

QUAD-CITIES BICYCLE CLUB

JULY 1992 ■ Jim Deal — Editor

Deadline for Articles 10th of each month.



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Gritty group meets 12/24 challenge

By Joe Jamison

It may not have been the largest field to participate in the Iowa 24-Hour Challenge. It may not have been the fastest field. In fact, it may not have been the most varied. But this had to be the grittiest field ever to compete in this, the fourth annual running of the only ultramarathon bicycling event in the state.

With temperatures hitting lows near 40 degrees in the early Sunday morning hours, the riders were having significant difficulty keeping muscles loose. Every stop of any length meant a considerable time trying to regain the rhythm so necessary for an efficient ride. This, more than any other influence affected the mileage logged by this year's competitors.

Despite these conditions, Paul Black of Ames, Iowa, captured first place prize money of \$150 with a performance of 417 miles. Paul appreciated the adverse conditions he encountered as he may experience similar weather during RAAM this summer. Paul has made his mark during the past three years, coming on strong on the National Endurance Bicycling scene with respectable showings in several prestigious events, the most recent being the 1991 Paris-Brest-Paris.

The top female finisher was Deb Mathias of Milan, Illinois. Deb turned in a respectable showing during last year's challenge, but made a quantum leap to 289 miles this year. To appreciate the significance of Deb's performance, it needs to be mentioned that the mileage of the next female rider was 64 miles behind. Again, the conditions of cold and winds in the range of 10-20 mph really make this a mark worthy of respect. She finished in the prize money for all riders.

Winner of the 12-hour competition with
(Please see CHALLENGE, page 2)

Black tops 24-hour field

By Dave Holmes

1st — Paul Black, Ames, Iowa	417 miles
2nd — Mike Friedrich, Orland Park, Ill.....	409 miles
3rd — Lynn Cavett, Macomb, Ill.....	401 miles
4th — Dave Holmes, Davenport	385 miles
5th — Brian Thomas, Muncie, Ind.....	373 miles
6th — John Thier, Eldridge.....	371 miles
7th — Ron Schmidt, Davenport.....	353 miles
8th — Mark Voelkel, Bloomington, Ind.....	340 miles
9th — Dave Meridith, Downers Grove, Ill.....	305 miles
10th — Glen Soerns, Germantown, Wis.....	305 miles
11th — Rick Phymmer, Muncie, Ind.....	305 miles
12th — Mark Hunhn, Moline.....	305 miles
13th — Darryl Blackburn, Davenport.....	305 miles
14th — Sam Norwood, Moline.....	305 miles
15th — Dean/Deb Mathias, Milan.....	289 miles
16th — Bob Cadwallader, Sioux City, Iowa.....	273 miles
17th — Mike Beauford, Bloomington, Ill.....	273 miles
18th — Doug Trevsdell, Bettendorf.....	273 miles
19th — Allen Bergman, West Des Moines.....	241 miles
19th — Bill Roach, West Des Moines.....	241 miles
20th — Blair Hall, Bloomington, Ill.....	241 miles
21st — LaJean Breedlove, Kewanee.....	225 miles
22nd — Bill Hauer, Ypsilanti, Mich.....	225 miles
23rd — Randy Johnson, Yorkville, Ill.....	209 miles
24th — Jim Varcho, Eldridge.....	209 miles
25th — Bill Magie, Polk City, Iowa.....	209 miles
26th — Suzy Rehn, Woodhull.....	209 miles
27th — Mike Kapheim, Davenport.....	209 miles
28th — Charlie Sattler, Davenport.....	200 miles
29th — Mike Pillen, Kewanee.....	177 miles
30th — Bonnie Bush, Bettendorf.....	161 miles
31st — Tom Porter, Milwaukee, Wis.....	161 miles
32nd — Tony Fisher, Moline.....	145 miles
33rd — Tom McCarthy, Bettendorf.....	145 miles

12 Hour Race Results

1st — Keith Holst, LeClaire.....	225 miles
2nd — Dave Parker, Davenport.....	209 miles
3rd — Scott Bauman, Bettendorf.....	136 miles

Women's Overall Winner

Deb Mathias, Milan.....	289 miles
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Race facts: 35 riders rode 24 hours and 3 riders rode 12 hours

Temps. 60s for Saturday with some rain, winds NE 10-20 mph. Low Sunday was 40 degrees. Burred!

Thanks to all who came this year. Each year we try to make it better. Hope all had a good time. Next year is already in the planning. The date will most likely be around the same time depending upon the air show. Also we are considering a 12-hour race by itself early in the year — April or May. This race will use our night loop course. This should provide some big miles. Information will be mailed to all past riders. Have a wonderful summer and ride safe.

See Door County with Jerry & Marty

By Jerry and Marty Yeast

From the 1991 Bikecentennial Tours brochure:

"Although the Door Peninsula is something of a secret in other parts of the country, if you mention the region to Midwesterners, their eyes light up. Antique shops, quiet Lake Michigan harbors, fish boils, traditional Scandinavian log homes, luxurious bed and breakfast accommodations — all these things, and more, are waiting for you in Door County, a region that has often been called the 'Cape Cod of the Midwest.' And, the colorful displays of Door County's hardwood forests rival anything New England has to offer!"

It's all true. Door County is a beautiful place to visit, especially by bicycle, and especially in the fall.

