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QUAD-CITIES BICYCLE CLUB

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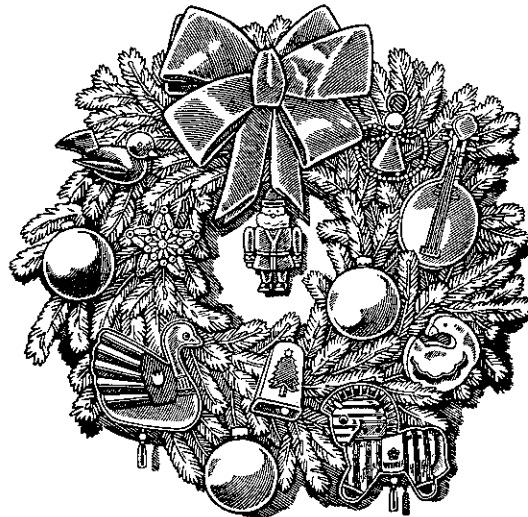
DECEMBER 1989 ● Cindy Mohr - Editor

Merry

Christmas

&

Happy



New Year!

From the President

This is the article I have been waiting for for the last six months with relief, but now that it is here I am a little sad. The past year has been a good one for the QCBC with the following pluses:

● **TOMRV** has had tremendous success and this year was the largest and best.

● **Moline Criterium** had the largest purse, a great field and a crowd that is becoming well known in the racing world.

● **Iowa 24-Hour Challenge** - our first - was held with very impressive statistics and has been well received by the endurance community.

● **Third Annual Helmet Promotion** resulted in 695 helmets being sold in just two weeks - more than the previous two very successful years combined.

● **Monthly Meetings** - attendance is up.

● **Number of Members** is also up.

All the pluses in addition to our spring and fall picnics, Annual Iowa Ride, QCBC Century, Monthly Newsletter, Patch Rides, Novice Rides, etc., etc....

These activities do not just happen. Each one takes a lot of hard unselfish work and not just from the people listed in the volunteer book. I would like for the families that supported the volunteers who supported these activities to take a much deserved bow.

As for the minuses - well - Griff is a good man and with our support the QCBC will have another great year.

I think the Annual Meeting at Velie's was a great idea and a great success. So, a special thanks to Dave and Adele Lefever.

As for me, I am proud of our club and proud of this past year, and I am proud to have been a part of it.

Bill

Effective Cycling Classes Set For Spring

The first class co-sponsored with Davenport Park Department is to begin April 10 at Duck Creek Park Lodge, Tuesdays and Thursdays, 6:00 p.m. - 9:00 p.m., for five sessions (no class on April 17 due to the QCBC meeting). The second class co-sponsored with Scott Community College begins May 1 at Pleasant Valley High School. It meets Tuesdays and Thursdays, 6:00 p.m. - 9:00 p.m. for

nine sessions (no class May 15 due to QCBC meeting). Instructors will be Don Davis and Charlie Sattler, assisted by Bill Langan and Fred Blessin. Both classes will cover on-road training in bicycle handling and traffic skills, hands-on practice of bicycle maintenance. The nine session class will develop these skills to a higher level qualifying those successfully completing for the Effective Cyclist certificate and patch.

Books Available: The Club has John Forester's Effective Cycling for those taking the course or for use as a personal manual. Cost is \$12. This is a 33 percent discount from the standard price of \$18. Copies are available from Don Davis and Fred Blessin.

For more fun, keep on learning more about your favorite sport.

Fred Blessin

What Is the Effective Cycling Program?

The Effective Cycling Program is a bicycling education program developed and run by the League of American Wheelmen. It is based on a very simple attitude - cycling is fun, and it is even more fun if one learns to do it efficiently, safely and confidently. The courses are taught by experienced bicyclists, who love the sport

and want to share their experience and enthusiasm with others.

