

Pedalwheeling - 2000

The Newsletter of the Quad Cities Bicycle Club - March, 2000

New Meeting Location

Club Meets at Rock Island Arsenal

The March, April and May meetings of the Quad Cities Bicycle Club will move to Rock Island Arsenal's Caisson Room. The Caisson Room is located in the same building (building 60), as the Post Restaurant and the museum

Building 60 is on the Northeast corner of the intersection (with stoplight), of Rodman Avenue and Gillespie street Kitty-corner, on the Southwest corner of the intersection is the fire station Its an easy spot to find Parking is plentiful; use the level lot across from and north of the building

Access is through the door under the canopy on Gillespie Avenue After you enter, take especial care to use the doors to your right or you'll wind up in the RIA Officer's Club (membership required) Walk straight south through the cafeteria, toward Rodman Avenue, until you come to the end of the building Turn left and walk to the Caisson Room (Its a long walk but it'll be warm)

The location has been changed after many years at Palmer's auditorium The arsenal is centrally located between the cities and is easily accessible by bicycle If you're worried about finding the location, there are road signs and a security guard is on duty for directions (You'll have to stop and state your destination after 6:30 PM)

Those of you who plan to go by bicycle must wear a helmet, have a working headlight and tail light, and should consider wearing bright or reflective clothing (i.e., reflective vest) ☐

Bike Rallies - See Page 6

RIDE SCHEDULE and DIRECTORY

by Bill Wiebel

The Year 2000 Ride Schedule and Membership Directory is complete and will be mailed to all members in the next few days As in the past, this booklet is full of all kinds of interesting activities Be sure to spend a few minutes to browse through it

Along with being the kickoff to a new millennium, Year 2000 promises to be a great year for members of the Quad Cities Bicycle Club There are plenty of activities, events, and rides planned for almost every weekend There are, also, from April through October, a wide range of events These will cover almost any cycling activity From Beginner to Advanced, from Mountain bike to Tandem, and from Touring to Racing, and more

The QCBC list of sponsored events has also grown Along with the past events, three new events are planned for 2000. They will include a series of five, fast training rides, a 20K Time Trial Championship, and a QC Triathlon Also, and resurrected for 2000, will be a series of Tandem Rides and the Double Metric Century

Ride Classifications are also noted in the Ride Schedule this year This is a description that can be used for matching riding ability and preference to the type of club ride

Light Touring (Relaxed, slower paced rides)
10 - 13 mph average speed Stops are as needed
Group will wait for slower riders Distances vary between 15 and 30 miles

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Pedaling (Mid-level to Advanced Riders)

13 - 14 mph average speed Stops as needed Group will wait for slower riders Distances vary between 25 and 60 miles

Wheeling (Mid-level to Advanced Riders)

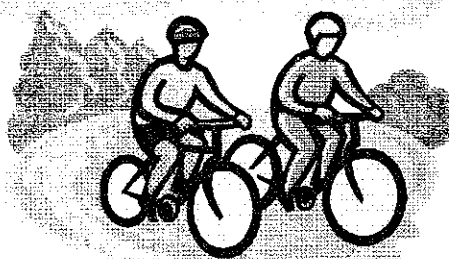
15 - 17 mph average speed Fewer stops Group may wait for slower riders. Distances vary between 50 and 75 miles

Fast Training (Advanced Level Riders) 18 -

20 mph average speed. Few stops Group will not wait for slower riders Distances of around 60 miles

Many people are involved in the Year 2000 activities Thanks to all that have volunteered their time in the many club events

A special thanks to Cy Galley (Ridebook Editor), and to the monthly ride organizers: Dave Thompson, Gary Jones, Ken Werthman, Jan Reynolds, Vivian Norton, George VanThorre, and Kathy Storm ☐



Respectfully Submitted - Bill Wiebel

The mission of the Quad Cities Bicycle Club: to promote, encourage, and support the safe participation in bicycle riding of all types of people of all ages and abilities; to anticipate and address the needs and interest of all aspects of bicycling in the Quad Cities area

QCBC Information

President: Rosie Dreessen (736-2544)

