

QUAD CITIES BICYCLE CLUB

"at the hub of two states"

DECEMBER 1980

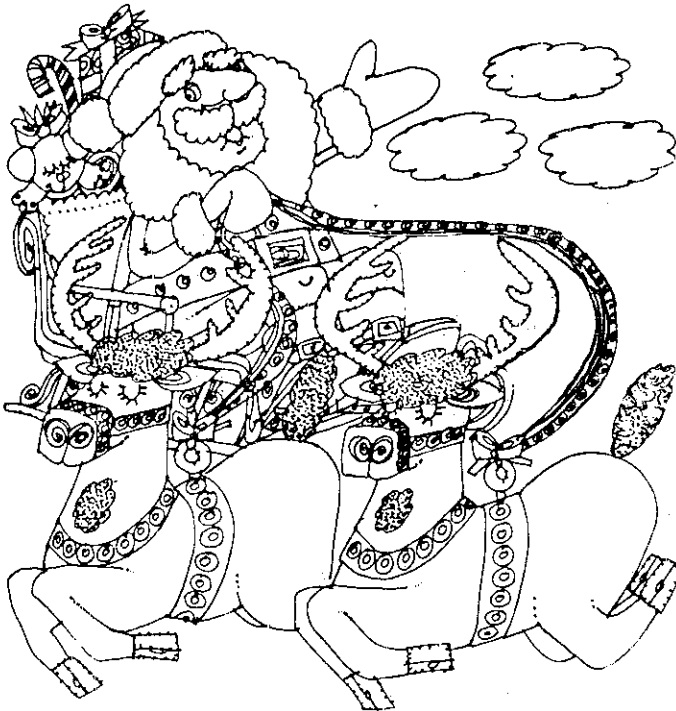
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**QCBC CIRCLES GLOBE 10 TIMES
IN 1980!**

**NEW YEAR'S DAY PATCH RIDE
BIKE NEWS FROM ALL OVER**

DECEMBER MEETING – December 16th

DON'T MISS THIS ONE! Molly Tieglund and Don Davis, your December program chairpersons, will show a slide presentation of the 1980 TOMRV III weekend. These slides were taken by Mike Chritton and Jon Evers and are professional quality. You may even see yourself on the screen.

The meeting as usual will be at the auditorium above the Browning Museum on the Arsenal (7 p.m.). A brief business meeting will precede the program. We will return to having door prizes and several will be provided, including a Bell Helmet. SEE YOU THERE!

WELCOME NEW MEMBERS

A warm welcome to all of our new members. Be sure to attend the next club meeting to get acquainted and pick up a copy of the club roster. Once again, our membership director, Luigi Linguini, reminds all current members to check the

expiration date on their newsletter mailing label and renew at the appropriate time. He says he would hate to see anybody expire when their date comes due.

Randy Tweet
Norman Miller
Jim Rossmiller
Kay Lynn Richards
Bob Schooler
Elizabeth Jansen

Loren Sowash
Bill Langan
Mark Ailes
Elenor Koenig
Scott Doup

New Year's Day Patch Ride

(January 1, 1981)


Last year we had 93 attend our first club ride of the year. This year will be a lot bigger. Don't miss it. A beautiful patch will be provided to the first 200 riders. The ride will take place on The Arsenal, and the meeting place will be the picnic area. Hot chocolate and a fire will be available to add to your enjoyment. Starting time will be 1 p.m. Start the New Year off with a healthful activity and plenty of good QCBC fellowship.

Winter Ride Schedule Now In Effect

The QCBC rides again, and again, and again. All winter long. A ride leaves from the Davenport bike path bulletin board every Saturday at 8 a.m. and every Sunday at 9 a.m. Route, pace and distance are dictated by those who show up, and by the weather.

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QCBC/WOBL RACING TEAM SPONSORS REPORT

At the beginning of this year our estimate of the amount of money that we would contribute towards the redevelopment of racing within the club was less than \$1,000. We are now somewhat pleased to report that we exceeded this guesstimate by over \$800. The money was spent on all-new jerseys, tires, parts and other related items but does not include the use of the van nor any of the special favors granted to the licensed riders.