Course content may include

- proper selection of bicycle and clothing
- adjusting your bicycle for comfort and efficiency
- cleaning and lubricating your bicycle
- expert steering and handling
- shifting gears, braking
- efficient pedalling technique
- emergency maneuvers
- traffic law
- intersections, turns and lane changes
- common accidents and how to prevent them
- riding in the rain and at night
- bicycling for fitness
- riding in a group
- bicycle touring
- bicycle commuting

TOMRV 13

The 13th annual Tour of the Mississippi River Valley (TOMRV) is now under development. If you would like to take part in the organization or staffing of this event, please contact Sam Norwood, chairman, at 309-764-6309.

Fox River Bike Trail

Not far from the hustle and bustle of busy/noisy Chicago is a quiet, peaceful bicycle trail in a setting or unbelievable tranquility.

Starting in Aurora, it follows the winding Fox River north ten miles to the town of St. Charles. There are five small towns along the trail, and each town has many nice restaurants and shops within easy distance of the bike path. Some of these establishments are in old buildings that date back 125 years.

There are five dams with water gently tumbling in a carefree manner. At one time, this furnished power to the many factories that hugged the river. Today they are but memories of a once industrial area. Now there are nature centers, forest preserves, an archery range, a museum and an old windmill. Ducks and geese waddle alongside like fat Dutchmen. Many fishermen are busy along the river bank hoping for a prize catch. Others are just loafing on the benches watching the river slowly drifting by.

It is interesting to bike across the river on foot bridges avoiding car traffic. The bike trail is flat and easy and built on finely crushed stone. It is a short ride, but there are many attractions

that will hold your interest.

It is not for the "gung-ho" riders who have their nose on the handlebar and their butt in the sky but for the nature loving and pleasure seeking bike rider!

Earl Strupp

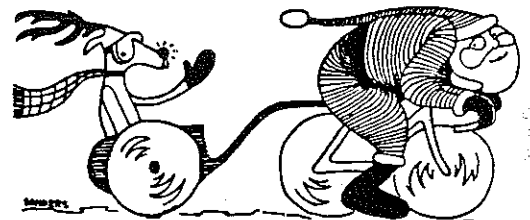
Thanks Earl! I can't wait for the warm weather to return to try this trail.

Cindy

Where's All the Club's Stuff?

Don't take this wrong folks. This is actually a pop quiz. It's not that we don't know where all the Club's stuff is, we just want to find out if any club members know too. So, if you think you know where the Club is keeping all of it's goodies, water bottles, hoses, etc., give Griff Tucker (324-5184) or Dick Wagner (391-9495) a call. Tell them what you think you know and find out if you are right. If you actually know more than we do, you will get to gain a little room in your basement or garage. Let's hear from you!

Griff



QCBC Member Competes in Century Bike Race

QCBC member, Pete Hanna, of Mahomet, Illinois, finished third in the Prarie Fall Century Bike Race in October of this year. Pete, who is 15, completed 101.8 miles at an average speed of 20 miles per hour. Pete is the son of Larry and Joy Hanna.

Jan Burt

RAAM West Regional Qualifier, 1989

by David Holmes

We arrived in California on Thursday, October 19. We spent Friday sightseeing in Los Angeles, Hollywood and Beverly Hills. My opinion of California is FAST and OVER CROWDED. After a delayed return to the hotel due to a major accident on the freeway, we went shopping for the meals I would consume during the race, which consisted of Shaklee meal mixes and performance drinks offset by bananas and fruit and some sandwiches.

Race day began with gray clouds, a slight rain and 50 degree temperature.

My crew consisted of my crew chief and wife, Tracy, who has logged over 2,000 miles sagging for me; Steve Lawrence, from the Quad Cities and now living in LA; and our third crew member, our four month old daughter, Brittni, who would lend verbal support every now and then.

I attended the 7:30 a.m., required pre-ride meeting given by John Marino, the race organizer and the founder of Ultra Marathon Cycling. The race attracted riders from Hawaii, Massachusetts, Tennessee, Colorado, Michigan, Canada, one from Switzerland and the majority (27) from California.

