

QUAD-CITIES BICYCLE CLUB

SEPT. 1991 • Jim Deal — Editor
Deadline for Articles 10th of each month.



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Muldoon wins by a wheel

By Steven Gay

Geneseo has played host to many great athletic events, and Aug 10 was no exception as the Henry County Pork Producers Hog Capital bike race attracted some of the biggest names from the world of endurance cycling. Past and future Race Across America stars traveled down State Street en route to the closest finish in marathon cycling history.

Under a brilliant sky of blue, Al Muldoon of St. Joe, Mich., beat Texan Terry Wittenberg to the finish by less than a wheel! An impressive effort at the end of a 265-mile race that lasted a quick 11 hours, 52 minutes. Two-time RAAM official finisher Muldoon and USCF sensation Wittenberg were paced to their incredible 22-plus mph average by the tandem combination of Bob Breedlove of Des Moines and Rich Fedrigo of Chicago.

Breedlove is the current double trans-America record holder while Fedrigo is an official finisher and leader from two past RAAMs. Alone these four cyclists represented more talent and achievement than most events can boast.

Rounding out the men's field were Mike Gohman of St. Louis and Gary Waggoner of Villa Park, Ill. Both riders are rookies to the marathon cycling scene and represent the continuing emergence of new talent. Regulars Sam Heath, Tom Spantideas and Rob Shaler of the northwest Chicago suburbs turned in their usual top-ten performances.

The women's division offered close racing all day and also came down to a two-bike dash for the finish. In the fading light, Pam Alborg of Springfield, Ill., pulled ahead of her small group to claim the gold medal and \$70 first prize. Less than a bike length later, Jane Vanni of Bloomington, Ind., reached the tape.

Both women were paced and encouraged during the last half of the event by Roger Mankus and Mike Friedrich. These two experienced cyclists from Oak Lawn and Orland Park, Ill., respectively,

Hog Capital 400K times listed

The finishing order for the Henry County Pork Producers Hog Capital 400K is as follows:

| | |
|--|------------|
| • Al Muldoon, 35, St. Joe, Mich. | 6:22 p.m. |
| • Terry Wittenberg, 40, Buda, Texas | 6:22 p.m. |
| • Bob Breedlove, Des Moines, Iowa | 6:22 p.m. |
| • Rich Fedrigo, 39, Chicago | 6:22 p.m. |
| • Mike Gohman, 29, Flo, Mo. | 7:27 p.m. |
| • Gary Waggoner, Villa Park, Ill. | 7:34 p.m. |
| • Sam Heath, 47, Crystal Lake, Ill. | 7:34 p.m. |
| • Rob Shaler, 25, Deerfield, Ill. | 7:34 p.m. |
| • Bruce Perry, 43, Davenport, Iowa | 8:02 p.m. |
| • Becky Perry, 42, Davenport, Iowa | 8:02 p.m. |
| • Pam Alborg, Springfield, Ill. | 8:19 p.m. |
| • Jane Vanni, 28, Bloomington, Ind. | 8:20 p.m. |
| • Mike Friedrich, 32, Orland Park, Ill. | 8:21 p.m. |
| • Roger Mankus, 34, Burbank, Ill. | 8:21 p.m. |
| • Tom Spantideas, 51, Crystal Lake, Ill. | 10:25 p.m. |
| • Glenn Soerns, 22, Germantown, Wis. | 10:25 p.m. |
| • LaJean Tharp, 30, Kewanee, Ill. | 10:46 p.m. |
| • Byron Tracy, 55, Robinson, Ill. | 11:58 p.m. |

The following people completed three laps or 198 miles:

| | |
|---|-----------|
| • Jerry Sears, Geneseo, Ill. | 4:37 p.m. |
| • Joe Jamison, 55, Bettendorf, Iowa | 5:52 p.m. |
| • Jim Hanson, 61, Moline, Ill. | 5:52 p.m. |
| • Roberta Hillman, 31, Kalamazoo, Mich. | 7:07 p.m. |
| • Stephan Goodman, 43, Indianapolis, Ind. | 9:16 p.m. |

had just returned from the 1991 Race Across America where Mike had served as a crew member for Mankus' near crossing.

The racing began at 6:30 a.m. with Pork Producers president Doug Nelson giving the command which started the 35 riders on their 265-mile journey. Men and women alike settled into a 20-mph pace and followed the course thru Prophetstown, Tampico, down Grange Road, and back to Geneseo. The racers would complete this 66 mile course four times, while the tourists rode one or two circuits.

Byron Tracey and his supportive wife and daughter were the last off the course at 11:58 p.m. Byron surely knows the meaning of self-challenge.

Another cyclist who is discovering how

self-challenge can transform into competitive racing is Kewanee's LaJean Tharp. An instructor at J.D. Darnell High School, Tharp in her rookie season has already compiled a first- and second-place finish. At the Hog Capital, this former RAAM crew member would be cheered on by family and friends who traveled the course throughout the day and night.

