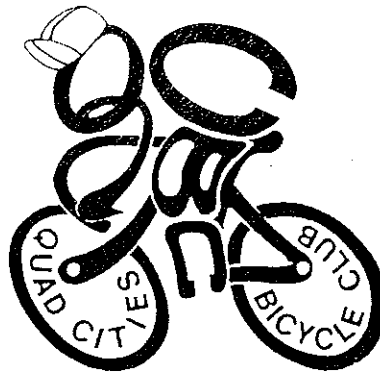


# QUAD-CITIES BICYCLE CLUB

OCTOBER 1990 ● Cindy Mohr - Editor  
Deadline for Articles 10th of each month.



## Board of Directors & Officers:

Griff Tucker, President  
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Jean Kelly, Linda Simander, Earl Strupp,  
Gabe Verstraete, Jerry Yeast

ATTENTION: All Members & Their Guests

## QUAD CITIES BICYCLE CLUB

### ANNUAL MEETING

Sunday  
November 18, 1990  
5:00 p.m. - 9:00 p.m.  
Velie's "Back Door"  
3551 7th Street  
Moline, Illinois

Installation of Directors and Officers

Food - Prizes - Awards - Drawing

\$0.75 Drafts - Cash Bar

Mileage Awards - Favors - Fellowship

D. J. Music

\$5.00 Tickets available through 11/15/90

@ Jerry & Sparky's/On-Two-Wheels/Bike N' Hike

No tickets available at the door.

# Griff's Ramblings

GONE

FISHING.

Catch you next month.

Griff

## Thank You @CBC

Thank you, @CBC, for your extraordinary generosity to the 24 Russian bicyclers who visited us during August.

The Club, many individuals, organizations, and businesses, including Lee Enterprises, U.S. West, Bituminous Insurance, Scott Community College, and Mississippi Bend Area Education Agency, along with many of the cities visited by the Russians - Oxford Junction, Monticello, Decorah, Strawberry Point, all in Iowa, and Savanna, Illinois - helped the Russians with donations of money. Indeed, the entire area went all out to welcome the Soviets and to give them a sense of what America is all about.

When the official tour broke down, and especially when the Soviets' spending money never came through from the organizer, the biking friends of this area picked up the slack beautifully. The Soviets left with a sincere appreciation for our generosity and a great admiration for the great American midwest. (Although 90 miles at 90 degrees and 90 percent humidity did tax their good humor.)

The riders who rode with the Soviets during 1989, in Russia, know the Russians gained much from their stay in America. They learned about something deep within the American spirit - when things break down, Americans go out of their way to fix things up.

Thanks again. You are very special fixer-uppers.

**Cindy Bottrell, Dave Cinotto, Linda Genther, Dan Klutho, Bill Noble, Chuck Oestreich, Jayne Phelps, Judith Sargent, Betty Sears, Thiara Smith, Amy Wall, Dotty Weber, Mike Woods**

## Fall Foliage Update

### October 6 - 7

As of September 4, we have over 70 riders going on the Fall Foliage Ride, and fifty-three have signed up for the banquet. There were some that didn't contact me, and I had to make a commitment to Best Western by September 1.

To reach the Regal Inn, take Route 88 (former 5). After Geneva/Batavia, exit at North Farnsworth Avenue. Regal Inn will be a short distance on your left. The Best Western is right next door.

We will have packets with maps on the area, cue sheets and information for you. We will be there Friday night, and you can pick up the packets or get them before 10:00 a.m. Saturday. The banquet will be at 7:00 p.m., with entertainment and dancing in the lounge. Bring your bathing suit, camera, and perhaps insect repellent. It will be a fun ride **rain or shine.**

**Earl Strupp**

## Ride Reports

### Wild Cat Spook

On Saturday, August 11, there was a 40 percent chance of rain, but eighteen riders showed up at 8:00 a.m. with positive attitudes about the 60 percent chance of sun. Marty and Jerry Yeast

started us down the bike path with their tandem. I wasn't the only one surprised to see the circle turnaround when we reached the Hickory Grove end of the bike path. My compliments to the brain behind that idea.