The race started at 9:00 a.m. The support vehicles weren't allowed to follow until about 20 miles out; so the first few miles I rode were really relaxed. It felt like a ride leaving Eastern Avenue with the QCBC. The point where the support vehicles could leave were measured by a certain point on the first hill climb - I was the second rider up the hill, so my crew got to leave before the crowd.

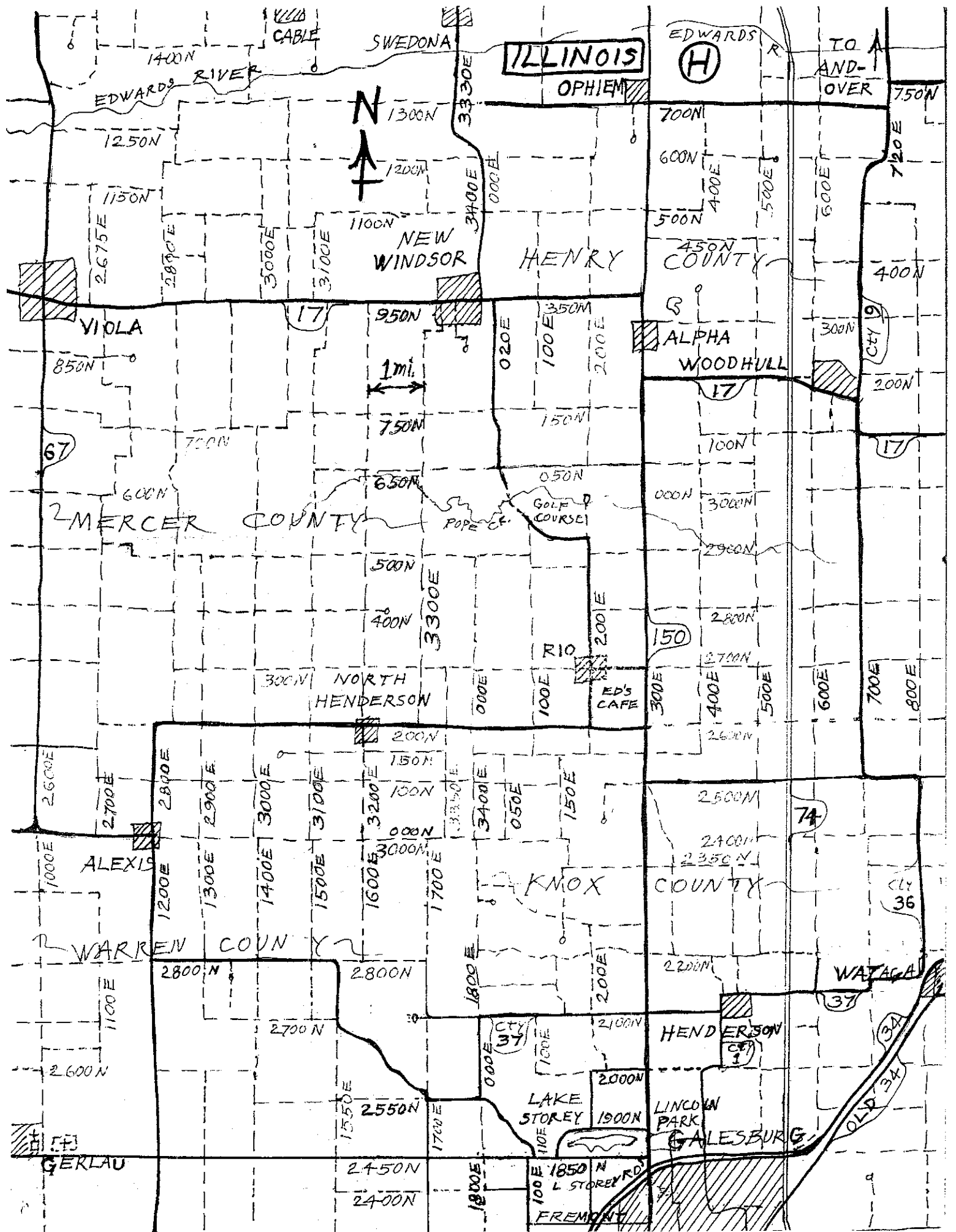
My pre-race strategy was to stay in the top ten throughout the race. So my first real test came only 15 miles into the race. My first mountain climb took me up San Francisquito Canyon, a nice climb to 3,500 feet in six miles of vertical climbing at 5 percent grade. By the