Marty and I have led the Bikecentennial trip twice before, once in 1989 and again in 1991. This year they are not doing "light tours," so we are going to do it without them.

"Light tours" means we carry all our clothes with us, and there is no support vehicle. But we won't camp. We'll stay in delightful inns and eat in fine restaurants. And we'll do it in the midst of fall color.

Beginning in Sturgeon Bay, the first of five days riding will take us to our overnight at the Biley's Harbor Yacht Club. From there, we'll wind our way north and take the ferry to Washington Island, where we will spend two nights at Findley's Holiday Inn. No, it's not a Holiday Inn; it's Jim and Kathy Findley's Inn. And it is wonderful! While we're there, we'll

experience a traditional Scandinavian fish boil, and have a leisurely day to explore Washington Island.

Thursday morning we'll catch the ferry and return to the mainland. A short ride will put us in Sister Bay, the shopping center of the peninsula. As one of our cycling friends explained, "I ask if they take plastic and if they ship. If not, I leave." For those not into shopping, Peninsula State Park is just down the road a piece.

Our last night we'll stay at the Hotel DuNord, the finest lodging in Sister Bay. And the dining is as magnificent as the accommodations. Breakfast at Al Johnson's restaurant, with the goats on the grass roof, will be our last meal as a group.

The last days riding will take us down the Green Bay side of Door County, through Ephraim, Fish Creek, and Egg Harbor. We'll end where we began, in Sturgeon Bay. Although our trip ends there, many will probably make their own arrangements to spend the night there.

Anticipating your questions

When do we go?

• We will gather on Sunday, Sept. 27, in Sturgeon Bay. We'll meet at 5 p.m. and go to dinner together.

What will it cost?

• Bikecentennial priced this trip at \$650 per person in 1991. We will do the same trip exactly, for \$450. We're not in the tour business. We just want to spend a week in Door County during fall color with people we enjoy.

What does the cost include?

• It includes your lodging (double occu-

pancy) for five nights beginning on Sunday and ending on Thursday. Cover meals begin with dinner on Sunday evening. We will provide dinner and breakfast each day, ending with breakfast on Friday, Oct. 1. You'll order whatever you like from the menu. Liquor is on your own. Everything else is included. Lunch, from our experience, tends to be nibbling along the way (Grandma's Bakery in Rowley Bay has been a favorite). Also included is a detailed map and cue sheet, and the very best effort Marty and I can make at directing you to points of interest along the way.

How are you "marketing" this trip?

• We've made reservations for eight rooms at each of the places we'll stay. The first people to speak for them with a deposit of \$200 per person will have a spot.

What can I expect the weather to be?

• Who knows! But normal would be cool to chilly nights, and days in the 50's or 60's. On both of our fall trips we've had wonderful weather, and beautiful color. Traffic has been light because we're riding during the week.

What about terrain and distances?

• Distances range from 20 to 45 miles. Most of the terrain is flat to gently rolling. The few hills are very short.

How can I learn more?

• Just call us at 319-355-4395 evenings or 319-322-3521 days. Or write us at: Jerry and Marty Yeast, 2425 Lorton Pl., Davenport, IA 52803

The next best thing to doing the trip is anticipating it. Let's talk about it.

Challenge

(Continued from page 1)

225 miles was Keith Holst of LeClaire, Iowa. Keith is a Quad-Cities Bicycle Club member and looks as though a force to reckon with in years to come. It was obvious that he has the mental toughness as well as the physical stamina to be a top endurance rider.

This was a most competitive year. The last five hours of the event saw Mike Friedrich of Orland Park, Ill., put on a major push in an effort to overtake Paul Black for first place. For the last 80-90 miles, Mike did not stop once but rather pressed on. He showed small, incremental gains on Black as time passed, but could not overcome the early lead that had been established by Black's steady, grinding approach to the event. Finally,

Mike finished only eight miles behind the leader, to take second place overall but first in his age group.

As was advertised, the event was able to offer an attractive purse for 24-hour competitors thanks to major sponsorship from Davenport Bank and Trust Co., The Quad-Cities Bicycle Club, Mel Foster Construction, and riders' fees. This was unique to our event and was obviously appreciated by the participants, most of whom were still there at 6:30 a.m. for the announcement of finishing places.

The winners of the 12-hour event were rewarded with merchandise gifts thanks to the generous support of Jerry and Sparky's Bike Shop, Eldridge Bike Shop and Bike 'n' Hike Bike Shop. (Boy, what would we do without these people?)

Twenty-one new members join the Q-C Bicycle Club

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

- Raquel Unser, Fort Dodge, Iowa
- Sam Shary, Fairfield, Iowa
- Dan Kuhn, Bettendorf, Iowa
- Megan Webster, Bettendorf, Iowa
- Dawn Morris, Bettendorf, Iowa
- Robert Grubb, LeClaire, Iowa
- Frank and Cath Hahn, Muscatine, Iowa
- Diane Martin, Muscatine, Iowa
- Bill Klutho, Davenport, Iowa
- Marion Russow, Davenport, Iowa
- Mary Yager, Davenport, Iowa
- Elizabeth Vargas, Davenport, Iowa
- Judy Teeple, Davenport, Iowa
- Jeff Mengel, Davenport, Iowa
- Pat and Joe Lascala, Davenport, Iowa
- Clarence and Lili Darrow, Rock Island, Ill.
- Joe Wietlispach, Moline, Ill.
- Chris Huber, Moline, Ill.