Membership and Change of address:

Bill Langan (319-386-3058)
langandav@qconline.com

Treasurer: Darlene Moritz (386-3499)

Meetings: Vivian Norton (355-1899)

vjoan@worldnet.att.net

TOMRV: Susie LaForce (355-5530)

Criterium: Terry Burke (797-3790)

Communications: Wayne Hanno (355-3596)

Competitive Events: Terry Burke (797-3790)

Non-Traditional Cycling: Keith Holst (289-3162)

Matt Levy (523-3243)

Ride Support: Bill Wiebel (755-1859) billwiebel@aol.com

Safety and Education: Vivian Norton (355-1899)

Club Address: P O Box 3575, Davenport, Iowa 52808

Club Web site: <http://www.qcbc.org>

Pedalwheeling Editor: Charlie Swanson (319-322-8486)

Deadline for articles: 10th of the month

Mail to: 206 N Michigan Ave, Davenport, IA

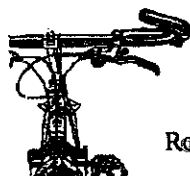
Pedalwheeling is published for distribution to the clubs membership and to the general public at local bike shops. **Submission** of bicycle related articles is encouraged. Member may place free classified ads, notices of companions wanted, and reports of stolen bicycles.

The **Quad-Cities Bicycle Club** was established in 1964 to encourage and promote bicycle riding and safety for its members and the general public.

Club meetings are held on the third Tuesday of each month throughout the year. Check the newsletter for specifics.

Members receive a 10% discount on many items at most Quad Cities bicycle shops, including Bike & Hike, Healthy Habits, Jerry & Sparkys, Ye Olde Village Bike Shop, On Two Wheels, and Pro Bicycle.

Major activities of the club include the Tour of the Mississippi River Valley (TOMRV) in June, the Criterium on Memorial Day, the Heartland Century in September, and the club gives camping support to RAGBRAI riders in July. Other rides and activities occur every week of the year.



From the Headset

Rosie Dreessen - President

We had a great turn out for the winter picnic. Karen Green and Vivian Norton helped organize a wonderful picnic for us once again. Everyone especially enjoyed the company of the youngest QCBC member, Zoe Repplinger, who was, of course, accompanied by her proud parents Bob and Stacy.

After many years of doing a great job, Karen is willing to let someone else assume the responsibility for the picnic. If anyone is interested let Mary Scott know. Karen left a detailed description of what needs to be done.

The QCBC Board of Directors is pleased to announce that Kathy Storm has agreed to fill the position on the Board that was vacated by Keith Holst. She will be responsible for Advertising and Publicity.

Coupons for this year's CABDA show will be available at the next membership meeting. Wayne Hanno is in need of some more volunteer's so if you'd like to go, please contact him ☐

Red Letter Events in March

March 1, Wednesday - 6:00 p.m. Mountain Biking Monthly Meeting: Meet at Panera's Bread Co. Kimberly Road and Elmore Avenue, Davenport.

March 12, Sunday - 9:00 a.m. LeClaire Park bandshell, Davenport.

March 18, Saturday - 1:00 p.m. St. Patrick's Day Holiday Ride. Duck Creek Park.

March 21, Tuesday - 7:00 p.m. QCBC Monthly Meeting: Caisson Room, Rock Island Arsenal Cafeteria, building 60. Program: Recumbent Cycling, with a taste of tandem riding, by Don and Linda Barchman.