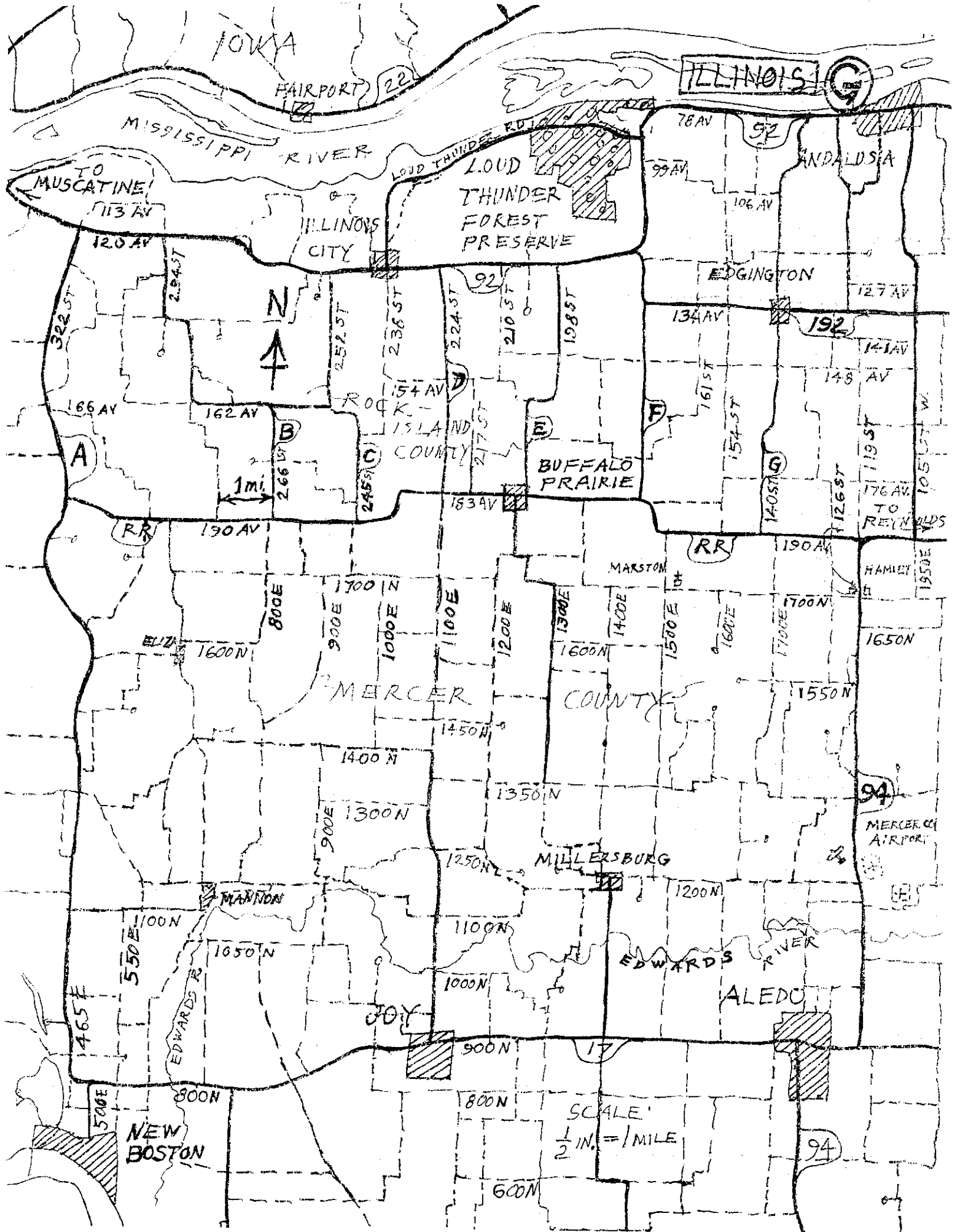
time I reached the summit, the weather had changed dramatically. It reminded me of European racing in the mountains - dense fog, snow flurries, and winds, which was a contrast to the temperature in the dessert of 90 degrees. Luckily my crew was at the top waiting to hand me a jacket for the fast trip down.