We feel that this investment in the rebirth of racing activities on the part of our club is beginning to pay dividends. We have a larger group of racers now than at any time in the past. We have more young riders and more veteran riders. We have more licensed riders and more of our local people following the activities of our racing group. We qualified one local rider for the 1980 Junior World's Team. Our weekly training rides have seen over 40 riders at times and never less than 15 on any Wednesday. The Tuesday evening time trials have involved some 20 or 30 people. We have also kept our racers as members

of our club instead of losing them to out of town clubs as we have done in years past.

We plan to continue with our sponsorship during the 1981 season although the total expenditure will be reduced to the levels that were anticipated for the past season. We are still searching for a new sponsor with more money in order to build towards the future with emphasis on helping the young rider. We would like to establish a race on the Iowa side of the river. We want to locate a site to hold a weekly criterium for training small groups in cycle handling and strategy. We also want more racers, licensed or not. We plan to continue to support the club in the other usual modes such as money for the newsletter, sag wagon service when practical, membership recruitment, information services and selected discounts.

See you again in 1981!

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Racing Team Sponsor



Record Crowd at Halloween Patch Ride

A gorgeous fall afternoon was shared by 116 cyclists who toured the Arsenal Bike Path, November 2nd. This was the fifth of many 1980/1981 QCBC holiday patch rides and it certainly was the largest! ** (We eclipsed our "record" of 93 riders set on New Year's Day this year.) Six gallons of fresh pressed apple cider was appreciated by all — in fact, the leader of the "Senior Citizens" contingent, Carter LeBeau, had to make a juice run for more refreshments as we ran out of cider around 2:30.

It is especially nice to see so many tandems,

buggers, and baby carriers at these holiday rides. Many have made these rides a family affair and we heartily endorse this. Children are always welcome to bring their bicycles, even if they have training wheels. Senior citizens are also encouraged to join us as these holiday rides are always kept short and flat with the emphasis on a "fun time" instead of miles ridden. (A typical "holiday tour" is 3 to 6 miles.)

—
**Because of the success of these rides, we will have more of them in the future. Be sure you make the next one.



WANT-ADS

WANTED:

People interested in helping to plan a ride schedule for 1981. Long distance and short distance riders needed. No previous planning experience necessary. Anyone not applying cannot complain about the rides next year. Call Linda Powers 786-0907.

WANTED:

Ideas for rides in Iowa and Illinois. Here's your chance to voice your opinion on next year's ride schedule. Not necessary to attend meeting, just send to Linda Powers at 1807

42nd St., Rock Island, IL 61201, or phone 786-0907.

WANTED:

Anyone knowing of a special event or point of interest within a fifty mile radius of the Quad Cities for the 1981 ride schedule. Call Linda Powers 786-0907.

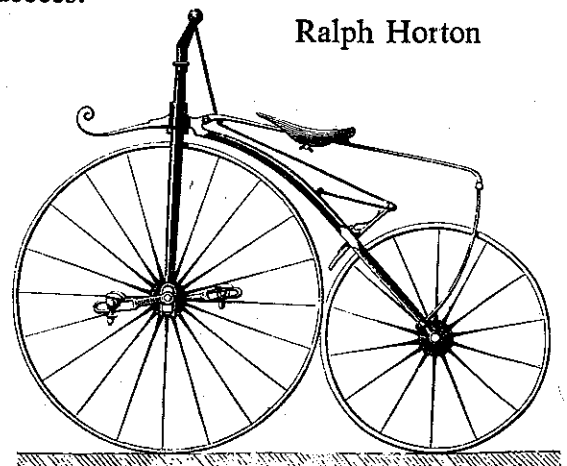
- The ride scheduling meeting will be held at 3 p.m., Sunday, December 14th, at the Moline Holiday Inn. If you wish to attend, please contact Linda Powers.