After completing two laps, the fourth-place Tharp pulled up to the park shelter for supplies and learned that the third-place women's rider was still at her support vehicle. In an instant, LaJean scuffled plans for an off-the-bike rest and hurried back to the road. This type of consistency and courage to push the limits of physical endurance is what makes marathon cyclists such a special group.

Bikers have it good in Washington

By Jim Deal

Seattle has lots of good seafood restaurants, lots of water, lots of hills and lots of bicycle riders who are accommodated to a degree that would make any Midwest rider jealous

The state of Washington has worked to provide safe-riding space for bicyclists by creating riding lanes along roadways

In the city of Seattle, numerous bike paths wind their way through the city.

When riding the ferries that provide transportation over the state's many waterways, bicyclists are the first to be loaded and the first to be unloaded.

During a recent vacation to the Seattle area, I noted far more bicyclists on the city streets than I have ever seen in the metropolitan area of the Quad-Cities

Bikes of choice

The bikes of choice seemed to be mountain bikes, which are appropriate since Seattle is far from flat and bikes geared for climbing are essential — a frightening thought for your friendly old fatguy who finds climbing hills anathema to enjoyable riding.

Seattle has the kind of hills most people would associate with the San Francisco area, the kind of hills that provide a roller coaster effect as you come to a peak, peer out at nothing but sky, and then drop straight down

More than once I observed riders down in their lowest gears, standing up in the pedals, spinning for all they were worth to get up these challenging inclines. I didn't see many fat bicycle riders, which made me feel very guilty as I contemplated my own excess weight. There might be something to a diet of fish and a regimen of exercise.

In addition to watching people ride bicycles, there is much to see and do in the Seattle area. There are two zoos, two aquariums, neat little shopping areas, Seattle Center where the Space Needle is located, Mount Rainier and the campus of the University of Washington to name a few

We found reasonably priced rooms in the Best Western Loyal, which was in a nice neighborhood just five blocks from the Space Needle and one block from a good family restaurant. If you've got a lot of bucks to burn, you can spend in excess of \$250 a night at the hotels in the heart of downtown Seattle

Off to the islands

After three days in Seattle, my family and I headed for Orcas Island in the San Juan Islands. This trip required a drive to the port city of Anacortes and a ferry ride to Orcas. A tour guide told us that people in Seattle read more per capita than peo-

ple anywhere else in the United States. Now I know why. They're either waiting for a ferry, riding a ferry or waiting to get off a ferry.

Brochures warned that Orcas is the most difficult of the San Juan Islands to bike, and the difficulties became obvious as our rental car — a bow-wow Ford Escort station wagon with all the power of a stout rubber band — struggled up several mountain roads

Nevertheless, one of the busiest places we passed on the island was a bicycle rental shop located in the small town of Eastsound. Again, mountain bikes were the order of the day. The bike shop also provided maps for riding routes.

We passed bicycle rider after bicycle rider grinding up the inclines and flying down the declines. On the island, the roads were often narrow and the traffic was often heavy, but drivers allowed bicyclists their share of the road without the harassment Midwest riders sometimes experience.

We spent two days on Orcas at a place called Rosario's Resort. A nice place for two adults to share a romantic weekend, but a nightmare with a restless 5-year-old child who didn't appreciate being trapped in a room on the one rainy day we experienced. The rain and accompanying cloud cover, mists, fog and other white-colored condensation in the air prevented us from checking out the view from Mount Constitution in the mountains of Orcas. The child made it out alive, but her parents were a little worse for wear

The Olympic Peninsula

Our next stop was Port Angeles on the northern shore of the Olympic Peninsula. The peninsula had excellent road surfaces with nice wide bike paths on each side of the road. Again, numerous bicycle riders were in evidence.

Port Angeles is in something called a "rainshadow" of the Olympic Mountains. In other words, the mountains grab most of the moisture before it gets to the town, which reportedly receives only 17 inches of rain a year.

Port Angeles has several excellent restaurants, a movie theater and the usual amenities of fairly sizable cities. Its close proximity to the Olympic Mountains allows rapid access to some of the most beautiful scenery I have ever seen.

We headed for a place called Marymere Falls in the Olympic National Park, and, along the way, passed Crescent Lake, a beautiful blue lake sitting in a bowl formed by tree-covered mountains.

To get to the falls, we had to hike three-quarters of a mile along a trail darkened by a heavy canopy of leaves from giant red cedar and Douglas fir

trees. The sunlight filtered down into the darkness through breaks in the foliage, allowing streams of light to pour down on the massive trees

The falls rushes out of a crevice in a mountain 90 feet above the forest floor — 90 feet you have to climb to observe the highest point of the falls. The water crashes into a small pool littered with barren tree trunks and then is stolen away by a stream. It's a magnificent setting

Soaking those tired bones

After our sojourn through the forest primeval, we proceeded to a place known as Sol Duc Hot Springs. In this isolated mountain area, natural hot springs smelling heavily of sulphur are directed into pools where weary travelers come and soak their tired bones. You do have to pay for this privilege.

There were three mineral pools in the Sol Duc development and one regular swimming pool. Each mineral pool was a different temperature: One was 101 degrees, one was 106 and one was 108. The swimming pool was clean and cool. After two hours of soaking, we were sufficiently rejuvenated.