There was plenty of talk about bikes, RAGBRAI, other rides, jobs, vacations, and food. Let's jump to the subject of food. We had planned to stop at Mary's for donuts but decided to go to Clark's Landing in Buffalo for breakfast instead. Good thing we did, because we ran into Barney Young and Mary Dorch there. They wouldn't share their toast, so we sat at our own table.

While waiting for our breakfast, I memorized everyone's name. Ready? Sitting next to me was Howard Swayne (last names too - are you impressed?). Next to Howard was Dennis Nabel, Larry Decker, Marty Yeast, Jerry Yeast, Gene Conrad, Dave Lefever, Nancy Roush, Leon VanCamp, Judy Karr, Matt Litchfield, Tom Litchfield, and Gayle Campbell. Fred and Mary Blessin decided to have a little elbow room so they sat a table away. Jim Deal and another gentleman skipped the breakfast to get in some extra miles. During our conversations, we found out that Matt and Tom came all the way from Orion so Tom could go on his first club ride with his new bike.

If you want to know more about the ride, you'll have to hit the next club ride and ask one of the previously mentioned people. Don't forget to ask how I memorized everyone's first and last name.

**Laurie**

## **Cavortin' to Clinton**

I was hoping that when I read Kernan's Restaurant in today's route schedule it meant that we would stop to eat there. The weather seemed pretty decent even though the sun wasn't out. Nine riders left Eastern Avenue just shortly after 8:00 a.m. They included Jim Deal, Mark Nahra, Adam X. Piceno, Leon Van Camp, Linda Frischmeyer, Dave Lefever, Gayle Campbell, Dick Castner, and me. Dick thought he had more important things to do, so he headed back about half way to Princeton. Gayle left us after Dick but before Princeton. That left seven of us against the back roads. The roads almost won when we reached our turn to find a large road closed - bridge out. It was Linda to the rescue. She knew about another road a mile or so away that would get us there. Jill Warnke met us at Kernan's looking less worn than the rest. She wasn't even sweaty! She didn't rub it in, so it was soon forgotten and the conversation went back to food. While we ate our buffet breakfast, we discussed how Adam had been taken because I got a bank with my Batman cereal and he didn't. The Bar Code Team from RAGBRAI came in while we were eating, but since they came on a boat, they had to sit at a different table. After breakfast, Adam and I headed back, while the others went toward Clinton. You'll have to ask one of the five that went on what happened after Kernan's.

**Laurie**

## **Another Summer Century Ride**

With the recent wave of hot weather in the Quad Cities, I thought it would be appropriate to report on a really hot bike ride! It was held at Wichita Falls, Texas, on August 25. The ride is titled "Hotter 'N Hell Hundred," which originated nine years ago during

Wichita Fall's Centennial celebration. The ride is advertised as the "largest sanctioned mass start century in America." This year, 11,535 bikers signed up for the ride.

The gun sounded at 7:30 a.m. With the temperature at 85 degrees, we took off into a bright sun. By noon, the temperature on my bike thermometer was indicating 110 degrees. The ride organizers anticipated these conditions as they provided 15 rest stops along the routes. There were five routes - 10K, 25 miles, 50 miles, metric century and full 100 miles.

It became apparent that this ride was serious business when I noted the number of people in the medical tents after noon. Also, the number of people riding the sag trailers - 26 on each flat bed. Each rest stop had two 20' tents - one for refreshments and one for casualties. I noted some of the bikers in the medical tents were on two IVs after lunch. The refreshment tent provided ice water, iced Exceed, bananas, watermelon and iced turkish towels - one for the top of your head and one to throw around your neck. Each rider hit the road looking like Arab sheiks, with the two towels still draped around their neck and head. The medical tent was staffed with doctors, nurses and therapists for the sick and wounded.

At one stop, there was a person hollering "stickers in the bush" as we rode in. I asked him what that meant. He pointed out the seeds that had several 1/4" barbs sticking out on numerous plants along the road. The seeds looked like WW II floating mines. After the stop, I noted many bikers changing tubes - those who hadn't heeded the warning.