I survived the TOMRV ride

by Jim Deal

I survived TOMRV, and the thing I like best about saying that is that I can say it in the past tense.

If I've ever done anything more physically challenging, I can't remember what it was. Even my experiences in the Air Force, including basic training and a year in Southeast Asia during a war, don't compare to the demands of a ride up the Mississippi River Valley.

This, once again, was one of those bicycle-riding adventures which caused me to question my sanity. Halfway up the 900th hill I'd climbed in that 93-degree heat, my body demanded to know just what the hell I thought I was doing to it.

When you get right down to it, meeting the challenge and surviving is an accomplishment — I'm not sure of what merit — but it's something you can tell people you've done that most of them couldn't do.

If you are single, this achievement will impress people of the opposite sex with your physical stamina and endurance. Depending on what you or they have in mind, this could work to your advantage.

If you're a grandfather — as I am — you can put those young whippersnappers who have trouble pedaling to the corner market in their place.

One of the principal benefits is the meal you get to eat when you finally

make it to Clark College. My only disappointment with the meal was that my stomach wouldn't hold second helpings. (Let me also remind you that it is not nice to make jokes about the size of your newsletter editor's stomach.)

The scenery at times was stunning. I'm a little hazy about exactly where I was at times on the ride, but I believe it was just after Chestnut Mountain when I looked down through some trees at the Mississippi River and found the view beautiful.

On the ride back to Bettendorf, after struggling up some of those seemingly interminable mountains, I was rewarded with panoramic views of deep green valleys. I found the city of Bellevue to be quite attractive with its open riverfront and scenic stone bluffs.

Each of the sag stops was welcome, and God bless the people who volunteered to staff them. It helps to know there's relief up the road.

I'm also glad I took Gabe Verstraete's advice and had my small chainring changed from a 42 to a 38. I believe it enabled me to make it up a few hills I might not have climbed otherwise.

And, by the way, just whose idea was it to end the ride with killer hills at both ends. I didn't think I was going to make the climb up the bluff to Clark, but I decided the only way I was going to get off the bike was if my

legs stopped pumping and I fell off.

Will I do it again? Boy, I don't know. I think I will, but next time I hope to have more mileage before the ride — a 650-mile base wasn't enough — and I plan to take off of work the Friday night before the ride.

My congratulations to Chuck and Diane Oestreich for organizing the ride so well. The routes were very well marked, the sag stops open on time, and the arrangements at Clark very accommodating.

Thanks, also, to Dean and Debbie Mathias for talking me through some of the more difficult portions of the ride and for Dean's help in repairing my glasses after I cleverly ran over them.

It happened this way: Sweat was running in my eyes. I took off my glasses to wipe away the sweat. The glasses slipped out of my hand, fell right beneath my bicycle and the rear wheel ran right over the nosepiece.

If you're expecting mechanical trouble with your bicycle — or eyeglasses — stay close to Dean. He carries a repair kit that weighs almost as much as he does and has enough tools in it for any contingency. Dean said his goal is to be able to repair an 18-wheeler should one break down near him.

With Dean's help and his pliers, I managed to bend my glasses back into a usable shape and complete the ride.

Now, about next year . . .

Guess the temperature on Leon's next ride

By Leon Van Camp

The guessing game — or what is the temperature going to be on my next bike ride?

While puffing up the hills of TOMRV in 90-degree temperatures, I kept thinking: Boy, I hope it cools off for the Wisconsin ride next week!

With no TOGIR ride available this year, I opted for GRABAAWR instead.

Expecting more hot weather, I packed accordingly. Guess what? The first morning at Boulder Junction the official temperature was 22 degrees. Water hoses and basins were frozen solid.

During the day's ride, several people asked me how I could stand biking in shorts. Trying to be nonchalant, I simply remarked that "we" in the Quad-Cities Bicycle Club bike all winter, so we're used to it (heh-heh).

All in all, it was a beautiful, well-organized ride. Now, I wonder what the temperature is going to be on RAGBRAI?

'Hog Capital' ride features food, bicycles, competition

By Steven Gay

Anyone who enjoys the outdoors, bicycles and small towns will want to check out the "Hog Capital" bicycle ride in Geneseo Illinois on Aug. 8. Anyone with a bicycle (and a helmet) can enjoy this well organized and superbly supported event which offers rides of 32, 64, 132 or 264 miles on lightly traveled, historic rural roads.

The day kicks-off with a continental breakfast and registration at 6 a.m. Riders may register and start riding their preferred distance anytime between 7 a.m. and 10 a.m. Everyone who attends will receive a sports "goodie bag," a bicycle merchandise souvenir, plus all the fruit, energy drink, sandwiches and snacks they desire. The day finishes with a cookout and awards ceremony starting at 6 p.m.

The highlight of the day is the rac-

ing marathon which starts at 7 a.m. Racers from all over the country will travel the 64-mile course four times on their speciality racing bikes. The competition is expected to be keen as Bob Cadwallader of Sioux City, Iowa, attempts to capture his first Illinois Road Series Title by outpacing season long rivals Mike Friedrich and Gary Waggoner.

Regardless of age or experience, every cyclists who attends is treated to the hospitality and camaraderie of the volunteers who encourage and support with supplies and enthusiasm. Recreational riders may register that morning for \$12, while the marathoners may enter for \$25. Call 309-441-5581 or 708428-4206 for more information.