Our trip home the following day was trying to say the least. We had to catch a ferry from the peninsula to the Seattle area and then struggle through Seattle traffic to the airport. Our United Airlines flight was delayed by weather in Denver, Colo., and we left some 45 minutes late, causing us to miss our connection in Denver. We spent a night in Denver at our own expense (that was a surprise), and the next day, our flight to Moline was delayed twice before it finally got off the runway more than an hour late. I got the impression Moline doesn't rate a high priority on airline schedules, and Denver is impossibly bogged down by delays.

I did not bike during the vacation for two reasons — I am the only biker in the family, and I don't like to bike alone on roads with which I am not familiar. Seattle, however, looks like a great place for bicyclists, and I'd enjoy returning for a tour on two wheels. The city and state, through their efforts to create safe bicycle-riding routes, have set an example for other places in the country.

QCBC classifieds

FOR SALE: La Prealpina cartop bike carrier for three bikes. Will fit cars with a rain gutter. \$60. Call Gene Green 285-4423 days or 285-9015 after 6 p.m.

September brings a new century

Sunday, Sept. 1 — All Alone to Prophetstown

8 a.m. — Ben Butterworth Parkway, Moline. Meet at east end, near Case/IH plant. Take bike path to exit at East Moline's 7th St., right onto 7th St.; left onto 12th Ave.; left on 13th St. to Morton Dr.; right to 40th St.; right on 40th St. across Rt. 5 to Barstow Rd. Continue straight on Barstow Rd. through Barstow and Osborn to Rt. 92; right on Rt. 92 through Joslin to Spring Hill Rd.; left on Spring Hill Rd. to Prophetstown. Return same route. 80 miles.

Short option:

9 a.m. — Barstow. Meet club members there for a ride to Prophetstown. 64 miles.

Monday, Sept. 2 — Labor Day Tour

8 a.m. — Eastern Ave. entrance, Davenport Bike Path. Meet for a riders' choice ride.

Wednesday, Sept. 4 — Mid-Week Time Trial No. 5

6 p.m. — Old Edgetowner Restaurant, Mt. Joy, Iowa. This is the last of five 20km/12.4mi time trials. After a summer full of riding, this is your last chance to better your time.

Saturday, Sept. 7 — Tool on to Toulon

8 a.m. — Geneseo City Park. Century ride to Toulon. Maps provided. No fee, no sags. 100 miles.

Short Option:

Tour historic Bishop Hill. 62 miles.

Sunday, Sept. 8 — Labor Day Patch Ride

1 p.m. — Ben Butterworth Parkway, Moline. Meet at the large shelter at the east end of the parkway, near the Case/IH plant. Free patches to QCBC members who ride. Refreshments available. Watch newsletter for details.

Regular Ride — Arm and Feet Ride

8 a.m. — Eastern Ave. entrance, Davenport bike path. West on bike path to Pine St. exit; right on Pine St. to Rt. 130; straight on Rt. 130 to Y-52; right on Y-52 through Donahue to Y-4E; left on Y-4E through Dixon and Big Rock to Wheatland. Pack a picnic lunch to eat in Wheatland. West on old Rt. 30 to Lowden and Y-14; left on Y-14 to Rt. 130; left on Rt. 130 through Bennett, New Liberty, Plainview and Maysville to Pine St. Return to bike path. 77 miles.

Short Option:

8:30 a.m. — Farm & Fleet, Rt. 130, Davenport. Club members will join you there for a picnic lunch ride to Wheatland. 62 miles.

Saturday, Sept. 14 — Mississippi Palisades Overnight

8 a.m. — Eastern Ave. entrance, Davenport bike path. Left on Eastern Ave. to 46th St.; right to Jersey Ridge Rd.; left to F-55 (Mt. Joy Ave.); right to Z-16; left to

F-33; right on F-33 to McCausland and Z-30; left on Z-30 through Low Moor and Elvira to Rt. 136; right on Rt. 136 to Ten Mile and E-50; left on E-50 past Bryant and Andover to Almont (tavern) and Rt. 67; left on Rt. 67 to Rt. 64; right on Rt. 64 through Sabula and cross the Mississippi River to Savanna and Rt. 84; left on Rt. 84 to Mississippi Palisades State Park. Be prepared to carry your gear if no sag is available. Return same route on Sunday. 60 miles each day.

Short Option:

Return on Saturday from Elvira. 60 miles.

Sunday, Sept. 15 — Wild Goose Chase

8 a.m. — Colona Grade School. South on sidewalk to service road. Left at 2200N (Colona Village Hall), going straight to T; left and then 1st right (1/4 mile); right at 900E (Henry Cty. 13); left on Rt. 6 to Geneseo; left at Park 1 block to Pearl; right on Pearl to Chicago St.; right on Chicago to 1st left (C. D. Ford sign). Follow road to Atkinson, staying north of the tracks; cross tracks at Church St. to Rt. 6; left on Rt. 6 to a right on the Atkinson-Galva Rd. to Grandma's Restaurant. Return same route. 46 miles.