After crossing the finish line, I laid down in a nearby cemetery to rest and get out of the sun for a minute. A policeman promptly

stopped his squad and asked if I was OK. I said yes, and he requested that I get up and move on. He stated "there are people down all over town and if you don't move now, I will call an ambulance." I moved out promptly.

Not feeling too well after returning to my host's home, I went to bed for 24 hours to recover. I had terrible nausea and a headache. The next afternoon, my host suggested I go to the hospital, as the TV and papers were discussing the number of bikers admitted to the local hospitals. I agreed. The blood work at the hospital showed only dehydration and nothing else. The remedy was to go home and drink lots of water.

In conclusion, drink three bottles of water or Exceed each hour when biking in hot climates. And, keep your bike on the road and not on the grass where stickers might appear. Eat lots of bananas and Power bars to keep your strength up. Finally, keep your mouth shut. I felt like someone was pointing a blow torch into my mouth all afternoon. My tongue was swollen, and I had trouble talking for a few hours after the ride. Will I do it again? Not for several years. I want to let the bad memories fade from my consciousness!! Besides, I am not sure my host wants another crazy biker around for awhile.

**John Greve**

**QCBC Monthly  
Meeting  
Tuesday, October 16  
7:00 p.m.  
Palmer Library  
Auditorium  
Davenport**

## PALMER COLLEGE BICYCLE CLUB SURVEY

This survey is designed to find out if you have a need for chiropractic health care or if you may be interested in learning more about how chiropractic can help you enjoy your bike riding more.

- 1) Age \_\_\_\_\_ a. 0-14 b. 15-28 c. 29-39 d. 40-50 e. 50-60 f. +60
- 2) Sex M \_\_\_\_\_ F \_\_\_\_\_
- 3) How many hours a week do you ride? \_\_\_\_\_  
a. 0-2 b. 2-6 c. 6-8 d. 8-12 e. more than 12
- 4) Do you feel that you have any physical complaints due to the riding? yes \_\_\_\_\_ no \_\_\_\_\_
- 5) If yes, what are they briefly \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_
- 6) What type of treatment/remedy do you usually use for relief of your complaints? \_\_\_\_\_  
a. medical c. osteopath  
b. chiropractic d. self-remedy  
Please describe \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_
- 7) Would you be interested in learning more about what chiropractic can do to help you - before, after and during your rides? yes \_\_\_\_\_ no \_\_\_\_\_
- 8) If no, please explain \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_
- 9) Would you be interested in receiving chiropractic care during your rides yes \_\_\_\_\_ no \_\_\_\_\_
- 10) What type of care would you be most interested in receiving? \_\_\_\_\_  
a. chiropractic adjustments  
b. massage therapy  
c. muscle and soft tissue therapy

**Mail this survey to Dr. Anna Livdans, 1000 Brady Street, P. O. Box 2433,  
Davenport, Iowa, 52803  
319-326-9822**

## A RAGBRAI Thank You

All of the members of the QCBC, as well as those who rode RAGBRAI, (particularly those of us who rode the buses from Burlington), owe Pat and Tom Bolton a heartfelt THANK YOU.

The buses were a bit late arriving in Burlington. The truck to carry the bikes home didn't arrive until 6:30 p.m.! Many of us complained, asked stupid questions and offered suggestions. Yet, Pat and Tom remained calm and in control of a potentially uncontrollable situation. Remember, they had ridden from Washington, too, and were in the same hot, humid parking area as we were. They did an outstanding job.

I offer my thanks to Pat and Tom as well as to all of the other committee members who worked on RAGBRAI. I hope you will all continue to be on the committee

**Bill Osborn**



## Thoughts on RAGBRAI '90

RAGBRAI '90 had a completely different flavor from RAGBRAI '89, which I guess is good. If they were all the same, there would be no reason for going more than once.