So pump up your tires, dust-off your appetite and get ready for this annual mileage pig-out!

Beat the dog days on the road

Saturday, August 1 — Fireside Flapjacks

8 a.m. — Ben Butterworth Parkway, Moline, near Case/IH plant. Take Great River Trail north to Hampton; right to Rt. 84; left on Rt. 84 through Rapids City and Port Byron to Cordova and the Fireside Restaurant. Return same route. 40 miles.

Sunday, August 2 — Novice Ride No. 12

9 a.m. — Meet at Sunset Park, Rock Island, ball diamond. Take a historical tour of "Old Rock Island." Approximately 8 miles. Leaders: Marge Dixon, Betty Sears, Chuck and Diane Oestreich. This is the last of our "official" novice rides. Please stay in touch with the new friends you've made, and make plans to join several of the many rides remaining this season. Any of them can be tailored to your own abilities, and can be enjoyed by all! Have fun and keep biking.

Zefal Zinger

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 175th St.; left on 175th St. to 190th Ave.; left to Rt. 94; straight on Rt. 94 to Reynolds; continue on Rt. 94 one mile to 176th Ave.; right to Ridgewood Rd.; left on Ridgewood Rd. and return to Jaydon 42 miles.

Wednesday, August 5 — Mid-week Time Trials No. 4

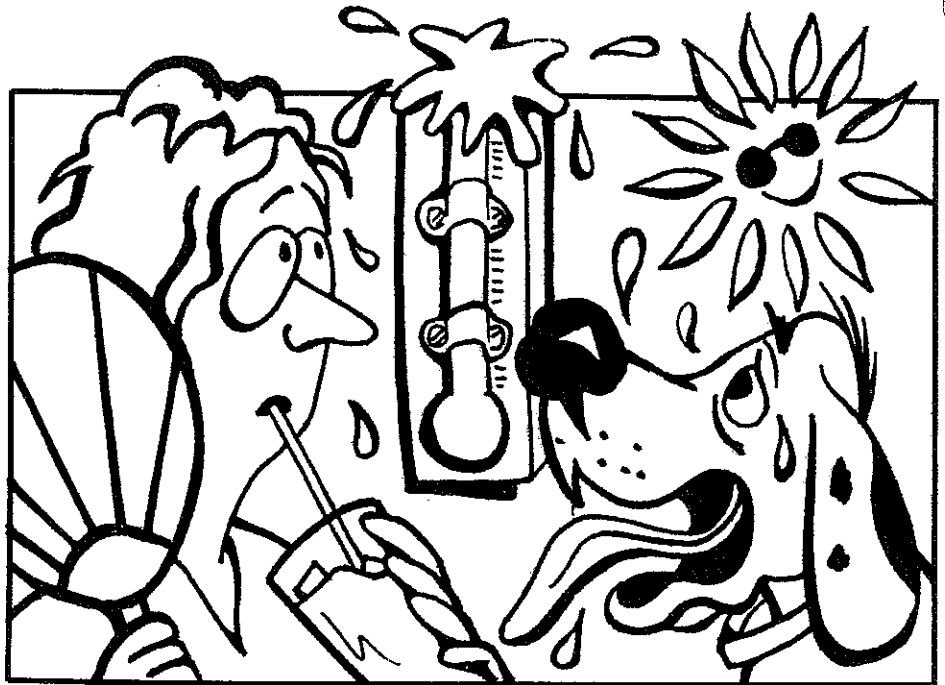
6 p.m. — This is the fourth of five 20 km/12.4 mile time trials. After a summer of riding, this should be your best time yet. See Page 11, "Racing Events" for location of this ride.

Saturday, August 8 — Give Me Liberty

8 a.m. — Durant City Park, Durant, Iowa. Left on Rt. 6 to west edge of town. Take hard-surfaced road left to 1st hard-surfaced road on the right; right to Y-14; right on Y-14 then left into Wilton. Go through Wilton on Rt. 6; left on Rt. 38 to steel plant; right on hard-surfaced road to Moscow and X-54; right on X-54 to F-44; left on F-44 through Rochester to Springdale and X-40; left on X-40 to West Liberty and Rt. 6; left on Rt. 6 through Atalissa to X-54; left on X-54 to Moscow and return to Durant 50 miles.

Sunday, August 9 — Scott Co. Village Century

8 a.m. — John O'Donnell Stadium, Davenport. Suggest parking in lot west of stadium. East on River Dr. to Rt. 67;



straight on Rt. 67 through Bettendorf, LeClaire and Princeton to F-33; left on F-33 through McCausland to old Rt. 61; left on old Rt. 61 to Park View and F-41; right on F-41 to Long Grove and Y-64; left on Y-64 to Eldridge and F-45; right on F-45 to Y-52; right on Y-52 through Donahue to Y-4E; left on Y-4E to Cob Town and F-31; left on F-31 to Rt. 130; left on Rt. 130 through New Liberty to Plainview and Y-40; right on Y-40 through Walcott and Bluegrass to Rt. 22; left on Rt. 22 through Buffalo to Rockingham Rd./2nd St. to Gaines St; right on Gaines St to stadium 100 miles.

Shorter Options:

28 miles — turn back at LeClaire. Return same route.

40 miles — turn back at Princeton. Return same route.