Longer Option:

At Atkinson, continue on Rt. 6 about 3 miles to Wild Goose Conservatory. See Wild Geese. Return to Atkinson and continue ride. 52 miles.

Tuesday, Sept. 17 — QCBC Monthly Meeting

7 p.m. — David D. Palmer Library Auditorium, Palmer College, Davenport

Saturday, Sept. 21 — Hop and Leap to Fulton

8 a.m. — Ben Butterworth Parkway, Moline; east end near Case/IH plant. North on bike path to 7th St.; right on 7th to 12th; left on 12th; left on 13th St.; right on Morton Dr.; right at 40th St. Cross Rt. 5 to Barstow Rd.; continue straight on Barstow Rd. through Barstow and Osborn to Rt. 92; right on Rt. 92 to Joslin; left at Landuit's Lake corner; right on the Moline Rd. (old Rt. 2) through Hillsdale and Erie to the Wilmot Rd.; left on Wilmot Rd. to Burns Rd.; right on Burns Rd. to Fenton. Take Fenton Rd. north to Garden Plain Rd.; left on Garden Plain Rd. to Frog Pond Rd.; right on Frog Pond Rd.; cross Rt. 30 to Rt. 136 and Fulton and the B&D Restaurant. Return same route. 112 miles.

Shorter Option:

9:30 a.m. — Hillsdale, Illinois. Club members will meet you there for a ride to Fulton. Park on streets in town and meet riders on old Rt. 2, on their way to Erie. 65 miles.

Sunday, Sept. 22 — QCBC Century and Picnic

25, 62 and 100 mile options. As last

year, the century ride and club picnic will be held on the same day. The rides will start throughout the morning with riders and non-riders gathering for the picnic in the afternoon. Further details will be announced in the newsletter. There will be an Iowa route, similar to 1990's extremely successful Heartland Century. Expect great food, a great ride, and lots of fun with friends!

Saturday, Sept. 28 — Wapsi Watusi

8 a.m. — Eastern Ave. entrance, Davenport bike path. Left on Eastern Ave. to 46th St.; right to Jersey Ridge Rd.; left to F-55; left on F-55 to Mt. Joy and Y-64; right on Y-64 to Eldridge and F-45; left on F-45 to Y-52; right on Y-52 through Donahue to F-33 (St. Ann's Rd.); right on F-33 to Y-64; right on Y-64 through Long Grove and Eldridge to Mt. Joy and F-55. Return to bike path. 39 miles.

Longer Option:

Continue on Y-52 to F-21; right on F-21 to Y-54; left on Y-54 to Grand Mound. Return on Y-54 to F-21; right to Y-52; left to F-33; left to Y-64; right on Y-64 through Long Grove and Eldridge to Mt. Joy and F-55. Return to bike path. 58 miles.

Sunday, Sept. 29 — Bishop's Sunday

8 a.m. — Horace Mann School, Moline (Junction of Rt. 6 and Rt. 150). Left on Rt. 6 five miles to hard-surfaced road (Cty. 12); right on Cty. 12 to Rt. 150; left on Rt. 150 to Orion and Cty. 32; left on Cty. 32 to Cty. 16; right on Cty. 16 to Cambridge and Rt. 81; left on Rt. 81 to Rt. 82; right on Rt. 82 and follow the state historic signs to Bishop Hill. Return same route. 64 miles.

Short Option:

9:00 a.m. — Orion High School (east edge of town), Orion, Illinois. Club members will meet you there for a ride to Bishop Hill. 46 miles.

Mountain Bike Option — Jubilee College State Park

8 a.m. — Riverside Park, Moline. Carpool to start in Kickapoo, Ill. The earlier mountain bike rides we have scheduled required little in the way of technical skill. This ride is very different. Drive south on 1-74 to Kickapoo (1½ hours). Follow signs for Jubilee College State Park. Go past the sign for the first entrance to the north entrance. Enter the park and go to the picnic grounds on the right. Park and get ready to ride. On the south side of picnic grounds are 5 or 6 miles of x-country ski trails that are wide and hilly grass. Not too technical and beautiful. On the north side there are 20 miles of equestrian trails that are much more demanding, mostly dirt and more technical. This is REAL mountain biking. Distance is riders' choice.

OCTOBER

Saturday, Oct. 5 — Fall Foliage Ride

(Please see RIDES, page 4)

Third time's a charm on Heritage

By Chuck and Diane Oestreich

One, two, three strikes You're in!

We tried three times to ride the Dubuque Heritage Trail to the shooting location for the Iowa scenes of the movie, "Field of Dreams." The first time we had a rookie straight from the minors who couldn't handle the pitching. The second time we were thrown a slow, soft pitch that left us fanning the air. But then, the third time we hit a home run that sent us around the bases in a blaze of glory.

To explain, the two of us tried three times to ride the Heritage Trail, the 26 mile bike trail that goes from just north of Dubuque, Iowa, to the outskirts of Dyersville, Iowa. We also wanted to continue a few more miles and view the film location, since the scenes shot there had such a magical effect on us.

