

# QUAD CITIES BICYCLE CLUB

"at the hub of two states"

## OCTOBER 1982

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## ON THE ROAD WITH WFBC

(Editor's note: I can always tell when LeBeau is on the road. I get letters written on the backs of cafe placemats. Word of the latest of Carter's road capers reached me here on the back of a paper placemat from somewhere in Kentucky.)

The World's Fair Bicycle Caper (WFBC) arrived in Whitley City, Kentucky at 6 p.m. We (Pierre Mercyx LeBeau, Roberto Gazpacho Frey, and Werner Weiner Nuckles) rode through the Kentucky hills for a total of 81 miles. It was like doing the McCausland hills and Chestnut mountain 20 times with tents and sleeping bags and cameras and clothes and other stuff. The trip has been going perfectly. John Keane layed out our itinerary. Everything went perfectly for the first 7 days. Then we started to notice that it was taking us 70 or 80 miles to make destinations that should have been 60 to 70 miles. Anyone who knows John Keane knows he dosen't make calculation mistakes. I don't remember him making a single mistake in 3300 miles on the coast to coast trip. Was he trying to do his old buddies in?

One thing that has been unusual - Frey is dynamite on the up hills, but after bombing to the top, Nuck and I have to talk him into going down because they are so steep. Frey is also running out of bullets for his dog gun because every dog in Indiana and Kentucky has tried to bite Nuck. And another thing: Keane has routed us through several dry counties in Kentucky. This means we've had to detour around them. We may never forgive him for these additional miles.

I'm getting a little tired of being called the kid on this trip just because I'm only 56. Nuck and Frey get upset because I keep getting lost, but as it has worked out this has caused us to land in some very interresting towns, such as Fowler, Jamestown, Jamestown, etc. The whole trip seems to evidence that someone is watching over us as we have had beautiful weather, great roads, and great towns. This map (the one on the other side of the placemat) isn't too detailed but we entered Kentucky at Madison and have gone south and a little east. Whitley City is only 9 miles from Tennessee so we will be there tomorrow. All three of us are available for interviews and we are getting practice as several small town papers have caught us. Just let us know when you want us.

9/5/82



# BMX HEADQUARTERS

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**MUSCATINE, IOWA**

WFBC

(And this from Bob Nuckles, written on something more like stationary than a placemat)

Three of us have been riding from the Quad cities to the World's Fair and back on our bicycles. Old coots, but we are tough. 65, 59, and 56. I'm the oldest and the toughest. We have had a lot of fun along the way. People have been kind to us, hospitality no end. Of course we are all likeable, good looking, out going fellows, and modest besides, so they really like us here in the south. Especially when we stand up and cheer when they play "Dixie".

We all have 15 speed bikes piled high with clothes, and camping gear. I had a little trouble with mine at first, but it got better after the second day when I sent home 18 pounds of stuff. The fair was nice. Carter saw a movie at the U.S. exhibit four times. It made me dizzy so I shut my eyes. The exhibit I liked best was the "Strohaus". This is a life size working model of a Bavarian Beer hall, with food, drink, a German band, and about 500 patrons. I found it fascinating to watch and spent hours doing so. I do the Polka, Carter does the jitterbug, and Frey does the "bird dance". He's going to bring it back to the Quad Cities; watch for it. We are now sadly leaving Tennessee and plan to return to Davenport in a week or so. Maybe. 9/12/82.

(And from Carter, on a postcard)

We are still in Tennessee but only 23 miles from Kentucky. Going through more great towns. Lebanon, Galatin, Cottonwood, Sparta, Ozone, Crab Orchard, Kingston, etc. You won't see these on the Interstate. The locals really like Frey and Nuck. Of course they don't see them 24 hours a day and hear the same stories as I do. Frey has even gotten to the point where he can understand the local language, even if they have a mouth full of Redman. Having such a good time, we are planning New Orleans in '84, Montreal in '86, and the Chicago fair in '92. 9/13/82.