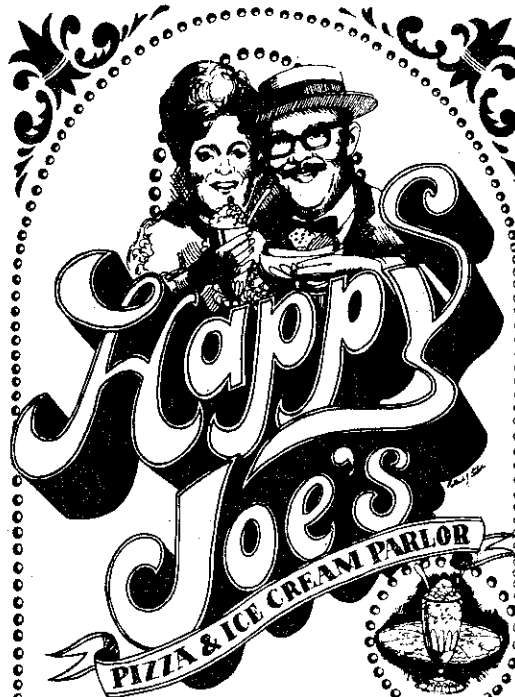
Mississippi Valley Century Ride – 1980

The QCBC Mississippi Valley Century Ride was a big success this year with over 70 people riding. Some of the old veteran riders looked extraordinarily young this year. I asked them why they looked so young and they said it was because they kept on riding older bikes. The first stop in New

Boston was fun: a nice restaurant with plenty of farmers, ambiance and coffee. Stops were also taken in Keithsburg, Aledo, and Illinois City. All these towns were surveyed and laid out by Captain Abraham Lincoln. I believe Lincoln got there before Reagan played them. Don Shirkey and Dean Arney were my co-chairmen for the event. Don mapped out the route, checked distances, and placed signs. Dean registered the riders and handled money and questions. I, then, did all the heavy work. I personally tested coffee and donuts at select restaurants along the route to see if they were up to QCBC standards. I also advised people who had flat tires that their tires were flat. The responsibilities of being chairman were awesome, but thanks to Dean Arney and Don Shirkey, the load was lightened and the ride a big success.

Ralph Horton





Happy Joe's
PIZZA & ICE CREAM PARLOR

<p>Ames Arnolds Park Bettendorf Burlington Cedar Rapids (3) Clinton Coralville Davenport (4) Decorah</p>	<p>Iowa Des Moines (2) De Witt Dubuque Eldridge Ft. Dodge Ft. Madison Iowa City Keokuk</p>	<p>Marshalltown Mason City Muscatine Newton Oskaloosa Ottumwa Spencer Waterloo (2) Waukon West Des Moines</p>
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Sunday, November 16th

Eleven QCBC members enjoyed another beautiful November day and traveled to Princeton for a fine breakfast and fellowship. Round trip the ride covered 40 miles. The sun was out and everyone agreed it was a great day to be outside and alive. Barb Liljequist rolled off the 40 miles as

if she were doing a stroll in the park. We always thought her sister Marge was the rider. Maybe we were wrong. Dick Wolbers was the only cloud in our day. He delayed us with a flat and also with his breakfast. How could 2 eggs and hash browns take that long to eat?

Sunday, November 2nd

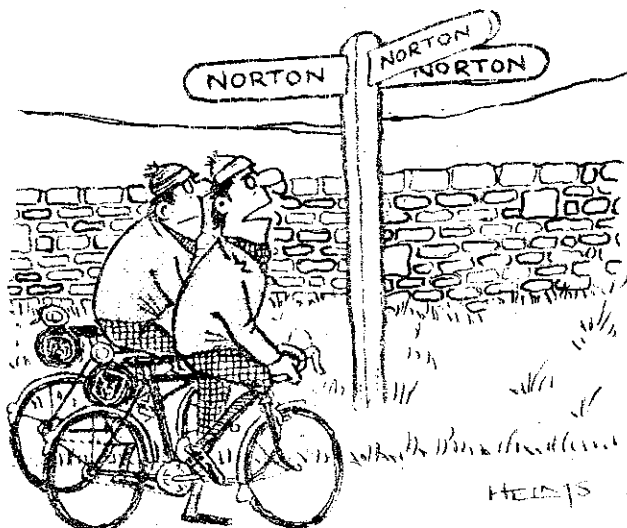
A good group met at the bulletin board for our first 9 a.m. start on November 2nd. This will continue thru February until the new ride schedule is prepared. We stayed mainly on the bike path but added to both ends resulting in a 15 mile ride before having breakfast at Ross' in Bettendorf. Most returned home from there or returned to the start making a pleasant 20-mile ride for the day. Ken Buse stated he would prepare several ride options from the bulletin board. These maps