This is my first trip down mountain grades - nothing in Iowa can compare to pacing up a mountain and screaming down the other side at speeds close to 50 miles per hour.

One vivid memory I have of the course is isolation. The roads were the most isolated I have ever seen. The check points, where I had to shout out the number I was assigned, were over 80 miles apart.

I maintained a very brisk pace for the first 200 miles staying in third place until check point #2, at 155 miles. My pace was fueled by a 25 - 30 mile per hour tailwind. Later this same tailwind would prove to be my downfall! The race was to be done without drafting, a rule strictly enforced by the officials. Another rule was you must stop at all stop signs and stop lights. These rules were broken by some riders, and they were given 15 minute penalties. Since I had no penalties, I was realistically 30 minutes ahead of these guys. I felt a





win was possible at the second check point.

One of my most frightening experiences was a flat on the front tire going 56 miles per hour down a mountain pass from 4,000 feet. I was able to finish the last three miles on my rim. Luckily there were no curves, or I am sure I would have been on the pavement. Four people passed me as I put on a new tire. My goal at that point was to stay on the bike and get to Death Valley.

I began to feel the heat and my neck started to bother me. As I approached nightfall, my attention turned to the ride through Death Valley. They don't call it Death Valley for nothing - I

saw signs that warned people not to travel far from the rode. I could see no other traffic except the flashing yellow lights from the other crews. I stopped once to change into night clothing and continued my ride into the night looking for Town Pass Road, the highest mountain pass on the ride, of 4,995 feet, 13 miles, eight to ten percent grade. I have never ridden anything so steep and so long before in my life. I started the climb at 7:30 p.m. and reached the summit at 9:00 p.m. My climb was at five to eight miles per hour. When I saw the flashing yellows of other riders going up the pass, it looked like they were in the stars. One rider passed me,

who said he learned from last year and brought a mountain bike just for this climb. Watching him spin away, I knew I was overgeared by my 39 x 24 - boy, what I would have done for a 24 x 24!

Well, I made the climb, but I didn't have long to relax. I saw a sign saying next 17 miles downhill. You might think it would be fun coasting for 17 miles, but it was brakes all the way, curves at 30 miles per hour and trying to stay in my support crew's lights.

My back was hurting, my neck was sore, and I was physically tired. What was I doing out here! This was the point of extreme doubt.

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QCBC members.

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- **NAUTILUS** - A complete circuit weight training with Nautilus and Universal equipment.
- **RACQUETBALL** - Six regulation courts with leagues, lessons, and tournaments

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HEALTH CLUB

810 Golden Valley Drive
Bettendorf, Iowa

355-4741

Stop by for a free tour! We're located just off Tanglefoot Lane & Utica Ridge Rd. behind Jumer's Castle.

