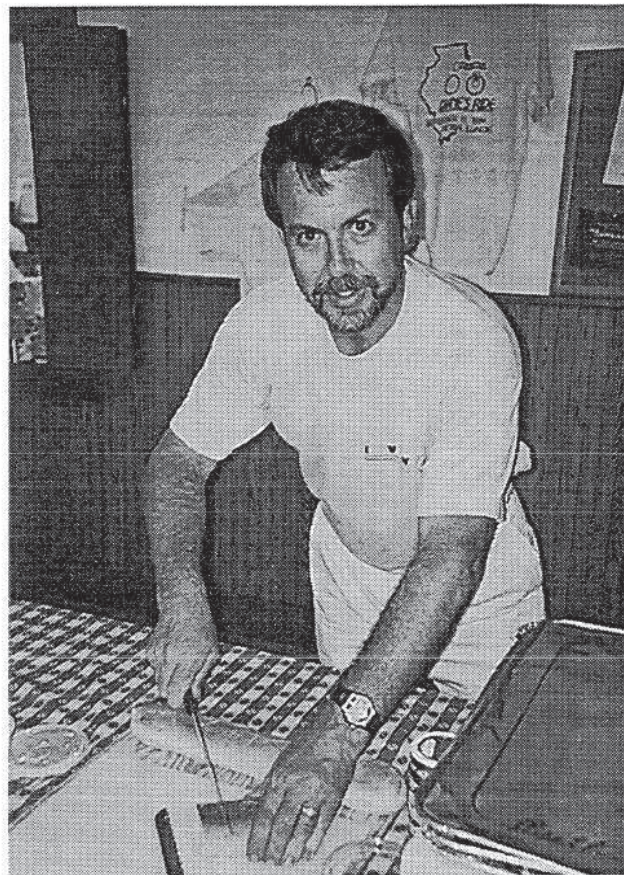
Cookie bakers:

Cheryl Abel, Sheryl Hansen, Brenda

Clark, Jennifer Milburn, Sue DeDecker,

Carolyn McWethy, Edith Albright, Carol

Hallock, Larry Davis, Sheila Hansen,



Bill Clark ends his two-year stewardship of Diane's ride and joins some of the 115 riders partaking of a generous post-ride pasta meal.

Dottie Rhodes, Eric Hutchison, Keith Hembrey, Barb Johnson, Mary Klein, Gail Silzer, Carol Squillante, Tracie Utley, Elaine Stien, Jan Matuska

Salad bar:

Eric Hutchison

Produce cold storage

Lifa Shaffer (Wendy's)

Flyer design:

Samuel Joslin

Flyer mailing:

Sue DeDecker

Publicity:

Sheryl Hansen

IVW PURCHASES BIKE SAFETY SIGNS. In research for Diane's Ride, Bill Clark discovered a place to purchase large "Caution—Bicycles" signs at reasonable cost. The IVW board approved purchase of six of these yellow diamonds for use at major intersections on future invitational rides. Tipped helmets to Bill.

1994 ILLINOIS VALLEY WHEELM'N ANNUAL AWARDS BANQUET

OFFICIAL RESERVATION/AWARDS FORM

Please reserve # _____ seats at \$3.50 each for a total of \$ _____.

NAME: _____

PHONE: _____

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 2.

Send your check payable to the IVW to:

Illinois Valley Wheelm'n

c/o Eric Hutchison

209 W. Crestwood Dr.

Peoria, IL 61614

For more information, call 685-3921



DO YOU HAVE WHAT IT TAKES to be ride chairperson, social chairperson or Diane's Ride chairperson? Can you raise your hand when you're asked a question? Call Eric Hutchison at 685-3921 to put your name in nomination. And we'll see you at the Annual Awards Banquet, 6:30 p.m. at Fairview Farms, Saturday, November 12!

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



LEAGUE OF AMERICAN BICYCLISTS 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

LAB Membership Categories:

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

Send check to:

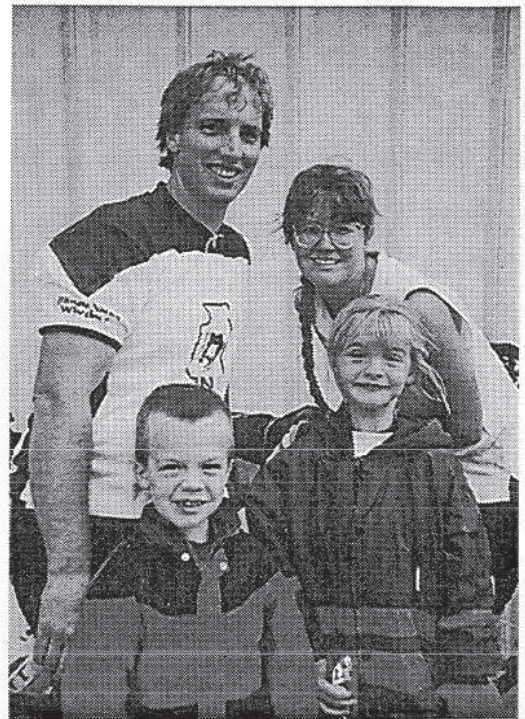
League of American Bicyclists, 190 W. Ostend St.,
Suite 120, Baltimore, MD 21230
(410) 539-3399/FAX (410) 539-3496
Membership Hotline 1-800-288-BIKE

Mark your calendar

THE IVW AWARDS BANQUET HAPPENS SATURDAY, NOVEMBER 12.

That's the time for food, door prizes, awards and good times. And because the club is picking up part of the tab, IVW members enjoy the festivities for a ridiculously low \$3.50. Non-members pay \$6.75. (And of course, memberships are available at the door). Join us at Fairview Farms, 5911 W. Heuermann Road, Bartonville, 6:30 p.m. For more info, call Eric Hutchison at 309-685-3921.

Return the form on page 7 by November 2!



TWO TANDEMS, NO WAITING. Darren, Sue, Dirk and Denise DeDecker rest in Hanna City before completing the 67-mile route on Diane's Ride, September 17.

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OCTOBER MEETING (REALLY!)...

...7 p.m. Oct. 20 at E. Peoria Avanti's