QCBC Rider's Mileage for 1999

Dennis Baber	2,635	Virginia Lohmiller	2,212	Jan Reynolds	3,400
Joy Bleuer	5,000	Dean Mathias	4,200	Jerry Sears	12,860
Doug Briggs	3,000	Deb Mathias	1,400	Jan Sears	12,400
Tom Buckley	20,924	Tom McCarthy	4,650	Karen Stinson	87
Bob Fitzgerald	5,712	Rick Meredith	2,625	Charlie Swanson	1,872
Jan Fitzgerald	5,007	Darlene Moritz	4,304	John Their	7,421
Mike Giudici	3,683	Michael Moritz	3,945	Dave Thompson	5,765
Gary Hagener	2,103	Bryan Moritz	263	Melinda Thompson	3,048
Wayne Hanno	10,322	Andy Nissen	5,563	Leon Van Camp	7,605
Jim Hanson	10,002	Vivian Norton	3,591	Joe Van Houffe	6,220
Rod Hawk	6,122	Chuck Oestroich	5,320	George Van Thorre	10,100
Brian Hirl	6,244	Dave Parker	1,000	Millie Van Thorre	1,600
Dave Holmes	3,530	Lisa Paulos	11,108	Dottie Willits	3,530
Joe Jamison	8,454	Ron Peters	2,132	Barney Young	2,900
Mike Jamison	1,245	Bob Replinger	3,002	Greg Zaborac	10,607
Rosemary Jamison	1,021	Stacey Replinger	565		

Off The Back - with the editor

by Charlie Swanson

We are well into the year 2000, which I'll refer to as the new millennium. There are a lot of pundits that say Y2K won't start until 2001. I say, if they want to wait another year, let 'em.

Meanwhile, I've been waiting to have that infamous Y2K bug to bite me and, until now, it hasn't. It looks like the most noticeable bug-bite might be right here in *Pedalwheeling*--with a new editor. This could be considered a melt-down. During the last millennium, I always looked forward to getting *Pedalwheeling* in the mail. After we rang in the new year, I no longer have that pleasure. Reading it isn't nearly as much fun when you already know what's in it.

With that said, I'll take a look back at the 1900s and some cycling, as I knew it. Over the relatively few years that I've ridden a bicycle for fun and fitness, I've been a few new places, seen a few new things and met a few new people. It's easy to recognize people that share my interest in cycling because of their rides and (possibly) their strange clothing. Getting acquainted with some of these people is only natural.

There were some cyclists that didn't want anything to do with me. Cyclists are the same as people in any

other walk of life. The unfriendly ones I forget and move on. The people that I establish rapport with, remain with me in my fond memories. These people always seems to come up with pleasant surprises.

My most recent example is when I came home from a last minute shopping binge, 3 days before Christmas, 1999. There, leaning innocently against my door, was a small package--courtesy of UPS. It was sent by a couple that I met while riding in Kansas in 1997. When we met, they were enjoying one of their first experiences with bicycle touring. We broke some bread, spent a little bit of time together and had a few laughs. Excited, I tore the wrapping off to see what was inside.

Imagine my surprise came when I opened the package and found about 1/4 of a pound of *Gummy Frogs*. These folks had found some of those little green and white candies in Denver and remembered my fondness for them. It's a wonder they remembered my love of gummy frogs. Coincidentally, I had just spent a few hours on a wild [frog] chase the night before.

That's only one of my memories from the last century. In retrospect, memories are a whole lot of what my life is all about. I'm looking forward to the 21st century and the memories that will be added to my collection.

Y2K; here I come, ready or not ☐

New Members In the QCBC

Quad Cities Iowa

Dennis Gamble	Bettendorf
Tom Hildebrand	Bettendorf
Shell Dhuyvette	Davenport
Thomas & Judy Fox	Davenport
Susan Mohr	Davenport
Greg & Racquel Whitesides	Davenport

Quad Cities Illinois

Lucky Southerland	East Moline
Kathy & Robert Fitzpatrick	Milan

Other Illinois

Jim & Andrea Pracht	Crystal lake
- Doug & Susan Daniels	Fulton
Dick Castner	Hinsdale
Neil Polifka	Winfield

Other Iowa

Julie & Patrick Maloney	Eldridge
Phil & Andrea Haan	Eldridge

Other States

John Kregel	Santa Cruz, CA
Eric Kregel	Whittier, CA
Michael Kovach	De Witt, MI
Leo Christel	East Lansing, MI
Diane O'Klock	Pequot lake, MN
Jennifer O'Klock	Pequot Lake, MN
Dona Trenkenschoh	Pequot Lake, MN
Glenn Dorn	Chardon, OH
Carl Antczak	Maple Heights, OH
Robert Buck	Westerville, OH
Gregg Stephenson	Westerville, OH
Robert Deck	York, PA
Edward & Phyllis Black	Mt Pleasant, SC
Richard Moorhouse	Mt Pleasant, SC