52 miles — at McCausland, continue on F-33 to Z-16 (Utica Ridge Rd.); left to F-55 (Mt Joy Ave.); right to Jersey Ridge Rd.; left to 46th St.; right to Eastern Ave.; left to bike path. Return to start by bike path and Gaines St. 75 miles-at Cob Town, go south on Y-40 to Plainview and Rt. 130; left on Rt. 130 through Maysville to Pine St.; straight on Pine St. to bike path. Return to start by bike path and Gaines St. 85 miles-at Plainview, see Cob Town return.

Saturday, August 15 — Senior Olympics

See newsletter for location and time or call John Greve, (309) 786-8187.

Hog Heaven

8 a.m. — Horace Mann School, Moline. Left on Rt. 6 through Coal Valley to Osco Rd.; right on Osco Rd through Osco to Cty. 32; left to Cambridge and Rt. 81; right on Rt. 81 to Osco Rd.; right to Cty. 32; left to Orion and Rt. 150; right on Rt. 150 one mile to hard-surfaced road (Cty. 12); right on Cty. 12 to Rt. 6; left on Rt. 6. Return to Horace Mann School 50 miles.

Sunday, August 16 — East Fenton Showdown

8 a.m. — Geneseo City Park. East on Pearl St. to Chicago St.; left on Chicago St., becomes the Grange Rd.; straight across Rt. 92, follow hard surfaced road to Spring Hill; right on Spring Hill Rd. to Prophetstown; left on Rt. 78. Continue on Rt. 78 and after you cross the I-88 overpass stop at the West End Cafe on the left. One block past cafe take Black Rd. left to Fenton; after tracks turn left on Fenton Rd. to Wilmot Rd.; left on Wilmot Rd. to Moline Rd. (old Rt. 2); right on Moline Rd. to Erie; left to downtown Erie; right on bike route to 5th Ave.; left on 5th Ave. past high school to Spring Hill; right on Spring Hill Rd. to Rt. 92; left on Rt. 92 to the Grange Rd.; right on Grange Rd. and return to Geneseo. 70 miles.

Tuesday, August 18 — QCBC Monthly Meeting

7 p.m. — Ben Butterworth Parkway, Moline. Meet at the large shelter at the east end of the parkway near Case/IH plant. A social ride will follow the short business meeting.

Katy's a jewel in the rough

By Chuck and Diane Oestreich

Jefferson City, Mo., the state capital of the stubborn state, spreads over a southern bluff of the Missouri River. Across the river lies a wide flood plain and then another rising, cliff-like bluff. Along the flood plain snakes the Katy Trail, Missouri's gift to mid-America's bike trail riders. When completed it will be over 200 miles long, making it the nation's longest trail. It will allow bikers from metropolitan St. Louis to travel to their state capital, ride close to their state university at Columbia, and be within striking distance of Kansas City at the other side of the state.

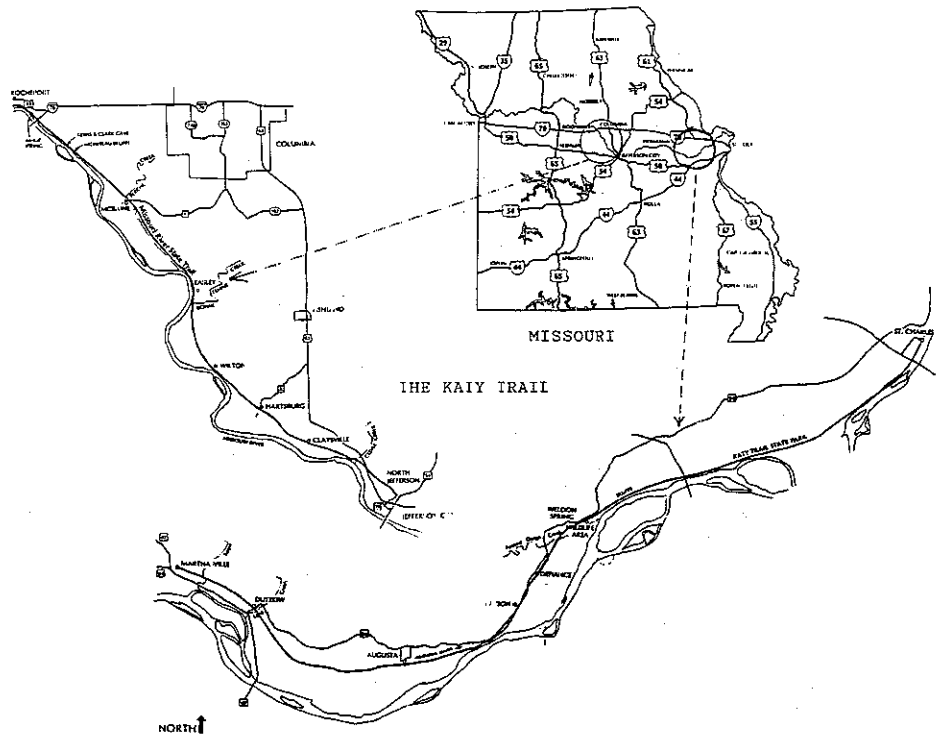
Right now two major sections of the trail are complete and open. On a breezy spring morning, we left Jeff City for our first ride on the Katy. The name, by the way, stands for the Missouri-Kansas-Texas (M-K-T) Railroad, which abandoned the line in 1986.