The first time was two years ago when Diane was just beginning to cycle. We tuned up one of the kid's old Huffys from its rusting oblivion in the garage for her, and hauled it up to Dubuque.

We did fine. It was a glorious fall day, the trail was ablaze in reds and golds, and there was just enough of a nip in the air to make the trail ride both cool and invigorating. The trail, which follows the old Chicago Great Western Railroad's bed as it gently snakes up the valley of the Little Maquoketa River, has a maximum grade of one percent, so the biking wasn't difficult.

However a rusty Huffy takes its toll.

We passed the rugged section where limestone cliffs hug the trail's right while the meandering river curls away to the left; we made it to Graf where a friendly couple at Smitty's Cafe produce jokes, trail gossip, and hamburgers fried to a crisp in their own juices (Try the pie instead); we even picked some fossils from

the side of the road just past Graf; but we didn't get past Farley, the town about 20 miles up the trail that marks the trail's highest elevation, 470 feet above the eastern end.

We got Huffed out, and we still had 20 miles to return to our car. We descended slowly, painstakingly with many stops, and one very sore bottom. We enjoyed the trail, but we didn't reach our destination.

So next year we tried again. This time it was early spring, one of those warm, sunny days in March that emerges, like a clear circle of water on a frozen lake, and makes life start circulating again. This time Diane had her own bike, a Miyata TripleCross, and enough experience to feel absolutely undaunted by a measly old 26-mile abandoned railroad trail.

We rode blithely, though cautiously, through ruts of snow and ice, with open stretches of hard-packed clay. We rolled up the trail, enjoying our cabin-bursting feelings, and reveling in the first sweat of the season (even though it was hidden layers under our wind jackets).

But unfortunately as the sun got warmer so did the trail. The melting ice and snow turned the limestone and sand surface into a seeping quagmire of mucky grit. We went slower and pushed harder. Our bikes became bespeckled with grime. Finally we literally sank into the muck.

That was too much. Besides the fact that we knew we couldn't push through such slush, we didn't want to damage the trail with more furrows and ruts which would remain when the trail dried up. Reluctantly we gave up and meekly melted back to the trail head on adjacent roads, avoiding the trail completely.

But this last summer we tried again and had a four-base hit. The weather, July heat and slight humidity, made a

perfect cycling-baseball combination. The trail was in midsummer bloom, aglow with wildflowers and etched with pungent river smells. We made it all the way to Dyersville, with its refreshing cafes and imposing Basilica of St. Francis.

And then, expecting obscurity and tranquility, we followed signs north and east for about four miles to the "Field of Dreams" site. Although we had noted several out-of-state cars pass us, as we crested the last rise and looked down, we were completely flabbergasted.

There before us was the picture image of the baseball field, cornfield, and Iowa-gothic farm house straight out of the memorable movie. But added were people — hundreds of them. There were at least 35 cars, campers, and buses in the parking lot, with much traffic in and out, and at least 200 people milling round on the Grant Wood-ish set.

Every small kid there was involved in a make-up baseball game on the diamond. Families with video cameras were trying special effects in the outfield, where the cornfields made shadow of the line between illusion and reality. One owner of the site sold hand-made tee shirts, while the other owner stood around with his John Deere cap perched proudly on his head offering ears of Iowa corn to out-of-state visitors.

We were surprised to be so touched — not only by the place itself, but by the magical aura that these visitors from all across the country brought to it.

We smacked out fists in imaginary fielder's gloves, relishing the fact that on this our third strike opportunity, we hit a genuine, Iowa cornfield homer.

"Field of Dreams" author W. P. Kinsella was right: "If you build it, they will come."

Rides

(Continued from page 3)

QCBC annual two-day ride in search of fall colors. Leisurely paced social ride. You must make motel reservations well in advance. Details will be published in the newsletter. Contact Earl and Mary Ellen Strupp at 355-8581 for further information.

Local Option — Loop the Melon City

8 a.m. — Jaydon Distributing Co., Andalusia Rd., Milan. Right on Ridgewood Rd to Rt. 192; right on Rt. 192 through Taylor Ridge and Edgington to Rt. 92; left on Rt. 92 to Illinois City. Return same route. 42 miles.

Longer Option:

At Illinois City, continue on Rt. 92 to Muscatine and Rt. 61; right on Rt. 61 to Rt. 22; right on Rt. 22 through Fairport, Montpelier and Buffalo to Rockingham

Rd./2nd St. to Centennial Bridge (use sidewalk on left — no charge); right off Centennial Bridge to 9th St.; left on 9th St. to Rt. 67; right on Rt. 67 and cross the Milan bridges to 4th St.; right on 4th St. to Andalusia Rd.; right on Andalusia Rd. to Jaydon. 65 miles.

Sunday, Oct. 6 — Wilton Wipeout

8 a.m. — Eastern Ave. entrance, Davenport Bike Path. West on bike path to end at Hickory Grove Rd; left to Central Park Ave; right to Emerald Dr.; left to Locust St.; right to Y-40; right to Walcott and Rt. 6; left on Rt. 6 to Durant. Return by Rt. 6 east to Stockton and Y-30; left on Y-30 to Rt. 130; right on Rt. 130 through Plainview and Maysville to Pine St.; straight on Pine St. to bike path. 60 miles.