## DON'S SCHWINN CYCLERY

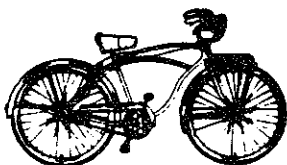
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## BICYCLE FRAMES

The American Society of metals (ASM) december meeting will be on the metallurgy of bicycle frames. The speaker will be Mario Emilani who is a metallurgist for Bicycling Magazine. The meeting will be at Jumer's Lodge in Bettendorf on December 7, 1982 and is open to the public. Dinner will be served at 5:30 p.m. with the program following. The cost will be between \$8 and \$10 per person. you may pay at the door but they ask that you make reservations. To make reservations contact Bob Gaster 383-4436 (work) or 391-2963 (home).

Warren Power

## R.A.C.E.R.

Rut't Annual Chili Eaters Ride is now history. I would like to thank everyone who attended, either as a rider or as an eater. You all made the ride a success for me and my family. Also special thanks to helpers Fred Nelson and Doug Simmons in the cars, and Grandmother Alice Dudman at the registration table. (she also brought the sunny weather from California).

Come again!

Bob Rutledge

The Rutledge's dis it again! 100 riders rode in beautiful fall weather and enjoyed chili and conversation at the end of the ride. Tim McNich and wife brought 7 bicycles on top of their van - what a sight! Thanks to the Rutledges for their hospitality, and best wishes for success in the future.

Les Truelsen

## Prophetstown

Approximately 20 riders rode from Barstow to Wainwrights Orchards. The Powers had both their tandems out. Les, Leon VanCamp, Carter LeBeau, and president Linda Powers conducted a business meeting, on the road. We were chased by a three legged dog, but somehow managed to get away.

Les Truelsen

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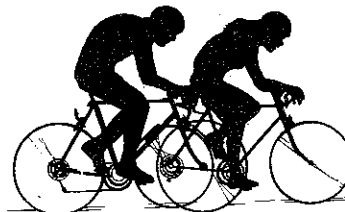
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# QUAD CITIES BICYCLE CLUB ANNUAL AWARDS DINNER

All members and guests are invited to our Annual Awards Dinner. This year will be the best event ever. It will include:

- ==> A fabulous buffet dinner
- ==> The Robert Lofgren Quintet (Dancing)
- ==> Special awards
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## DATE:

November 16, 1982

## TIME:

Social Hour 5:30  
Dinner 6:30

## LOCATION:

The Viking Club of Moline  
1450 41st Street  
Moline, Illinois

## COST:

\$3.50 per person

Reservations limited to 300

## TICKETS AVAILABLE:

### IOWA:

Sue Sharp  
4023 Lillie #414  
Davenport, Iowa 52806  
Phone - 386-2042

### ILLINOIS:

Les Truelson  
2944 Archer Dr.  
E. Moline, Illinois 61244  
Phone - 755-0009

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Carl Odendahl family  
Gabe Verstraete family  
Griff Tucker family  
Joe Getz family  
Michael Fitzsimmons  
David Sodemann  
Martha Herdegen  
Glenn McAtee

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WITCH'S WOBBLE

Sunday, October 31 - 1 p.m. Don your costume and come to the eastern most entrance to the Davenport Bike Path. This is the first patch ride of the fall and winter season, so let's start a good record by attending the first one and all the ones to come!

\*\*For more information on rides, please call Sue Nuckles, 386-1224 or Sue Sharp, 386-2042.