Be careful what you say while loading bikes into the semi-trailers! A casual comment was made in jest that "these bikes will be sold in Chicago tomorrow morning." However, when the trailers were two hours late, the riders were not in a joking mood!

Carry a flashlight, road map and compass when venturing to the porta-potties in the middle of the night. With no moon, and still

half asleep, it is almost impossible to find one's tent plus keep from stumbling over tent tie-down ropes.

As you can see by the picture above, the RAGBRAI committee reserved three porta-potties for our exclusive use!

The QCBC banner was always a welcome sight to the weary biker in the afternoon when trying to locate "our" Ryder truck. There were only about 30 Ryder trucks transporting club gear.

There was concern by the Register committee about excessive noise in the campgrounds after dark. I wonder what they thought after observing (hearing) the speaker

boxes about 4 feet wide by 10 feet high on both sides of one rock band. The 10,000 watts of audio rattled my tent flap two blocks away until they ran out of electricity - some time into the night!

These sounds were replaced by two young men hollering "ASS . . ." at each other at the top of their lungs in the night. I suggest supplying all tents with chalk boards for midnight arguments!

The mornings were always exciting. An alarm clock was not necessary. I was awakened by the serenade of the tent zippers. I was not able to count, but I think every zipper

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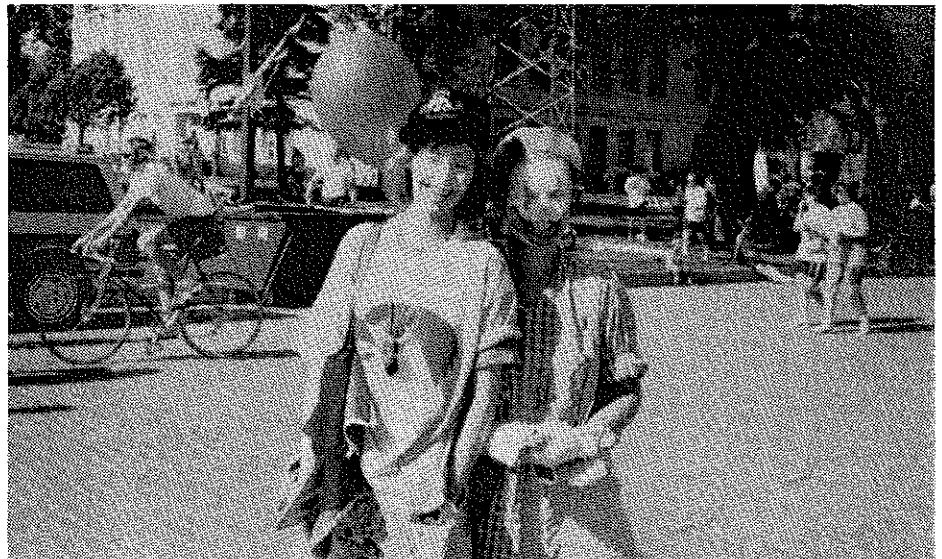
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## Dave's Endurance Corner

August is one of the busiest months for endurance cycling, with four Quad Cities riders finishing the **Boston Montreal Boston** ride. Joe Jamison, John Thier, Tom McCarthy and Kentley Lowenstien all finished the 750-mile timed event that started in Boston and followed rural roads up to Montreal, Canada. This event is a carbon copy of the event held in France next year and is held to get riders accustomed to the distance and conditions that may be found in France. I am sure there will be a nice ride report from one of these fellows.

While these guys were busy riding the hills of the northeast, another ride was going on. The **Third Annual Hills Delight Double Century** was held August 11 and saw a field of four riders attempting the assault up to Tomah, Wisconsin. The ride had riders from four different states - Iowa, Michigan, Wisconsin, and Indiana. The ride started in Davenport and followed the TOMRV route to Galena. From there it was rural roads and lots of hills up to Tomah. The riders present were Joe Yukas, Wixom, Michigan; Brian Thomas, Muncie, Indiana; Doug Norman, Milwaukee, Wisconsin; and me, David Holmes.