Longer Option:

At Durant continue on Rt. 6 to Wilton. Return as above. 70 miles.

September meeting

7 p.m. Sept. 17
Palmer Auditorium

- Drawing for free helmet
- Drawings for gift certificates
- Refreshments
- Special program

Don't miss it!!!

Heat made Challenge a challenge

By Joe Jamison

At 6 p.m. June 29, 52 riders departed Eldridge, Iowa, for what would prove to be one of the most demanding rides of the year, due to the heat and humidity. This year's Iowa 24-Hour event was truly a challenge!

A blessing in disguise was discovered only two days before race day by Dave Holmes as he and his wife Tracy were placing route markings. Toward the apex of the 175 mile day loop, construction was detected. Quickly, queue sheets were edited resulting in a 145-loop. In view of the 95-degree temperature and 75-percent humidity that peaked as most riders came in off of the day loop, the abbreviated route was divine providence.

Despite the effects of the weather, a new overall record of 488 miles was set by Bob Cadwallader. Bob is a 44-year-old rider from Sioux City, Iowa, and becomes the first Iowa rider to capture the crown of his home state's challenge. This was no fluke win. In the process of winning and establishing an event record, Bob had to overcome persistent pressure from the 1989-90 champion, Al Muldoon of St. Joseph, Mich.

Al, who finished the day at 465 miles (or 96 mph behind Cadwallader) commented, "I may have burned myself out trying to work with Breedlove and Fedrigan out on the dayloop."

Al was referring to Bob Breedlove of Des Moines, Iowa, and Rich Fedrigan of Oak Park, Ill. Bob and Rich were riding tandem together in preparation for RAAM. Individually, these men are world-class endurance riders, on tandem,

their potential is awesome. However, at about mile 161, Rich was overcome by the heat and withdrew, leaving Muldoon to work alone. But, as Al commented, "The damage was done."

It was exciting as 24-hour races go. It appeared that Muldoon might have an opportunity to catch Cadwallader during the night when Bob encountered lighting problems. This, however, was resolved, and Bob was back on the saddle in short order. The delay didn't cost him the race, but it might have kept him from being the first rider to turn 500 miles at the Iowa 24-Hour Challenge.

Although our ride is categorized as a 3 DOD (degree of difficulty on a scale of 1-5), it is becoming one of a rare breed by not having had 500 miles turned on it. Perhaps 1992?

Some impressive performances were turned in this year. Of significance:

- Rookie of the Year, Ron Schmidt of Davenport, Iowa, 305 miles and 12th overall
- Most Improved Rider, Kentley Loewenstein of Bettendorf, Iowa, 407 miles in the 50-59 year old age group!
- Most Consistent Riders, Bruce and Becky Perry of Davenport, Iowa, first place on tandem third consecutive year

But wait! Perhaps the most impressive performance of the day occurred in the 12-hour category. This was a new feature for 1991 where riders could declare at the start of the race that they were competing for merchandise prizes (12 hours) rather than cash prizes (24 hours).

The winner of the 12-hour category was Terry Wittenburg of Duda, Texas. Terry finished his 12-hour cruise with (Are you

ready for this?) 266 miles!! Why didn't he go for cash prizes after driving all the way from Texas? Had to get to his wife's class reunion in Waterloo, Iowa, by 10 p.m.

Behind Terry with 209 miles in 12 hours and an average speed of 17.4 mph was Jim Hanson, a rider in a class by himself at 61 years of age.

Although only four female riders entered this year, they turned in quality performances:

- Becky Perry of Davenport, Iowa, with 353 miles on tandem
- LaJene Thard of Kewanee, Ill., with 273 miles (riding less than a year)
- Jackie Bunting of Prophetstown, Ill., with 209 miles (She gets the "true grit" award)

• Deb Mathias of Milan, Ill., with 209 miles (drafted by husband Dean who also had 209 miles)

Overall, lots of positive comments were heard about the year's effort:

- "Appreciated the amount and quality of the food"
- "Getting a t-shirt for no additional cost was nice"
- "The opportunity to win cash prizes was unique."
- "The short day loop? Keep it next year!"
- "Night loop... much safer and fewer hills... GREAT"

But far and above, the most generous praise was reserved for the volunteers who are perceived by the riders as the friendliest, most helpful that they encounter from ride to ride. You ask, "Is this heaven? No, it's Iowa — Challenge, that is!"