Battling a strong side wind, which slowed me to 10 - 13 miles per hour, I focused on getting to the next check in, Furnace Creek. I arrived in Furnace Creek at 11:30 p.m. All that was there was a gas station and a motel. The leader was one hour ahead of me, but I was not concerned with catching him. I shut down for one hour - the longest break of the race. As I sat in the support vehicle, I wondered to myself how much longer I could last in this wind. At that point, the mind was starting to take over, and the body was going to do whatever my mind wanted.

The next check point was over 80 miles away, and here I was, riding through Death Valley at 12:30 a.m., with 30 miles per hour headwinds to come. I wasn't in a happy mood! As I left Furnace Creek, the next turn would be back south - direct headwind! I rode south for 20 miles, making it in 2 1/2 hours. That's five to eight miles per hour average. At 3:00 a.m., the reasons for quitting outweighed the reasons for riding, and my wife tried desperately to get me back on the bike, but once the mind quits, everything else goes along with it. So at 3:00 a.m., with 277 miles gone and 230 miles to go my quest for a RAAM qualifier had come to an end.

As I loaded the bike on the rack I realized this was the first race I had not finished. It's hard to take defeat, but one must learn from their defeats. For if someday I do qualify for RAAM, I can look back at that night in Furnace Creek with the knowledge I learned and say it can't be any worse than that night in Death Valley!

Editor's note:

I feel this is an appropriate place to share the following.

Failure Motivates

Falling short of expectations could be used as an excuse to give up. Often that's all that seems possible in the face of a big setback. But failure can also be a form of encouragement to go on.

Swimmer Florence Chadwick of Southern California remembers well her first race as a six year old.

"Six girls entered, and I finished dead last," she laughingly recalled. "But finishing last made me want to swim better. So I trained and trained. My motto is to give it all you've got or don't do it."

Chadwick's strength and endurance, propelled by an early failure, led her to swim the English Channel in 1950 in record time, knocking more than an hour off a standard set 19 years earlier.

The most glorious moments in your life are not the so-called days of success, but rather those days when out of dejection and despair you feel rise in you a challenge to live and the promise of future accomplishments.

- Flaubert

Official Results of RAAM Open West - 508 miles October 21 - 23, 1989

Women's Division
Laura Stern
Menlo Park, CA, age 28
32 hours; 48 minutes
new women's record

Men's Division - Qualifiers for
RAAM 1990

John Turner
Norwalk, CA, age 36
30 hours; 59 minutes

Felix Battig
Breitenbach, Switzerland, age 39
32 hours; 41 minutes

Les Drake
Carpenteria, CA, age 33
33 hours; 10 minutes

Ed Levinson
Oakland, CA, age 32
34 hours

Richard Treese
Santa Barbara, CA, age 35
34 hours; 30 minutes

Five more people finished under the cutoff of 51 hours.

One woman and ten men finished.
41% finishing ratio
Average qualifier age - 35

**Endurance produces
character - Rom 5:4**

COME RIDE WITH US! QUAD CITIES BICYCLE CLUB

Dentists' Rides:

Rides are held on Wednesdays of each week starting from McDonalds, Davenport Bike Path on December 13 and Village Inn Pancake House, 53rd St. & 23rd Ave., Moline on December 20 - alternate starting place each week thereafter. Starting time is 8:00 a.m.

Saturday Rides:

December 9 - 9:00 a.m. - Moline YMCA
XC Ski Option - 9:00 a.m. - Saukie Golf Course, Rock Island

December 16 - 9:00 a.m. - Eastern Ave. entrance, Davenport Bike Path
XC Ski Option - 7:00 a.m. - Ross' Restaurant, Bettendorf, carpool to Mississippi Palisades State Park

December 23 - 9:00 a.m. - Moline YMCA
XC Ski Option - 9:00 a.m. - Middle Park Pool, Bettendorf

December 30 - 1:00 p.m. - Eastern Ave. entrance, Davenport Bike Path
XC Option - 9:00 a.m. - West Lake, Davenport