The trail is new, so the crushed rock surface is still a little "soft." However, our hybrid tires were up to the challenge, even though we did pick up more dust than we cared to. Although nice and wide, the Katy does drop off sharply at each side, so swivel necks and both eyes on the scenery are out.

The Katy handles intersections with roads in a novel way. Two swinging gates stand at each side of the crossings. The gates are locked, but with enough of an opening between them to allow a bike to squeeze through. The space is so narrow that we actually had to check its width with our strapped-to-the-backrack tent. We squeezed through.

The Katy's bluffs are magnificent. They are what gives the trail character and makes it stand out like a sudden waterfall on a placid river. We can live without floodplains, but riding below bluff after bluff of towering limestone outcroppings is novel, exciting, and soul fulfilling.

Near this section's western termi-



nus at Rocheport we left the trail to find accommodations around Columbia. The county highway we took was interesting — ups and downs, with a gradual ascent up the bluff, but it led to our nemesis, heavy traffic. We later found out that a bike path leads from Columbia to the Katy's end at Rocheport.

Instead of simply retracing our route the next day, we headed due east from Columbia via county roads recommended by friendly local bikers. The land here is "horsey," spread with white fences, columned farm homes, and tinkering-legged colts. One steep climb left us wiping our sweat next to a hedge reminiscent of England.

The road took us to Fulton, the home of Westminster College. The townspeople were in a dither anticipating Mikhail Gorbachev's coming visit. But we were in more of a dither

when we saw the panels from the real Berlin Wall that Winston Churchill's granddaughter had turned into a sculpture.

On the next day we explored the section of the Katy closest to St. Louis. (It actually begins in St. Charles, Mo., not Illinois.) This part of the trail (38 miles long) has been open the longest, is more populated and popular, has more support facilities (even rental bicycle shops), and is also captured between river plains and imposing bluffs.

We enjoyed our days on the Katy. It has the potential to be America's premier bike trail with its total distance and its beauty. Right now its roadbed needs to be harder, campsites need to be located close to it, missing portions need to be finished, and maybe those gates could stand a little more open space.

Volunteers make QCBC, 'Old 61' look good

By Bruce Perry

The first two miles of County Park Road (old '61') was cleared of litter in only about one hour on a recent spring evening. This quick and pleasant pickup of roadside litter was done by an energetic group of 14 club members. Still unexplained are the two new club jerseys that were found along the road by lucky volunteers Thira Smith and Mary Blessin. It is hoped future participants will be as

fortunate.

Dick Claussen assisted the effort with his work and truck and through him the club was able to provide pop and cookies to the volunteers on hand when we finished. My thanks and the club's thanks to Gary Pearson, Judy Gunther, Becky Perry, Eric Perry and April Perry, Bob Smyth, Joe Jamison, and Fred Blessin (hope no one was missed). I feel confident that these volunteers along with those who assisted

the initial pickup and those who have expressed a desire to help will continue to make this an even more enjoyable club project and a public-relations success.

We are required to clean up our assigned section of road twice a year and expect to be needing your help in mid-September. Plan on coming out. You will make yourself feel good and will make others (motorists and cyclists) feel good about us.

Tour offers sensual delights

By Carol Boyd

Crisp pine-scented air, blue lakes shaded by white birch trees, narrow black-topped lanes winding through old-growth forests, sweeping ridges giving way to hidden valleys, a pungent quiet broken only by the clear tones of the whippoorwill and bobwhite — if these sensual delights appeal to you, then you should ride on GRABAAWR (Great Annual Bicycle Adventure Along The Wisconsin River).

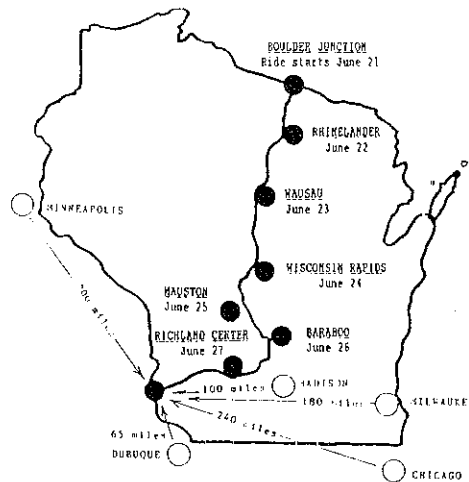
This year's tour, the seventh, was held from June 20-27. The route, which changes slightly from year to year but always follows the Wisconsin River, began in Boulder Junction. Other stops were at Rhinelander, Wausau, Wisconsin Rapids, Mauston, Baraboo, and Richland Center. The tour begins and ends in Prairie du Chien, a three-hour drive from the Quad-Cities.

Riders park their vehicles at the high school and are transported by luxury motor coaches to the starting point. School gymnasiums are available for those who wish to sleep indoors except for the first night, when everyone must camp out. Meals are furnished at the overnight stops by local civic groups, and shuttle buses into town are available for cyclists wishing to sample the local cuisine or night life.

The tour, sponsored by Common Cause in Wisconsin and many other groups, is extremely well organized and supported. Two well-stocked trucks from TREK USA and one from the Wheel and Sprocket bicycle shops patrolled the route, offering on-the-road assistance, as well as in-camp repairs in the evenings. In addition, the TREK Wrench Force cycle repair crew towing their tool buggy rode with the cyclists. Numerous sag vehicles were visible to offer food and water or to pick up the injured or tired rider. Two semi-trailers transported the luggage, which was unloaded just outside the gymnasiums and adjacent to the camping areas.