March Ride Schedule

- March 1**, Wednesday - 9:00 a.m. Wednesday Morning Ride Meet at McDonald's, Brady St and Duck Creek Parkway, for a riders' choice.
6:00 p.m. **Mountain Biking Monthly Meeting** - Meet at Panera's Bread Co. Kimberly Road and Elmore Avenue, Davenport
- March 4**, Saturday - 9:00 a.m. Hillsdale Happiness: Meet at Butterworth Parkway, near Case/IH plant. 45 miles.
- March 5**, Sunday - 9:00 a.m. Over the River and Through the Woods: Meet at Eastern Avenue entrance, Duck Creek Parkway. 30 miles.
- March 8**, Wednesday - 9:00 a.m. Wednesday Morning Ride Meet at McDonald's, Brady St. and Duck Creek Parkway, for a riders' choice.
- March 11**, Saturday - 9:00 a.m. Scott County Hoe-Down: Meet at Eastern Avenue entrance, Duck Creek Parkway. 37 miles
- March 12**, Sunday - 9:00 a.m. Search for Spring: Meet at Bix Biederbeck statue near bandshell on Davenport river-front for a ride to the I-80 Visitors' Center in LeClaire. Refreshments provided at the center.
- March 15**, Wednesday - 9:00 a.m. Wednesday Morning Ride Meet at McDonald's, Brady St. and Duck Creek Parkway, for a riders' choice.
- March 18**, Saturday - 9:00 a.m. Meet at Clock Tower, Rock Island Arsenal. Riders' choice as weather permits. Wear your best green jersey and join up with the St. Patrick's Day ride at 1:00 p.m!
1:00 p.m. - **St. Patrick's Day Holiday Ride**: Meet at Duck Creek Park Pavilion, Duck Creek Parkway. Refreshments available. Watch *Pedalwheeling* or our QCBC web site (www.qcbc.org) for details.
- March 19**, Sunday - 9:00 a.m. To Grandma's We Go: Meet at Colona Grade School. 46 miles.
- March 21**, Tuesday - 7:00 p.m. **QCBC Monthly Meeting**: Meet at Caisson Room, Rock Island Arsenal Cafeteria. **Note**: Do not (repeat: do not) go to Palmer Auditorium.
- March 22**, Wednesday - 9:00 a.m. Wednesday Morning Ride: Meet at McDonald's, Brady St. and Duck Creek Parkway, for a riders' choice.
- March 25**, Saturday - 9:00 a.m. Springin' Into Spring: Meet at Eastern Avenue entrance, Duck Creek Parkway. 26 miles
- March 26**, Sunday 9:00 a.m. Over Hill and Dale: Meet at Colona Grade School. 42 miles.

League of American Bicyclists'

National Rallies of Cyclists

Summer 2000

Covered Bridge Rally

Bloomsburg, Pennsylvania

June 2-5, 2000

A four-day cycling extravaganza based at Bloomsburg University in Bloomsburg, Penn Explore rolling hills, soaring mountains, quiet country roads, and, of course, many of Columbia County's 22 covered bridges. Visit the state's oldest

amusement park Road rides ranging from 15-100 miles, mountain biking from novice to advanced, educational sessions, feature presentations, special guests from the world of bicycling, including Trek President John Burke, the Trek Demo Van, and Klein Bikes founder Gary Klein, ice cream social Arrowed routes, maps & cue sheets, rides escorted or accompanied by roving sag On-campus lodging and meal packages available Cost varies based upon options selected Hosted by the Susquehanna Bicycle Racing Team