January 6 - 9:00 a.m. - Eastern Ave. entrance, Davenport Bike Path

Sunday Rides:

December 10 - 9:00 a.m. - Eastern Ave. entrance, Davenport Bike Path
XC Ski Option - 9:00 a.m. - West Lake, Davenport

December 17 - Christmas Patch Ride
1:00 p.m. - Duck Creek Park entrance, Davenport Bike Path

December 24 - 9:00 a.m. - YMCA
XC Ski Option - 9:00 a.m. - Middle Park Pool, Bettendorf

December 31 - 9:00 a.m. - Eastern Ave. entrance, Davenport Bike Path
XC Ski Option - 9:00 a.m. - West Lake, Davenport

January 7 - 9:00 a.m. - YMCA
XC Ski Option - 9:00 a.m. - West Lake Park, Davenport

There is no Club meeting in December.

Watch the newsletter for details on January's meeting.

Christmas Patch Ride

**Sunday
December 17
1:00 p.m.
Duck Creek
Park
Davenport
Bike
Path**

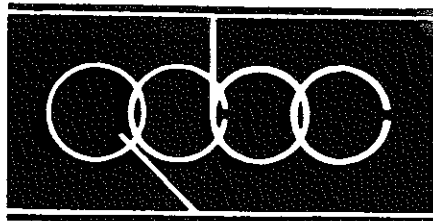
New Year's Patch Ride

**Monday
January 1
1:00 p.m.
Duck Creek
Park
Davenport Bike
Path**

First Century Ride of 1990

January 1
8:00 a.m.
Eastern Ave. entrance
Davenport Bike Path

Check Ride Schedule for more details and routes being taken.



QUAD-CITIES BICYCLE CLUB

MEMBERSHIP APPLICATION

PLEASE PRINT

NAME _____ ADDRESS _____ CITY _____ STATE _____ ZIP _____

PHONE _____ DATE _____ ANNUAL DUES: INDIVIDUAL \$8.00 Family \$12.00 NEW MEMBER RENEWAL

FAMILY MEMBERS	AGE	RIDING INTEREST	I WILL HELP WITH	HOW DID YOU LEARN OF QCBC?
		<input type="checkbox"/> COMMUTING	<input type="checkbox"/> NEWSLETTER FOLDING	<input type="checkbox"/> MEMBER (NAME) _____
		<input type="checkbox"/> TOURING	<input type="checkbox"/> TOMRV RIDE <input type="checkbox"/> COMMITTEES	<input type="checkbox"/> WORD OF MOUTH
		<input type="checkbox"/> RACING	<input type="checkbox"/> CRITERIUM <input type="checkbox"/> CENTURY RIDE	<input type="checkbox"/> MEDIA
		<input type="checkbox"/> BI/TRIATHALON	<input type="checkbox"/> PICNIC <input type="checkbox"/> OTHER	<input type="checkbox"/> OTHER
		<input type="checkbox"/> CAMPING	OWN A TANDEM? YES <input type="checkbox"/> NO <input type="checkbox"/>	L.A.W. MEMBER? YES <input type="checkbox"/> NO <input type="checkbox"/>

The Quad Cities Bicycle Club assumes no responsibility for personal injury, damaged equipment, theft or loss taking place on any club ride or other activity. All cyclists ride at their own risk and anyone under age 16 must be accompanied by responsible adult. Parent or Guardian must sign for applicants under 18. All applications must be signed and in signing the liability release, I agree to the above conditions.

LIABILITY RELEASE — PLEASE SIGN:

INDIVIDUAL MEMBERSHIP: _____ PARENT/GUARDIAN _____

FAMILY MEMBERSHIP: SELF _____ SPOUSE _____

MAKE CHECKS PAYABLE TO: QUAD CITIES BICYCLE CLUB. MAIL TO: P.O. BOX 3575 - DAVENPORT, IA 52808

MEMBERS ARE URGED TO WEAR HELMETS WHEN CYCLING

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