Representatives of the local communities were on hand upon arrival to offer maps, brochures, and information, and there was some sort of entertainment each evening. Swimming pools were available at every stop, and the showers were adequate for the more than 800 riders.

And stunning scenery it was! Each day brought new pleasures, as the route wound its way down from the north woods through the sand country into the unglaciated hills of the Baraboo Range, over the ridges and into



the valleys of the lower Wisconsin River basin, for a drop of 1,050 feet for the week. The use of low-traffic county and town roads with generally good surfaces made it possible to luxuriate in the vistas without fear. Deer, birds, and wildflowers were abundant, and the route crossed and recrossed the Wisconsin River as it swelled from a rushing stream to the mighty tributary that empties into the Mississippi.

Day 1: (Boulder Junction to Rhinelander; 62.2 miles) was mostly level riding in deep woods broken by tree-studded lake and river views. The only towns along the way in this resort country were Saint Germain and Lake Tomahawk. Weather was crisp and clear, after a record-setting low of 22 degrees the night before in Boulder Junction.

Day 2: (Rhinelander to Wausau; 80.8 miles) was the most challenging riding of the tour, both because of the length and the terrain. Few riders made it up the Brokaw Hill outside Wausau without grumbling, although TOMRV veterans would not find this hill exceptional. The good-sized towns of Tomahawk and Merrill offered many places to eat and refresh during the long ride.

Day 3: (Wausau to Wisconsin Rapids; 72.8 miles) provided a leisurely, relatively level ride with interesting stops. The Point Brewery in Stevens Point offered riders free liquid refreshments and fruit, although the cool, cloudy weather served to keep down consumption, and the Dairy State Cheese Factory was a good place to catch an ice cream cone in the afternoon. An unexpected treat was a stop to pick strawberries and eat them fresh from the field, juicy and ripe. For the bikers who arrived early enough, Wisconsin Rapids had a tour of the Consolidated Paper Company's Biron paper mill.

Day 4: (Wisconsin Rapids to Mauston; 68.7 miles) traversed the backwaters of the river, with much riding over bridges and along causeways, marshes, and reservoirs. Riders could stop at Buckhorn State Park and Castle Rock Lake for a picnic (and a swim, if it had been warmer). No hills and a tailwind made this an easy day; entertainment at Mauston was provided by the "Mighty Carson Players" theatre at the school.

Day 5: (Mauston to Baraboo; 43.3 miles) was play day, the route running right through the central Wisconsin resort country. After a series of country lanes that wound in among the dairy farms, the ride entered the Wisconsin Dells on Highway 12, the rural views suddenly replaced by water slide parks, duck rides, mini golf, pancake houses, and all manner of tourist attractions. With such a short day, riders could stop at the Family Land water slide or picnic at Mirror Lake State Park, or go on to Baraboo to the International Crane Foundation or the Circus World Museum.

Day 6: (Baraboo to Richland Center; 67.3 miles) made up for the relative ease of the previous three days with an abundance of long hills and some headwinds. The south shore area of Devil's Lake State Park with its deep blue lake surrounded by spires of granite was a quiet spot to pause and gather one's energy for the day ahead.

Day 7: (Richland Center to Prairie du Chien; 67.1 miles) provided several gentle hills and a couple of long ones as the route went up over the ridges and down into the valleys of the lower Wisconsin River. Lunch was a picnic at the Boat Launch along the river at Boscobel; then a long ride on County Highway C along a peaceful backwater stream gave way to a short span of Highway 18 and the triumphant return to Prairie du Chien after a total of 462.2 miles.

This was an "old people's ride" with an average age of 41. Males outnumbered females, 595 to 286. People were friendly; it was easy to strike up a conversation with a fellow rider.

Among the Quad-Citians on GRABAAWR-VII were, in addition to the author, Leon Van Camp of Davenport, Elizabeth Schwieger of Rock Island, and Curt Hulteen of Geneseo.

It is expected that GRABAAWR-VIII will be held next summer in late June or early July. A brochure can be requested in February from Common Cause/Wisconsin, P. O. Box 6184, Madison, WI, 53716-0184; telephone (608) 256-2686.

BRIEFS

QCBC century ride planned for Sept. 7

By Jim Karr

Tour beautiful Illinois country roads on the 1992 Heartland Annual Weekend of Centuries (HAWC) with all rides beginning from Rockridge High School in Edgington, Ill.

This event with quarter-century, half-century, metric-century, full-century and double metric-century rides will be Sunday, Sept. 20. Registration will be \$14 before Sept 1 and \$20 after Sept. 1. All riders will receive a long-sleeve t-shirt, a beautiful water bottle, spaghetti dinner, and sag stops on each ride.

Send inquiries to Jim Karr, 5808 93rd Ave. W., Taylor Ridge, Ill. 61284.

Bike Psychos set for century ride

The Bike Psychos of Oak Lawn, Ill., have set the club's Bike Psycho Century ride for Aug. 9. The ride includes routes of 40, 70 and 100 miles and begins at Coal City High School, 655 West Division St., Coal City, Ill.

According to the ride brochure, "We've been searching for the perfect century all uphill but had to settle instead for the beautiful scenery of the Illinois River Valley."