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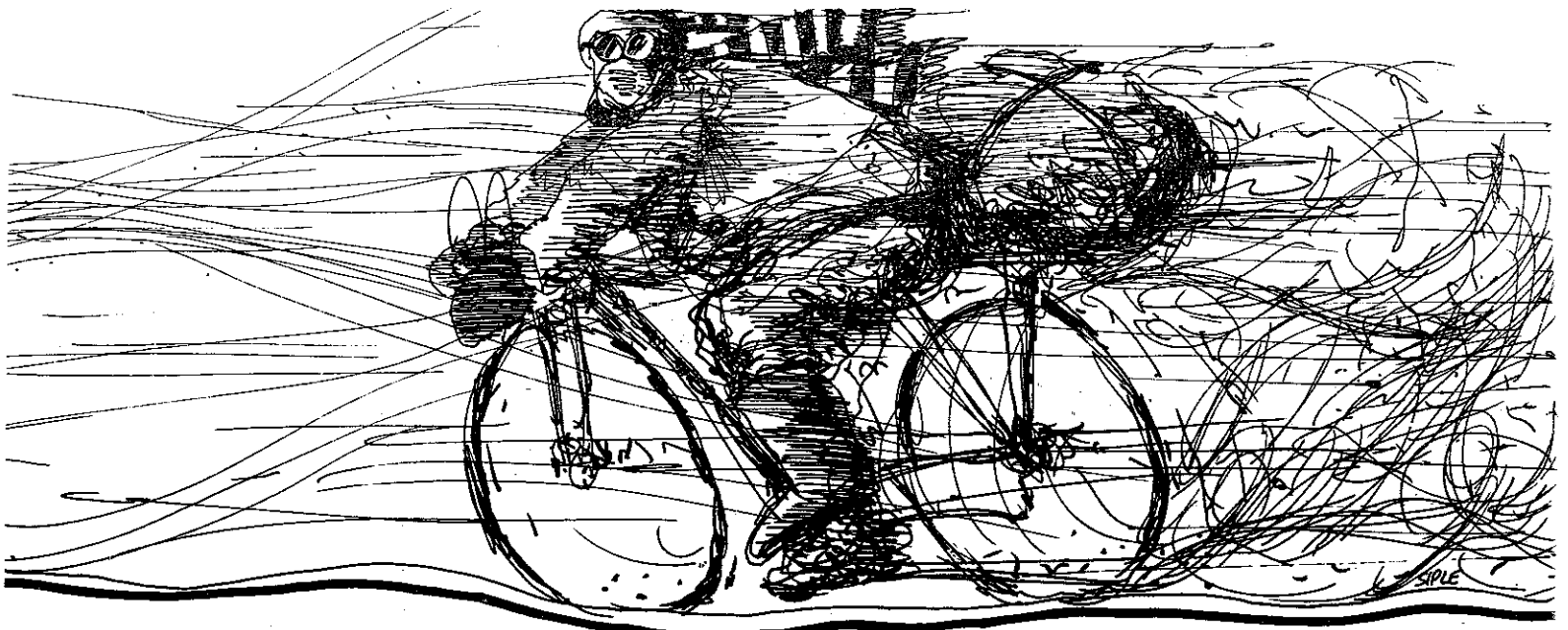
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## Bicyclists take heart

William  
Buckley



There are a number of interesting things going on in Canada, about which more in due course, but on the day you read these words, the urban transportation division of Canada has set up a special conference in Ottawa to listen to the proposals of one Joseph Adler, who is the president of Bicycle Expressway Systems. Are you ready?

Mr Adler's idea is adaptable to any city. But concretely, he has engineered (he is a professional) a bicycle grid that would permit anyone living in metropolitan Toronto (they call it "metro" nowadays) to travel by bicycle from virtually any point in the city to any other point in the city. The plan calls for 250 miles of suspended bicycle expressways, access to which would be possible every mile or so — so that, for instance, using the New York City block as a measuring rod, every 20 blocks or so a cyclist could mount the grid

How? By escalator. Mr Adler, though a confirmed cyclist, does not believe in unnecessary exertion. In fact, he is very much opposed to such anachronisms as bicycling uphill. When it was proposed that in order to cheapen the cost of his proposed expressway he permit gentle grades of not more than 1 percent inclination, he scornfully declined the modification. Do it right, he says

Doing it right means taking into account the three principal reasons why people don't use bicycles in the cities. The first, of course, is competing vehicular traffic. The second is weather. The third is drudgery. In the proposed system, which would hang a minimum of 15 feet above city streets, there would be, of course, no automobiles to get in your way or to slow you down. To cope with the hills of Toronto (New York's essential flatness would all but remove this problem) every few miles the cyclist would stop and an escalator would propel him to a new level, whence he would proceed merrily along his leveled way

Joseph Adler is not going to permit his bicyclists to pump iron — do that, if you want, at home or in a gym. And the glass-covered expressway will of course shield you from the elements, permitting the sun's rays to come through the glass, but keeping away rain, sleet, snow and tempest.