will be available to those who participate at 8 a.m. on Saturday and 9 a.m. on Sunday. Ken will have rides of 10 to 12 miles, 15 to 20, 25 to 30 and up to 50 miles. If the weather is good the group can take their option and break up into groups. If the weather is bad, we can move over to the Golden Arches and drink hot chocolate. From the Saturday and Sunday turnout, we look forward to an excellent winter schedule.

"Through Thin and Thin"

John Karras' new book, "Through Thin and Thin", is now available in the Quad City area at the Interstate Book Store on Kimberly Road in Davenport and at the Cumberland Book Shelf in Bettendorf. The book includes his best articles

since 1973 and much more. Items of cultural merit are generally slow to reach me up here just south of the Arctic Circle, so I haven't read it yet, but have heard that the book is well worth the \$10. sticker price.



"I think we're trapped."

CONGRATULATIONS, John!

Congratulations to John D. Keane, active QCBC member, for winning the Certificate of Merit from the National Association of Accountants for his article "Integrating Distributed Processing within a Central Environment." This appeared in the Management Accounting November issue.

Boy or Girl??

Congratulations to Bill and Gail Welde on their new arrival . . .

A FUTURE BICYCLIST OF THE QCBC!

The Annual Industrial Tour

South Chicago, Gary, East Chicago, Hammond. Most bicyclists try to avoid such places, but two QCBC riders look forward each year to what has come to be known as *The Industrial Tour*. Carter LeBeau and Herb Page meet each year at about this time in Chicago for a business expo at McCormick Place (at least that's what they claim to be the official reason for being there), and use the opportunity to tour a portion of the great industrial heartland of America. Leaving the Hyde Park Hilton at 49th and Lake Shore Drive at 6 a.m. each day, they ride south down the bike path for a few miles and then take route 41 through South Chicago. As they cross the Calumet Canal they watch the big lake ships loading: a

real contrast to the more familiar cycling sights of rural Iowa.

They cross the state line and ride into Indiana: tank farms, rail yards, immense refineries, steel mills, factories; the sinews of the city of broad shoulders. After a good breakfast in Hammond they head back to Chicago in time to get down to business.

The usual route of the tour is 30-35 miles, just enough to get the blood flowing on the crisp October mornings. Carter and Herb have been making this tour regularly for several years now, and would love to have some company. Interested parties should contact them before next October's tour.

"Ride to Mary's Donut Shop on County Rt. 48 near U.S. 61 West of Davenport"

As my wife says, "Eleven idiots got out of their nice warm beds and went biking in 30 degree weather." Eleven bikers left the bike path bulletin board exactly at 8 a.m. or 8:03 or 7:55 depending on whose watch we read. We took the bike path to its west end, followed Hickory Grove Road to West Central Park to Zenith and on to

West Locust. We stopped for breakfast at Mary's Donut Shop. Eleven bikers nearly filled the shop. The food and coffee were very good. Here we split up with 6 riders going on to Muscatine and 5 returning to Davenport to make a nice cold weather ride of 25 miles.

Ken Buse

Fun with Jim, Denny, Dick, John & Butch (November 15th)

After a good cup of coffee next door to a west-side truck stop, six of us set off for Muscatine. Bruce Perry was unable to continue with us due to duties at home. The clear skies and balmy temperatures made for a leisurely ride. The pace being just right for the weak of strength and faint

of soul meant that Keyoth was satisfied to stay at the back of the pack. For those of you that believe all of the above, please contact me about a diamond mine that is for sale under Carter's home.