One rider who impressed me was Brian Thomas. Brian is an x-power lifter who still weighs around 210 pounds. This guy stayed on my wheel for over 200 miles of some of the toughest hills around. I had my doubts when I saw Brian with his 26-inch thighs and thick neck. But by the end of the day, he had earned my respect. After 236 miles of mostly tail winds, the ride ended in 12 hours and 35 minutes for myself, with Brian a scant 15 minutes back. Joe Yukas finished in 13 hours, and Doug Norman finished in 14 hours and 30 minutes.

Doug Norman is a story by himself. Two years ago he was diagnosed to have cancer. After therapy and operations, he is getting back into shape again and used this ride as a test of his comeback. To him it must have been a sweet finish!

One week later, August 18, was the **Third Annual A.I.R. Ride**. Three hundred miles from Council Bluffs to Davenport. This was the first year that I was event coordinator and thought a finish in Davenport would favor the Quad Cities riders. Many took advantage of this, and all Quad Cities riders finished the ride. Out of 14 riders, we had 12 finish in under 24 hours. That's a 90 percent finishing ratio, which is excellent for a ride of this length. The weather was the key - we found a southwest breeze blowing on Saturday morning as we left Council Bluffs. The heat and humidity was high, and so was everyone's excitement as the pack road eastward. It wasn't long before everyone broke into their own little groups.

When I do an endurance ride, I always make a goal for myself. This time my goal was to stay on the bike the entire distance. Luckily I met the goal at 10:35 p.m., Saturday night - not having to touch the ground once in 15 1/2 hours. This was made possible only by the support of my crew - Tracy and Nettie (sister-in-law) following in the support vehicle. All food and water was consumed on the go - and how about that all important question! How do you go to the bathroom? Well, I'll leave that for you to decide.

Second place finisher was Bob Cadwallader from Sioux City, Iowa. Bob is 43 years old and finished in 16 hours and 8 minutes - very fast for his first crossing. And, congratulations to all the local finishers on a very fine ride - Dave Parker, Joe Jamison, Jim Hanson, Eileen Wosoba, Carrie

Dann, Jean Roeder (Clinton) and Rich Vining (also of Clinton).

Next year's A.I.R., may not require the mandatory support vehicle. This is a P-B-P year, and riders must be self-contained on the road. I feel this new route is safe for night bike riding and has plenty of towns along the way for refueling. The ride will probably be held earlier in August next year to benefit the P-B-P riders. Keep it in mind as a possible 300-mile ride to do next year. How many people can say they road across Iowa in one day?

On September 1 - 2, me and the #1 crew in the Midwest, (known as the Party Pigs) set a new record for **Bicycle Across Missouri Plus Ride**, better known as BAM Plus. Six hundred and 20 miles of the most ruthless hills one can ever imagine riding. Ask anyone who has ever done BAM, and I am sure you will get some tales of torturous hills.

BAM is held each year, starts in St. Louis and follows a route that goes 270 miles across the state to Kansas City and returns for a total of 540 miles. This was to be a special year for BAM, since it was the 10th anniversary and also the year before Paris-Brest-Paris. So, if there was a race that all the top ultra marathoners were to be at it was this one! The list of who's who of ultra marathon riders riding in BAM read very deep this year from the likes of Rich Fedigon (third place RAAM 1990) to past RAAM riders.

The challenge I took was not just the normal BAM, but an extended BAM, which added 80 miles to the regular course of the 235 miles. There were 132 riders doing the full tour of 540 miles and 90 doing the half tour of 270 miles. That left 13 who were willing to get up at 2:00 a.m. Saturday morning for the start of BAM Plus.

My training for the ride was one of a buildup series of rides. It all

started by doing all four P-B-P qualifiers early in the year ranging from 120 - 400 miles. Then, our very own 24-hour challenge was a good indicator of how the rest of the year was going to be. The Hills Delight and A.I.R. rides were geared for good training similar to that of BAM.