The cost? It pays, at this moment, to sit down: \$1.5 billion. But there are 600,000 bicycles in metro. How long would it take to amortize \$1.5 billion if you count all the gasoline saved? Assuming, let us say, that one-half the city's commuters elected to avail themselves of the option of bicycling to work? The figures are obviously variable, but Mr. Adler believes that \$450 million per year would be saved in gasoline costs alone.

But begin now to think of the social advantages. There would be fewer accidents: The bicycle accident rate in the city streets is considerable. And what about the increased health of tens of thousands who would now bicycle five, 10, 15 miles per day, or even more? And what value do you attach to good humor? That is what you experience when you get to work not having battled automobiles, or buses, or subways. And what about the good humor of those who persist in riding automobiles, or need to ride in automobiles, and drive through unchoked city streets as though it was Sunday morning, or Thanksgiving Day?

When I ran for mayor of New York, back before the great plague hit the city, I made a relatively modest proposal that an experimental expressway be mounted along Second Avenue. The important thing to keep in mind, when addressing cyclists, is that although many people do it as a sport, it is the utilitarian cyclist who is a serious potential bicycle consumer. It is easy to go about in circles in Central Park, but the satisfaction thus derived is entirely different from the satisfaction of leaving your apartment and arriving at your office on your bicycle. We are an achievement-oriented people, and when the horse and buggies began to be replaced by automobiles, the horses all but left town. They are there now just for the tourists

Mayor Koch, shortly after his inauguration, experimented with bicycle lanes. These were doomed to fail. They needed to share the streets with four-wheel juggernauts propelled by gasoline engines. And to stop every block or so for a red light, or to make way for lateral traffic, takes from the bicycle its uniqueness. It is as if you sat down to watch a television program, and every minute or two you had to get up to stick the plug back in.

Big money never scared Americans if they became convinced of a project's utility. They are talking, in New York, about four plus billion dollars for one Westside Drive. Well, Mr Adler will be heard not only in Canada, but in Colorado Springs, Colo., at a "Pro Bike" convention a week from now. He needs encouragement. The bicycle is one of the neatest expansions ever on the idea of the wheel.

**TRIATHALON**

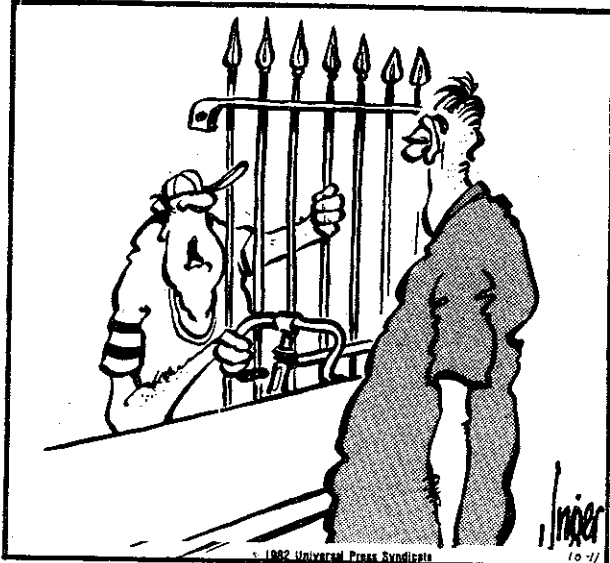
The Osteopathic Hospital scrub triathlon held at Bettendorf High on September 11th attracted a number of QCBC'ers. The event consisted of a 100 meter swim, a 3 mile run, and 6 miles of bicycling. of the 122 finishers were the following of the QCBC:

<b>MEN 18-30 YEARS</b>		
4th	Larry Eppard	42.50.63
7th	Brent Gutierrez	43.27.17
9th	Rick Paulos	43.57.37
<b>MEN 39-40 YEARS</b>		
2nd	Bruce Perry	43.13.39
4th	Wayne Marker	43.26.57
20th	Mike Critton	50.06.57
<b>MEN 15-17</b>		
3rd	Doug Eppard	43.36.09
<b>WOMEN 29-39 YEARS</b>		
3rd	Becky Perry	54.02.43
6th	Terry Miller	59.29.35
<b>WOMEN UNDER 14</b>		
1st	Amy Miller	60.04.44
	Rick Paulos	

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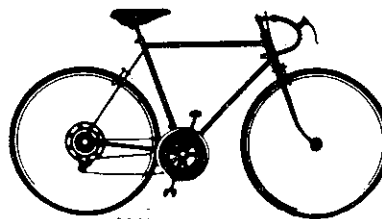
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## ...off the back

In a sport as rich in complexity as bicycling, being a novice can be a frightening thing. So much to learn, so much to practice, so many overt opportunities to display utter ineptitude. We were all novice bikers once, and some of us still are. If we can spot those who are still struggling through their rookie year, we can possibly ease their passage. If we can spot the telltale signs of the beginner in ourselves, maybe we can quit looking foolish sooner.

The surest way to spot a rookie is by his water bottle habits. If a biker appears to be preoccupied with trying to figure out how to keep the water in the bottle cool, he is a rookie. If he put ice in it, he is probably on his first ride, and you'd better keep an eye on him. Another giveaway is what he put in. The beginner is always looking for ways to avoid that stale plastic taste of a seasoned water bottle by pouring lemonade, iced tea, orange juice, or who knows what into the bottle. Doesn't he know why they call it a water bottle? Another gimmick that they try to use nowadays is the wet sock trick. The idea is to put a soaking wet sock around the water bottle so that the evaporating moisture outside the bottle will keep the water inside the bottle cool. If you see someone doing this, he is probably a rookie. If you see someone put the wet sock on his foot, well, lookout. A novice might also worry about the cleanliness of his water bottle. A friend of mine here who is a certified veteran told me that he once stuck his finger down the throat of his water bottle and felt a slimy substance growing on the inside walls of the bottle. I asked what he did about it. He said that he doesn't stick his fingers into his water bottle any more, of course.

Modes of transporting take-along baggage is also a sign of experience, or lack thereof. A novice will use a backpack. He has not yet learned the true weight of ten pounds carried 50 miles, but soon will. The rider with a packpack is probably a step ahead of the rider with nothing, who stuffs things into jacket pockets and then ends up with the jacket tied around his waist. The veteran either uses a handlebar bag, or takes nothing more than a banana on a ride.

Novice bikers tend to worry about equipment more than normal people. Is that 15 speeds, or 10 speeds? Is that a Campy bottom bracket? Is that a spoke wrench? and on and on and on. They always worry that perhaps their gear is not quite socially acceptable for reasons that they don't yet understand. The true vet knows that if you push on the pedals and the thing goes, it's o.k. I remember asking Jim Keyoth (QCBC) several years ago how he liked the rear derailleur on the bike he had just bought, as I had heard that that particular model was supposed to be pretty good. He said he didn't really know because he had put it in tenth gear when he got the bike and hadn't shifted since. Those who know Jim can bear this out.

Helmets, I am happy to report, cannot be used to spot the rookie. Many newcomers to the sport recognise immediately the potential for accident and injury and buy a helmet to go with their first bike. Veterans, on the other hand, comforted by a false sense of security in their cycling skills, are very likely to go about bare headed. I never said the novices were dumb, only that they are inexperienced.