Minnesota Lakes & Rivers Rally

St Paul, Minnesota

June 30-July 3, 2000

Four-day cycling extravaganza based at the University of St Thomas in St Paul, Minn Find out why Minnesota is called the Land of 10,000 Lakes by cycling to 25 lakes in 35 miles; explore historic sites & fountains, rivers & bluffs, lakes & beaches, and gracious neighborhoods Attend a "Mountain Biking for Absolute Beginners" Clinic, tour Quality Bicycle Products and visit the Mall of America Arrowed routes, maps & cue sheets, rides escorted or accompanied by a roving sag Road rides ranging from 15-100 miles, mountain biking from novice to advanced, educational sessions, feature presentations, special guests, including Interbike advocacy director Mike Greehan and U.S. Congressman James Oberstar; ice cream social On-campus lodging and meal packages available Cost varies with options selected Hosted by the Twin Cities Bicycling Club

Join Us !!!

21st Annual AMERICAN CANCER SOCIETY BIKE-A-THON

SUNDAY, MAY 7th, 2000

Registrations-1:00 PM at Rock Island

Ride 2:00 p m - 5:00 p m

Arsenal Picnic Grounds

Fun for all

Prizes for teams and individuals

Help fight cancer

DOOR PRIZES ON PRIZE NIGHT

**NEW 2000 GIANT MOUNTAIN BIKE
BOULDER-21 SPEED
DONATED BY "BIKE & HIKE"**

**PRIZES INCLUDE AN OVERNIGHT STAY
AT**

JUMER'S-BETTENDORF

For more information on individual & team participation in this fun event, please call the American Cancer Society Rock Island

Office at 794-0601 or

Cascades to the Coast Rally,

Bellingham, Washington,

August 18-21, 2000

Four-day cycling extravaganza based at Western Washington University in Bellingham, Washington Pedal through miles and miles of spectacular scenery under the watchful eye of snow-capped Mount Baker Routes will lead to the Dutch farm community of Lynden, the coastal town of LaConner, the pioneer heritage sites of Ferndale, and scenic Chuckanut Drive Road rides ranging from 15-100 miles, mountain biking from novice to advanced, educational sessions, feature presentations, including adventure cyclist Willie Weir; special guests from the world of bicycling, including Klein Bikes founder Gary Klein; ice cream social Arrowed routes, maps & cue sheets, rides escorted or accompanied by roving sag On-campus lodging and meal packages available Cost varies with options selected Hosted by the Mt Baker and Skagit Bicycle Clubs

Information on above rallies:

League of American Bicyclists, 202-822-1333

bikeleague@bikeleague.org

CYCLING SOFTLY ON DIRT

by Gary Sprung

Mountain bicyclists face an image problem which we often don't deserve. People treat us differently than they treat older trail users

That's certainly true with the problem of soil erosion. Michael Kelley, a director of the Bicycle Trails Council of East Bay, encounters people who see red when they see waffle print on a trail "A waffle print may mean nothing, may be no damage at all," he notes, "but they get upset just at seeing it." He compares cyclists and highway drivers "Someone sees a cyclist skidding, and immediately the Parks Department gets an angry phone call and there's talk of closing a trail. Whereas on a highway, if some idiot pulls an outrageous maneuver, people might shake a fist at the driver, but there won't be letters to the Highways Department to close the highways"

This unfortunate problem of perceptions leads bicycle activists to encourage fellow bicyclists to exercise extra special courtesy and respect

Last month, Terrain addressed the science of trail erosion. The few studies available suggest that mountain bikes cause erosion that is comparable to that of hikers, and insignificant compared to natural erosion processes. Trail design and location is the most important factor, according to several soils scientists and trail managers

A group of ants marching down the trail will have some impact. Bicycle passages may actually be positive, smoothing a trail. Nonetheless, with our problem of public perception, and the fact that bicycles do cause some degree of obvious impacts on soils, and trails, we need to ride with respect for the dirt beneath our wheels. Here are some suggestions on how to do it.

1) Ride only on established routes

The most obvious and definite rule is less a matter of avoiding soil erosion, more one of respecting plants. Trails exist not only to facilitate travel, but also to keep all travelers within the same corridor so they don't trample a wide swath of vegetation. We don't have to be scientists to know that riding over an alpine forget-me-not, or a lousewort, or a sapling pine that is six years old and six inches tall, is going to do harm to that plant and the natural environment. Plants can withstand some degree of trampling. But

Program for March Meeting

The program, by Don and Linda Barchman, is all about recumbent bicycles. Do you hate your bike seat? Try a recumbent--sit back and enjoy the ride. These bikes are becoming more and more popular.