Butch Bobenmoyer



BIKE NEWS FROM ALL OVER

Among the tasks of the Newsletter Editor, one of the most interesting is reading the newsletters of other bicycle clubs all over the country. Because of the distances that separate us, the exchange of newsletters is often the only contact between us and our counterparts in other parts of the country. What they have to say about biking, and how they say it, is often entertaining and enlightening. Take, for example, this piece of advice from the Louisville Wheelmen News (Kentucky) about cycling safety: *"Shape up, ride politely and safely, or die."* I like that. Word economy. Or this bit of wisdom from Pedal Patter, the newsletter of the Potomac Pedalers Touring Club (D.C.): *"The more driving people do, the sooner they'll run out of gas and the sooner we cyclists can ride in peace"*. Amen Amen, Brothers.

The names other clubs go by, and the names they give their newsletters is even a source of delight. Like the Pedalara Bicycle Club, of Sunnyvale, California. They send out the news in the "Quick Release." The Stark County bicycle club of Canton, Ohio, speaks to its members in the "Spokin' Word."

"The Crank" is the official letter of the Oak Cliff bicycle club of Dallas, and it is, according to the headline, "Crankin' Out the News." The Virginia Bicycle Federation sends out its news in something called, quite simply, "Framework." Closer to home, "The Bicycle Post" might be familiar to some of the QCBC as the newsletter of BIC, Bicyclists of Iowa City. And, speaking of QCBC, there is a Quad Cities Bicycle Club in Alabama. Presumably, there is also a Quad Cities in Alabama. (Sheffield, Florence, Muscle Shoals, Tusculumbia.) I saw their century ride advertised in the "Spokesman", the newsletter of the Birmingham Bicycle Club.

The bikers of Wichita, Kansas, have an interesting name: The Oz Bicycle Club. This group has no president, but has instead, a wizard. They also had a ride recently that sounds like fun, a bar ride. They take a tour of a half dozen or so local

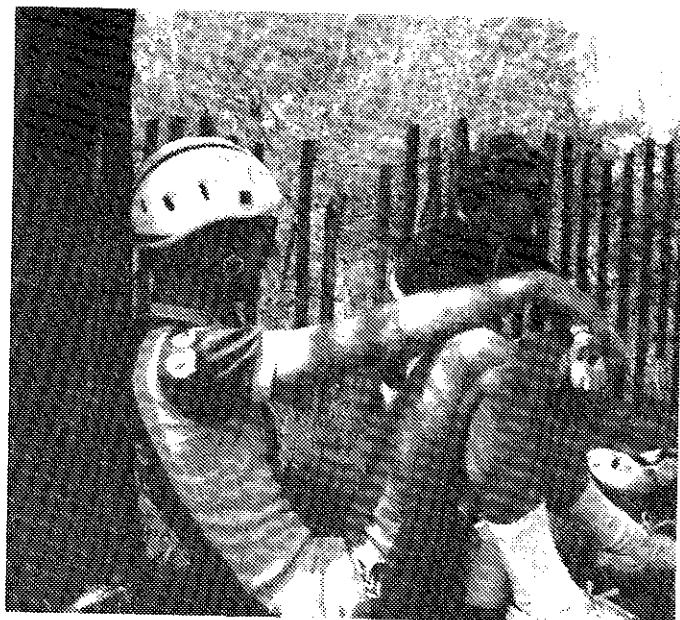
taverns, sampling their favorite electrolyte as they go. Another fun ride that seems to have caught on with many clubs, including BikeBurlington, is the Progressive Dinner Ride. In this one, the group plans a route that will take them to the homes of several members, stopping at each for one course of a multi-course dinner. For this type of ride, it might be wise to plan long distances between homes, because the energy in a single slice of bread will carry a cyclist 4 miles. That last bit of valuable news is from the Long Island Bicycle Club, Jamaica, NY, and their newsletter, "Gold Coasting".

Most newsletters have trouble coming up with anything original in the ride reports. But I did come across this gem in the newsletter from Bike-Burlington, a description of the Cedar Valley Century:

The weather was pretty fair
and the course was pretty flat
and the wind was pretty calm
and the support groups were pretty organized
and the refreshments were pretty good
so the ride went pretty well
and we rode pretty fast.

Pretty good, huh?

Editor



Doctors Ralph Horton and Bruce Perry taking a break last summer outside Moscow, IA at Cedar River Park.

QCBC CIRCLES GLOBE 10 TIMES IN 1980!