Registration in advance is \$12 and \$15 on the day of the ride. According to the brochure, "Large water bottles and registration goodies to the first 600 riders, and some of the best sag stops you'll find anywhere."

The club's address is Oak Lawn Bike Psychos, P.O. Box 652, Oak Lawn, Ill. 60454.

QCBC classifieds

WANTED: Bike trailer for children, Burley or other types. Call Jon in Omaha at (402) 393-8926.

FOR SALE: 18-speed mountain bike, 20-inch Firenze Mountain 505, low mileage Call (319) 391-1847.

FOR SALE: Girl's 10-speed Schwinn Sprint, 19-inch frame, 24-inch wheel, lavender with turned down handlebars. \$90. Call Sharon Johnson, (319) 355-8018.

People power race

By Terry Burke

Wanted: One good Criterium battery

Said battery must have capacity to start pace car for United Medical Center Moline Criterium before each race (especially category 1, 2 pro feature) for two successive years QCBC members who have knowledge of such a battery are requested to notify the undersigned race director sometime before Memorial Day 1993.

The saying that "truth is stranger than fiction" not only applied to the pace car which would not start two years in a row, but the highly confusing finish in the feature race. The newspapers did an excellent job of explaining the situation and publicizing the results. It did take, however, an hour and half to sort out who won places 13 thru 23 of that race.

What the newspapers do not publicize are the numerous people and pieces of equipment present race day, the majority contributed by QCBC. Not only did the dedicated group of corner marshalls, registration, communication, wheel pit personnel again perform in an excellent fashion, most of them I think felt good about their involvement in this year's criterium.

Our thanks go out to the the following volunteers for a job well done (apologies for anyone missed):

Registration: Bob Smyth, Jan Hurling, Allison Leatherman, Doug Sell, Laurie Whitsell, Mona Gray, Betty Gish, Judy Guenther, Dick Claussen, Pat Patphelan, Molly Teigland

Wheel Pit: Kevin Wadle, Deane Wright, Jamie Harrison, Dave Wilmetti, Dan Vandevoorde, Dave Ramacitti.

Corner Marshall Control Desk: Jeff and Mary Spregel, Joan Lopez, Terri Blackburn.

Pace Car Drivers: Jim Keyoth, Brian Kinman.

Rider Prizes: Eileen Wosoba

Corner Marshalls: John Chebuhar, Dave Lafever, Mike Waskowiak, Bill Reynolds, Rich McInnis, Willie Ellis, Chip Aubry, Mark Huhn, David Benson, Sherri Klein, Art Peach, Jerry Sears, Jan Sears, Jim Hanson, Ron Schmidt, Lisa McInnis, Paul Scheibelhut, Paul Scheibelhut Jr., Greg Hansen, Steve Conrad, Gene Conrad, Mollie Conrad, Randy Corzette, Kentley Loewenstein, Paul Sullivan, Cindy Bottrell, Maggie Paulos, Dick Paulos, Wayne Marker, Megan Marker, Amber Parson, Andy Nissen, Mike Hoban, Bruce Vargas, John Chebuhar, Diane Roemer, Jim Tiedje, Bonnie Martin, Mike Miller, Terry Miller, Dan Hendrickx, Mike White, Doug Karnak, Linda Genter, Nancy Rouse, Ron Schmidt, Jeff McCoy, Rich Glessner, Bill Scott, Mary Scott, Gary Patch, Paulette Patch, Bruce Peterson, Drew Morrison, Rick Ross, Bill Noble, Eric Jenkins, Mark Keele, Doug Sell, Wayne Gromm, John Lange, Jim Lange, David Parker, Phyllis Gromm.

Davenport Radio Amateur Club: John Hoenshell, Dennis Hoffman, Richard Rodgers, Jim Larson, Michael Smith, Jim Schneider, Dave Gill, Geoff Peiffer, Ralph Klinkrodt, James Pauletti Jr., Carl Fongheiser, Bill Barton, Charles Egert, Tom Claeys, David Wood, Larry Hinzman, Les Conrad, Mary Conrad, Doug Nelson, Matt Knutson, Tom Brehmer.

United Medical Center Moline Criterium Race Committee: A.L. Mackusick Jr., John Hoenshell, Don Davis, Wayne Eppard, Mike Smith, Joe Lopez, Roger and Irene DeLanghe, Bob Hendrickx, Darryl Blackburn, Rich Weiss, Roger Long, Heidi Mingsuz, Doug Nelson, Terry Burke.

Novice leaders fail to show

By Carter LeBeau

Sunday, June 21, I showed up for the novice ride which had three leaders listed in the ride schedule. None was there. Two nice couples showed up and were expecting someone to take them to Wildcat Den from Durant. I assumed the responsibility and even showed them the store in New Era where we had a refreshment stop and then extended the trip a bit by having a super Candy Kitchen Malt in Wilton.

What's the penalty for ride leaders who don't show up?

The Wednesday, June 17, ride was

interesting. There had been a tornado alert in northern Minnesota, and, believe it or not, this must have scared everybody, because only Gary Pearson and I rode that day. Tough riders such as Dean Arney and Rt. 66 Fred Leonard didn't even come to McDonald's suited up. They were in their civilian clothes. The rest said they heard the tornado might be coming their way and would consider going to Spanos at the end of the bike path. Gary and I wondered if the tornado had been as close as Des Moines how they would have reacted.