There will be a short, entertaining video and then we will discuss the history, performance and the pros & cons of recumbent bikes.

There will be an assortment of recumbent bikes on display.

we are unlikely to know just how much trampling they can take, or how much they've already suffered. So try to avoid riding over plants - or the beetles and snakes and other critters that may get in front of your wheels.

On the other hand, if we stick exclusively to existing routes, we will never find new routes. When pathfinding, we need to exercise judgement and restraint. Pay attention to the turf beneath and look behind to see what impacts you're causing.

Another exception to the rule may be the problem of crossing wet meadows where trails are often indefinite or overgrown, or are linear pools of mud. Joseph Seney, a soils scientist from Montana who studies trail users' soil erosion, suggests that it may be proper for people to fan out and create many different tracks across wet meadows. "Meadows have tendencies to grow back fairly quickly. If we keep riding on muddy or wet sections, the mud will get deeper and deeper. Then no one will ride it anyway, and people will have to relocate the trail."

However, plants in a dry conditions are much more sensitive to destruction through mechanical trampling, so this idea applies only to wetlands, Seney notes. He cautions that the idea is not yet verified by any scientific experiments.

Another example of this rule is the problem posed by obstacles across the trail, or unridable sections. Joe Murray, a former Kona Team racer from Crested Butte, points out that at points where trails are unridable, you will often see side paths avoiding the obstacle. He advises that it's best to not use that alternative, because it will start a new, unnecessary trail that will damage soils and plants. "Some people have to ride everything. I think it's sometimes better to get off and walk over the log, instead of riding around it. Better yet, bring a saw and cut the log, or move it out of the way."

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Again, judgement comes into play and the rule is not hard and fast. The path around the obstruction may quickly become the official trail, and if conditions are right, it may be a route as good or better.

2) Avoid wet soil

When you ride through mud, you get dirty. You also churn the mud and make it deeper. If there's any slope to that mud puddle, the churning will cause more soil erosion, which may cause more running water, which may yield more mud. Pretty soon, the trail is gone.

Some soils, particularly those with a high percentage of clay, become thoroughly muddy during a heavy rain. Instead of mud puddles, you're faced with miles of continuously muddy trail. What to do? If you ride it, your bike may quickly gunk up to the point that the wheels won't turn. If you dismount, the gunk still accumulates. Perhaps the best alternative is to straddle the trail. Walk off the trail on one side, push the bike off the trail on the other. Yes, that will impact the plants and perhaps widen the trail. So which impact is worse? Use your noggin to come up with a judgement for the particular place, time and circumstance.

It's time for another exception. Gary Klein, owner of Klein Bicycles in Washington state, points out, "In the Northwest, if we don't ride mud, we don't ride." To complicate matters more, consider a Rocky Mountain situation. In Crested Butte there's a lot of clay in local soils, so we avoid riding during heavy rains. In Salida, sixty miles to the east on the other side of the Continental Divide, soils are sandy and dry. There, the worst trail conditions come after a long dry spell, when the soil gets loose. Rain there seems to improve trail surfaces.

3) Brake properly; don't skid or slip on hills

"Skids are for kids," says Kelley.

Perhaps no action will cause more soil damage than locking up a wheel, stirring up a cloud of dust. That dust is airborne soil.

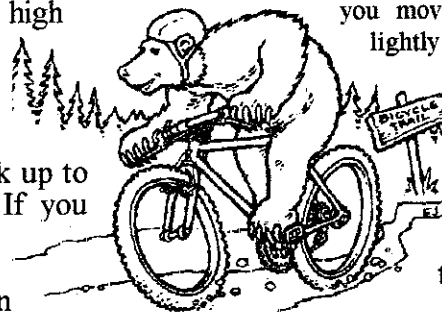
This problem is most apparent on steep downhills and around switchbacks. Beginner riders on the steeps will often use their back brakes heavily and go light on the front. This technique may prevent endos or handlebar flyovers, but it yields poor

braking and locked rear wheels. Give more power to the front brake. It's stronger and will rarely skid. Brake the rear as much as you can without locking the wheel.