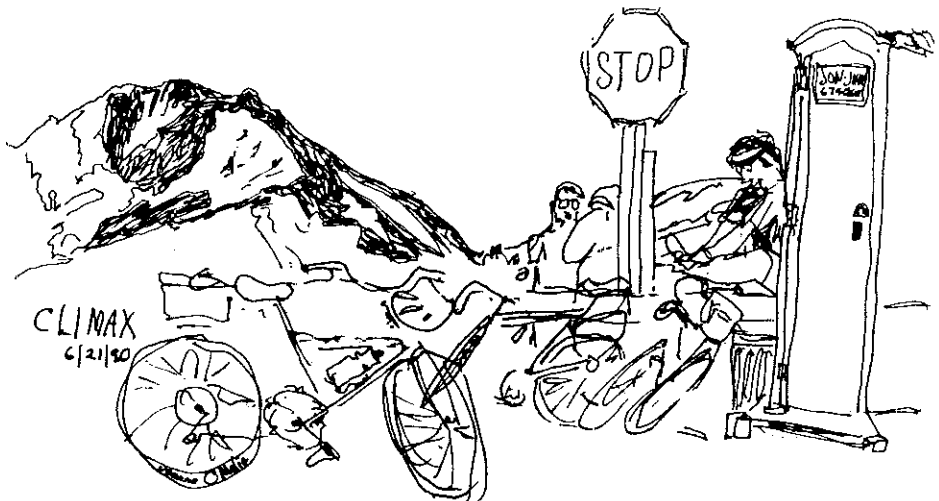
See you in '92!!

Ride the Rockies veterans share their experiences

By Jeanne O'Melia

Looking for a bike ride with seven days of beautiful scenery, challenging terrain, and pleasant summer temperatures with low humidity? Come to the QCBC meeting 7 p.m. Sept. 17 at Palmer Auditorium and learn about the Denver Post/Coor's Ride the Rockies. Pat Bolton, Ron and Mary Dorch, Dave Lefever, Barney Young and Jeanne O'Melia are eager to share their stories, slides and survival techniques.

This year the ride started in Cortez, Colo., and ended in Golden. The Continental Divide was crossed three times. The Quad-Cities group assembled at each major peak for picture time. The '91 ride included — in addition to great biking — a raft trip, a birthday party atop Fremont pass complete with ice cream,



cake and pointy hats, lovely camp grounds, delicious food and even dancing (though not as much as on RAGBRAD),

lots of camaraderie and new friendships. It was such a great ride that plans are already being made for next year.

Final call goes out for Fall Foliage

By Earl Strupp

This is your last chance to sign up for the Fall Foliage Ride scheduled for Oct 5-6. It is a fun, low-pressure ride with "no hills."

It will be along the beautiful Fox River Valley, starting at the Ramada Inn. There are 40 miles of trails north and south, and two 20-mile trails going east and west. These trails are hard-surfaced.

If the weather turns bad, there are a lot of things to do. You will find many inter-

esting shops and eating places. Nearby is the atomic research Fermi Lab. Maps and shop locations will be furnished. This will be a do-it-yourself ride, so you can make a custom ride.

Two hot tubs will be available along the route through the courtesy of a local manufacturer of spas.

The room at the Ramada Inn is \$45, and the Saturday night banquet will be \$10.19 (tax and tip included), chicken or lasagna. Youths 12 and under can have a hamburger plate for \$6.

Send me your name, address, telephone number and number of people for motel smoking/non-smoking. No money at this time.

However, the meals must be paid up front, so send meal money by Sept 16.

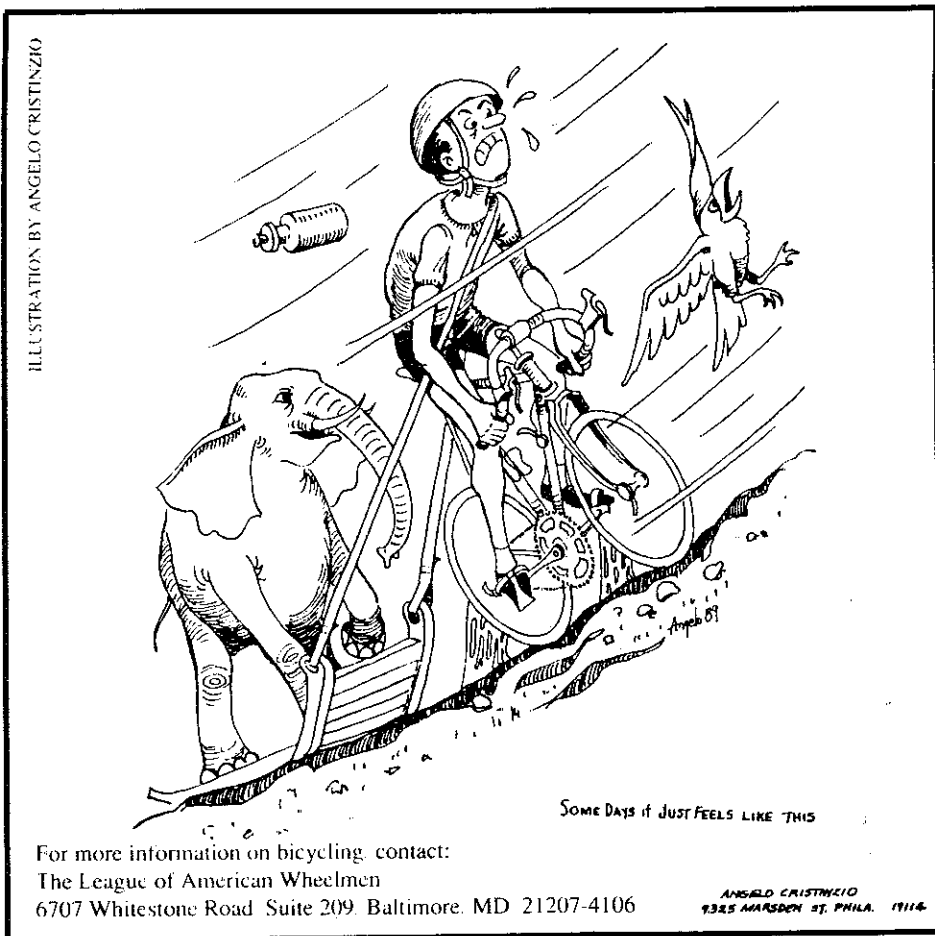
After the banquet, there will be entertainment and dancing in the lounge.