The mileage reported this year by QCBC members totals an astonishing 269,600 miles. That is approximately 10 times around the world, or one trip to the moon with enough change left over to make a few trips to El Segundo and back, or approximately 30,000 round trips on the Davenport Bike Path, or (the mind boggles) 670 RAGBRAI'S. The riders who accomplished this great feat of endurance are listed below. Congratulations on a great year and best wishes for next year.

100 Miles

Carol Lindley	Kenora Buse
Evelyn Bates	Ruth Kearns
JoAnn Frey	Donald Motz
Vicky Wine	

200 Miles

Susan Bates	Amy Motz
Loretta McKaney	

300 Miles

Tom Bruchmann	Miller Child
Miller Child	Miller Child
Eloise Caldwell	Lynda Buckley
Todd McKaney	Robert McKaney

400 Miles

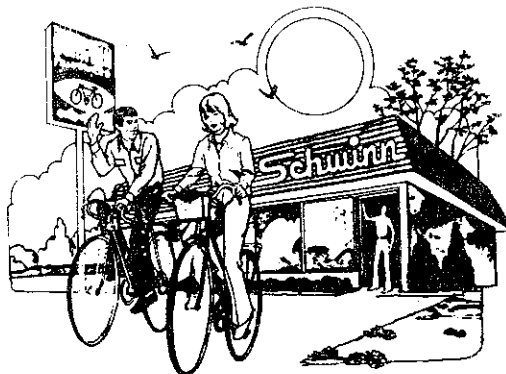
Elizabeth Jansen

500 Miles

Tammy O'Shea	Kathy Miller
Mary Jo Sheridan	Scott Caldwell
Eleanor Koenig	Lorraine Roth
Laura Jirus	Dewie Mayfield
Jon Van Camp	Ross McCracken
Todd Jansen	Bill Harrington
Erin Harrington	Mark Ailes
Ed McKaney	Ken Davie
Paul Hantke	

1,000 Miles

Margaret Paulos	John O'Shea
Tim Kirsch	Gene Conrad
Patti Green	Pegi Langan



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1,000 Miles (con't)

Donald Cavanaugh
Jeanne Jurgens
Mark Buse
Lynn McCartney
Lee Pohlman
Mark Lefever
Jayne Stotts
Bob Miller
Cindy Scheibelhut
Martha Jirus
Rick Simon
Jim Newton
Charlotte Newton
Mark Keane
Jan Gittings
Kathy Mehuis
Mary Mamm

1,500 Miles

Holley Penner
Peggy Alpers
Bobbi Alpers
Ralph Baechle
Michael Snodgrass
Robert Behm
Candace Behm
Dave Goossen
Paul Scheibelhut
De Wayne Behrens
D. Bobenmeyer
Jean Abel
Mary Keane
Les Truelsen
Chris Mehuis
Don Davis

2,000 Miles

Andrea Paulos
Peter Diefenthaler
Dr. Bruce Perry

Becky Perry
Gene Green
Bill Langan
Jim Kall
Sue Nuckles
David Lefever
Linda Caldwell
Phil Caldwell
Richard Jirus
Dick Wolbers
Ron Holmes
Sharon Harrington
Molley Teigland
Marge Liljequist

2,500 Miles

Sylvia Nuckles
Ben Paulos
Ann Mayfield
Bob Bobermeyer
John Pagan
Megen Horton
Linda Powers

3,000 Miles

Ken Buse
Verle Dau
Warren Power
John Hendricks
Ron Cox
Denny Peterson
Paula Peterson
Leon Van Camp
Jim Duda
John Keane
Dr. Bob Frey
Ray Turesdal
Joy Verstraete