On switchbacks, the popular (especially among gonzos) technique to get around the sharp curve is to release the front brake so the front wheel can steer around, but grip the rear brake hard so the rear wheel fishtails through the turn. This technique works well, but causes more trail erosion than any other.

Jim Hasenauer, an activist with CORBA in Los Angeles, sees this problem throughout his locale. His alternative is to go slower. Approach the turn almost at a standstill. As you move into the turn, use the front brake lightly. Try to "feather" both brakes - a series of rapid, intermittent brake applications.

Yet another problem is slipping on sidehills. Even traveling upward your tires may not grab well on a steep traverse. Hasenauer suggests that on sidehills, we should always try to ride the uphill side of the trail. Riding the downhill side can eventually cause the trail to slip out entirely.



ADVENTURE CYCLING

4) Tire pressure

One hypothesis holds that lower tire pressure is good for soil. The idea is that a softer tire will bend and mold to the irregularities of the trail surface, whereas a hard tire will bite into the bumps. High pressure tires will contact less ground, exerting more pressure per unit area, a factor known to cause erosion. This sounds like a good idea, but there probably have been no scientific experiments to see if it pans out.

Probably the most notable element in these soft cycling guidelines are the exceptions to the rules. The fact is, we don't know all the answers and there are too many variables in geography, soils, and trails to make many universal statements.

So the most important factor is attitude. So long as you ride with respect for the Earth and its soil, so long as you care about the efforts of trail builders and about the public perception of mountain bicycling, then you'll probably cause minimal damage. □

Letters and Want Ads

BIKE PATH IS NO HAVEN FROM ANGRY MOTORISTS

Kevin Wohlford

You expect harassment from motorists when you take up a lane in the city even when you are peddling at the same pace as the motorized traffic. You expect harassment and even deserve it when you ride two abreast out on paved two lane highways. Heck, sometimes I even get harassed for just for hogging the rightmost four inches of pavement, which by the way, I helped pay for with my income taxes, sales taxes, county property taxes and motor fuel taxes.

Those finger-waving motorists just don't get it. They will shout at me to get off the road or "Use the bike path!" - even though my destination might be somewhere like Goose Lake. A bike path to Goose Lake? and every other small town? Only in heaven.

So you can imagine my delight when I heard that you can ride from Moline's riverfront all the way to Cordova on a new bike path. It is continuous except for a 1/4 mile section near Illiniwek Forest Preserve. Its a pretty ride with Mississippi River views, and the shelter of trees keeps the wind to a minimum. It's a 36-mile round trip of bicycling bliss - or so I expected.

My fine Sunday of biking was pockmarked with no less than **four** hateful gestures from motorists on highway 84: a combination of one-fingered salutes and angry tirades complete with obscenities. And I was on a bike path!

Why do they dislike me so much? Are they jealous because I am fit and they are fat? Is it my weird looking helmet? Are they resentful because the path seems like a poor use of public funds? Is it because I look like a fruitcake in my tight pants? By the time I got back to my truck, I wanted to check the back of my cycling jacket to see if maybe some practical joker had stitched a sign on my back saying something like "Cars Suck!"

Nope. There was no sign on my back. I don't know why some motorists on 84 hate cyclists who are on the path next to 84.

So beware, and be careful--especially on that 1/4 mile section where there is no path. Motorists who don't know that there's a break in the path may think you are asking for a lesson from the school of hard knocks. And from what I've seen they would be glad to give you one. ☐

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Call Ken at 755-6788
8:00 to 2:00 p.m. or weekends

WANTED!

Bicyclist who would like to write, i.e., person that enjoys riding and would like to participate in our ride(s) and compose reports for advertising placement, web copy and literature preparation.

Call: Dave Lefever
TOGIR TOURS, L C
Office (319)344-1379