Send information to Earl Strupp, 804 6th St., Bettendorf, Iowa 52722, or phone 355-8581. I will make the reservations with Ramada, so I can keep track of the available rooms and the number of people riding.

New members join the QCBC

The following people recently have joined the Quad-Cities Bicycle Club:

- George and Nancy Coin, Bettendorf, Iowa
- Donna Collentine, Bettendorf, Iowa
- Jim and Joanne Morley, Bettendorf, Iowa
- Doug McCollum, Bettendorf, Iowa
- Keith and Laura Hoverstad, Bettendorf, Iowa
- Norm Winter, Durant, Iowa
- Joe and Barbara Welsch, LeClaire, Iowa
- Greg Fitzpatrick, Davenport, Iowa
- Bob Smyth, Davenport, Iowa
- Anabel Flaherty, Davenport, Iowa
- Steve Loftus, Davenport, Iowa
- Dudley and Barbara Hanson, Davenport, Iowa
- Nancy Prouty, Davenport, Iowa
- Tom DeWitt, Carlos, Minn
- Gary Riecke, Bloomington, Ill.
- Leon Gussow, Chicago, Ill.
- Carol Boyd, Rock Island, Ill.
- Joe and Chery Heriford, Rock Island, Ill.
- Rita Brautigam, Coal Valley, Ill.
- Bill and Lora Roby, East Moline, Ill
- Al Uzzell, East Moline, Ill
- Julian C. Stanley, Moline, Ill
- Vern and Sandy White, Orion, Ill



For more information on bicycling, contact:
The League of American Wheelmen
6707 Whitestone Road Suite 209, Baltimore, MD 21207-4106

'Every litter bit hurts'

'Our' road needs cleaning

By Bruce Perry

We all know there are too many people who feel they don't have to "share the road," but two miles of old Highway 61 "belong" to us. Signs with the Quad-Cities Bicycle Club name on them have been erected, and we now have the task of giving our image a boost by picking up litter twice a year.

My family has picked up the areas

around each sign, and it was not an unpleasant task, but we need help!

Mark Wednesday, Sept. 18, on your calendar. This is the night after the monthly club meeting. Meet us at 6:30 p.m. at the Crow Creek Recreation Area parking lot. It is on "old 61" just north of our sign and Mt. Joy Road. We want to have a good list of names of people who do care about the appearance of the Iowa roadsides we ride

Was something missing after the RAGBRAI?

Did you lose anything on RAGBRAI?

We have in our lost-and-found collection the following items: 2 pairs of glasses, one roll of 35mm film, two locks (one u-bolt and one combination), one tent pole (looks like it belongs to a fly), one air mattress, and one tent fly still left from last year.

If any of these belong to you, please call Pat at 386-7157.

Bikecentennial Offers New Mountain Biking Publication

MISSOULA, MONT. — July 22, 1991 — Bikecentennial today announced the availability of its new information-packed brochure, Get Ready to Go Mountain Biking. The 10-page booklet includes listings of:

- Resorts and ski areas catering to mountain bicyclists
- Mountain bike festivals and other special events
- Guidebooks and maintenance manuals
- Free route guides available through the various national forests and other land agencies
- Local and national mountain bike clubs and organizations

“Mountain biking is the fastest-growing participatory sport in America today,” said Bikecentennial program director, Michael McCoy. According to McCoy, there is no other single source that encompasses such a range of information on the activity. The brochure includes fat-tire facts for most of the states in America, and also for Canada. “The value of the information contained in this booklet will far exceed its low two-dollar cost, so everyone — active



and would-be participants alike — should send for their copy,” McCoy said.

Single copies of Get Ready to Go Mountain Biking are available by sending \$2.00 to Bikecentennial, P.O. Box 8308-PM, Missoula, MT 59807.

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Bikecentennial is America’s largest recreational cycling association, serving mountain bikers, bicycle tourists and commuters, and fitness riders. The organization’s National Bicycle Route Network encompasses 19,000 miles of North American back roads, which are depicted on high-quality maps. For a low yearly membership fee, cyclists receive BikeReport magazine and the annually updated Cyclists’ Yellow Pages, the most comprehensive cycling resource guide available.