3,500 Miles

Don Bates, Sr.
Dr. Don Horton
Henry Lantry
Kay Richards

4,000 Miles

Mary Shanks
Bob Bolton
John Bolton

4,500 Miles

Terry Burke
Lynn Cox

5,000 Miles

Dick Paulos
Carter LeBeau
Cecil Kearns
Dennis Buckley
Steve Smith

5,500 Miles

Chris Hegg

6,000 Miles

Warren Hanson
Don Bates, Jr.
Bob Nuckles

6,500 Miles

Hollis Hegg
Kentley Loewestein

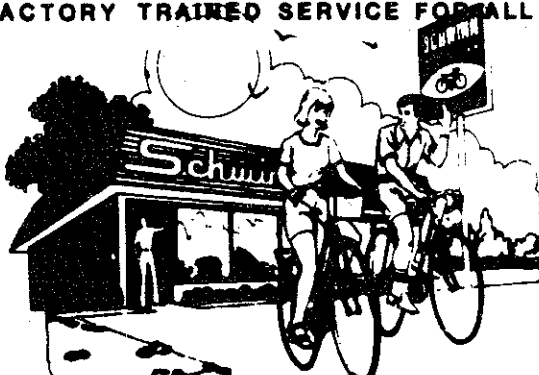
7,000 Miles

Steve Verstraete

8,000 Miles

Mark Waechter
Dave MacKusich

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NEWS FROM THE FRONT!

We've been following with some interest the latest battles in the war between the motorist and the bicyclist. The cyclist, perennial underdog in the war, seemed to have gained some valuable ground recently on the largest and most significant battlefield — Manhattan in New York City. A major turning point in the ongoing struggle occurred when New York Mayor Ed Koch visited China last winter and became enchanted at the sight of millions of people gliding quietly on bicycles through what would have been polluted, congested city streets. The sight clearly impressed him.

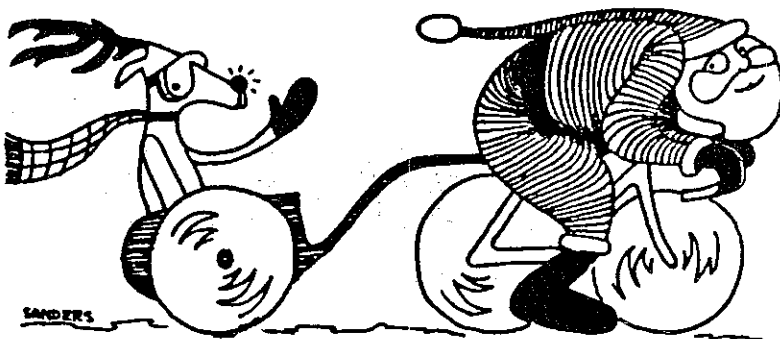
Last Spring, when a transit strike forced millions of New Yorkers to find alternate means of transport, many turned to the bicycle. The streets of New York looked something like those of Peking. The mayor, eager to jump on the popular bandwagon now that the tide of battle had apparently shifted to the side of the cyclist, ordered the installation of 6-foot wide bicycle lanes on two of the busy avenues in the heart of Manhattan. It was a significant victory in a conflict that more often than not has no good news for the cyclist:

The victory was, however significant, short lived. Incensed motorists now blamed their slow moving traffic jams on the cyclists. Pedestrians

claimed that their lives were threatened by the swift silent cyclists. Indeed, three pedestrians were killed on the streets of New York by placing their bodies in the path of speeding bikes. (Never mind that cars mow down pedestrians like weeds and nobody seems to notice. If a dog bites a man, that's not news, but if a bicycle bites a man . . .). Buckling under to the growing pressure, and sensing that he was perhaps backing the wrong horse, the Mayor ordered the bicycle lanes removed, just three months after they had been installed. Cyclists turned out in force to stage a sit-in to prevent the city crews from removing the bike lanes, but it was too little too late; the battle for Manhattan was already lost.

Such a defeat sets the struggle back by years. At stake was not so much the right to have street space set aside for bicycles, but a concept: the concept that the bicycle is not a toy, it is not a suburban leisure-time trinket, it is not something for young boys to haul newspapers about; it is an urban rapid transit vehicle that must be considered as part of the solution to the problems of urban transit congestion. Mayor Koch should remember the sight of Peking. He may have been looking into the future.

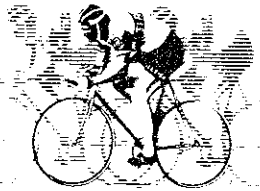
Editor



Merry
Christmas



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RENEWAL

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NAME OF MEMBER

MEDIA?

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