The Party Pigs consisted of my wife, Tracy and sisters-in-law, Pebble and Nettie. They were given the name Party Pigs by the shirts we had custom designed for each crew member. Tracy, Crew Chief; Nettie, Photographer; and Pebble, Masseuse. The shirts had a graphic of three partying pigs on the front. I am sure we had the best looking crew; and at every check-in point, the girls were always talked about.

BAM Plus started at 2:00 a.m. Since we were going an extra 80 miles, they started us off 4 1/2 hours before the main pack. This provided us with a clear road and no real sprints to get to the front. Since it was still dark out, we all had to be self-contained with our own lights. No support crew was to follow at night, and they were to meet us only at check-in points. I used a new lighting system this time with double halogen headlamps run by two separate heavy duty lantern batteries placed in water bottle cages. Most riders used similar systems.

Not being a rider who sits back and watches, it wasn't long before I was in the lead. As I road into the darkness, I was really wandering if I could do this all by myself - time would tell. The first real check-in point was 120 miles away. We took the same route for the first 35 miles to Washington as the other riders. Then we headed south for a 80-mile trip to a small town of Sullivan. At this town, we had to get a receipt from a local gas station as proof of being there.

It was on the way back from Sullivan where I saw someone on a bike - two riders 15 minutes

back. It was light out now for the ride back to Washington, and it seemed I didn't remember the road. Riding from darkness into daylight is a weird experience. But seeing that morning sun rise is a lift for the spirits!

The rest of the day was spent by myself except for meeting riders at check points. I saw a few on the road but elected to stay at my pace, which was 17 - 19 mph. The temperature both days was in the mid-90s, with humidity added in for fun. So, every check-in point was used to cool myself down and take in fluids. This is where the support crew came into play. As I checked in, they were refilling water bottles and getting things for me to eat. All I had to do was get back on the bike and ride to the next check-in point. Most stops were less than 15 minutes with one long break at 9:00 p.m. Saturday night. After riding 330 miles, I decided to take a two hour sleep. In reality, it was only one hour of good sleep - up by 11:00 p.m. and on the road to the turnaround at Oak Grove. We reached the turnaround by 3:30 a.m., 25 1/2 hours with 270 miles to go. At this check point, many riders elected to get some sleep. I left town again, alone!

This was probably the worst part of the ride - sleep deprivation was on me, as I felt myself nodding off on the bike. I had 30 miles to get to the next check point and decided to have my support crew follow me. With rock music blaring from atop the truck, we somehow made it to the check point. I decided to take a 1/2 hour sleep break. It was the best sleep I had in 30 hours. With that nap in, it was back on the road. The heat on Sunday was still up in the 90s, with every mile I began to feel the effect of the sun. To combat this I jumped into a small pond on the side of the road and just laid in for five minutes. This was the highlight of the ride - besides the finish. I made it back to the start in 45 hours and 5

minutes, with 2 1/2 hours of total sleep. First place was all mine in the 1000KM race and ended up 15th overall with the 540 miles riders

#### **For Sale:**

700C Training Wheels  
Includes tires and free wheel  
Call Terry @ 309-797-3790

#### **For Sale:**

Graber Continental Bike Rack  
Fork mount holds 3 bikes and front wheels  
2 years old  
\$125  
Call 309-787-5649

Profile I Aero Bars  
105 brake levers, cables, and stem  
2 years old  
\$100  
Call 309-787-5649

#### **For Sale:**

10-Speed tandem  
22", 21"  
Suntour components  
Santana wheel with disc brake  
Huret duopar/Eco rear derailleur  
Cateye solar computer  
2 Canondale water bottles  
Excellent condition  
\$650  
Call Carl Odendahl  
@ 309-764-1238

#### **For Sale:**

Padded seat cover - blue  
Never used  
\$10  
Call 319-332-6075

**Halloween Patch Ride  
Sunday, October 28  
1:00 p.m.  
Wear Favorite  
Halloween Disguise**

**Ride in the Halloween  
Parade  
Wednesday, October 31  
Ask Paul Scheibelhut or  
Margaret Paulos for  
details.**

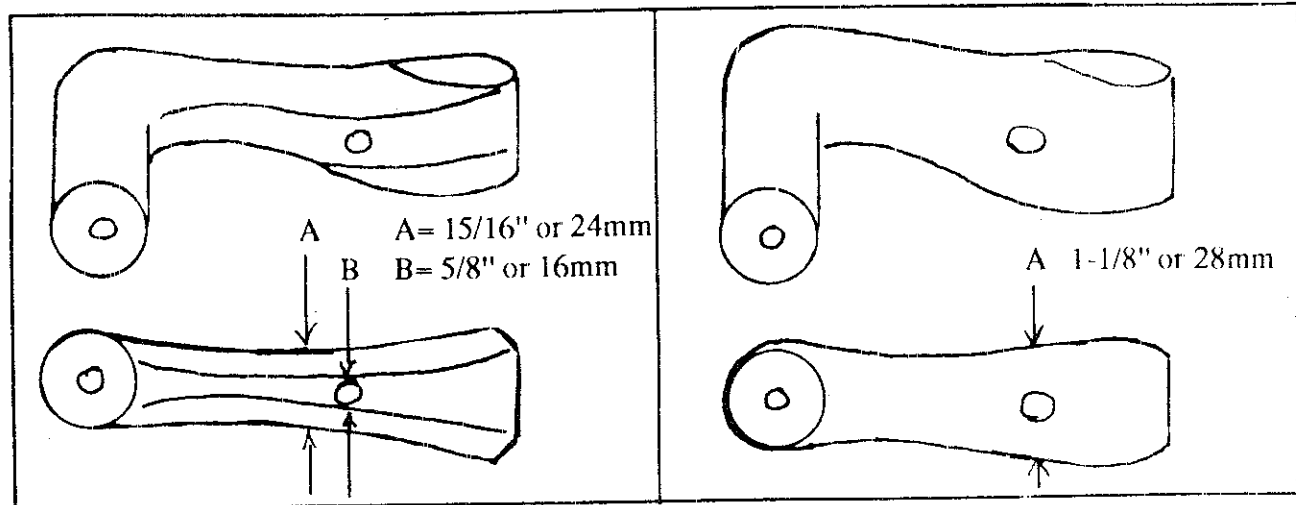


# IMPORTANT RECALL NOTICE.

## MODOLO STEMS.

Modolo stems manufactured between 1987 to July 1988 may crack where the binder bolt goes through the stem. *If you continue to ride the bicycle the stem may break*. If you have one of these stems it will be replaced free of charge. Please see the following information to identify the defective stems. Modolo Model names are Master SSC, Professional, Equipe, Team SLK, Speedy and Flash. If you do not know which model you own, please see the following.

**Two views from below.**



**OLD DEFECTIVE**

**GOOD STEMS**

The defective stems have a *noticeable ridge that runs along the bottom*. At the point where the binder bolt goes through the bottom the width of the stem is 5/8" wide along this ridge. The width of the total stem is 15/16" at the same point. On the newer good versions, the stem has more material and shows no ridge along the bottom. The width at the binder bolt is about 1" for the entire dimension of the stem (at the binder bolt). Please see above.

**IF YOU FIND THAT YOU HAVE AN OLD VERSION STEM ON YOUR BICYCLE PLEASE DO THE FOLLOWING:**

1. DO NOT CONTINUE TO RIDE THE BICYCLE.
2. SEE YOUR LOCAL BICYCLE DEALER TO REMOVE STEM.
3. CALL OUR TOLL FREE HOTLINE FOR MORE INFORMATION. WE WILL BE ABLE TO HELP YOU WITH A FREE REPLACEMENT STEM.
4. ALL CORRESPONDENCE AND PHONE CALLS SHOULD GO TO:

**MODOLO SNC RECALL**  
14526 SOUTH GARFIELD AVENUE  
PARAMOUNT, CALIFORNIA 90723  
PHONE 1-800-424-0788  
FAX 213-602-2145

CALL BETWEEN 7:00 AM TO 4:00 PM CALIFORNIA TIME.