



Pedalwheeling - 2000

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

SUMMER ROAD CLEANUP - MONDAY, AUGUST 7TH

Kathy Storm

Help keep our county roads free of litter. Put on your "work clothes" and help clean up a 2 mile section of Old Highway 61 in Davenport. The section starts at the intersection of F55 (Mt. Joy Ave) and Scott Park Road (old highway 61). This is the area by the Soccer fields and the new John Deere Lawn and Garden Dealership, River Valley Turf.

The QCBC is listed on a DOT sign as being the responsible party for this Adopt a Highway program. This is a great way to give back to the community and let motorists know we are a great group of people.

You will want to wear long pants, socks, light boots and your favorite QCBC T-shirt. Please bring a pair of gardening gloves as well. I'll provide the trash bags, bug spray and QCBC red/orange vests.

It should take us about an hour to clean up this 2 mile section. Afterwards, we can go out to eat and swap stories about the interesting "junk" we found!

The cleanup "party" will start at 6:00 PM. Please park in the trailhead parking lot next to Window Experts. If you have any questions, please call Kathy Storm: 355-2564.



RIDE WITH THE BEST

"FAST TRAINING RIDES"

RIDE WITH THE MIDWEST ENDURANCE CYCLISTS

THIS IS THE FOURTH OF A SERIES OF FIVE "FAST TRAINING RIDES"

Mark your calendar now! Saturday, August 5th at 8:00 am. Meet at North Scott High School in Eldridge, IA.. This is your chance to ride with the long distance cyclists on the roads that they train on. The route promises to be typical Iowa country side, mostly flat with a few rolling hills. The ride is scheduled for around 60 miles but there will also be an option for 100 miles.

The ride will be geared toward the serious bicycling enthusiast. The format, however will be changed from the previous fast training rides. Rather than working together in pack riding, this ride will be geared toward individual riding. The riders will be encouraged to ask questions and discuss the essentials of long distance riding. This is your opportunity to find out why people do endurance events. Such as:

- √ Riding across entire states
- √ Riding 24 hours non stop
- √ Riding long distance rides (RAMM, Paris-Brest-Paris, etc.)

This is also your opportunity to find out what motivates people to do endurance events. Remember, this ride is not a race. Be sure, also, to realize that when most of us are done with rides of this length, these guys are just getting warmed up! For more information: contact Bill Wiebel 309-755-1859.

See you on August 5th!

FALL FOLIAGE 2000 RIDE

Mark your calendar for Saturday, October 14th, NOW! You won't want to miss this one.

We will ride a portion of the "Illinois and Michigan Canal State Trail." Along its banks are numerous state parks, restored historical sites, an abundance of wildlife, and distinctive landscapes. Barges were pulled by mules or horses walking on the towpaths now used by hikers and bikers. The trail surface is crushed limestone. The ride will begin at 9:30 a.m. Meet at Lock #14 in La Salle, Illinois. Directions: Take 180 E to Exit 77. Go South on State Hwy 351 through downtown LaSalle. Cross canal and take first road to right. This will take you to Lock #14 parking area.

Restroom facilities are available, Coffee, juice, and donuts will be provided. Lunch will be at JD's Bar & Grill in Seneca Illinois. The bar is located 1 block north of the bike trail on Main street. Seneca is 26.5 miles from Lock #14 (beginning of ride). A special menu will be available for QCBC riders. This will include sandwiches, fries, and a non-alcoholic drink. SEE GEORGE OR MILLIE FOR A LUNCH VOUCHER BEFORE YOU BEGIN THE RIDE.

Your registration fee of \$8.00 (\$10.00 after Oct 1) includes lunch. Questions -call George or Millie at (309) 755-1734.

Please complete all information and use a separate form for each registrant. This form may be duplicated.

Please Print.

Name: _____ Phone: _____

Address: _____

Make checks of \$8.00 per person (\$10, after Oct. 1) payable to QUAD CITIES BICYCLE CLUB and mail to: George Van Thorre, 1850 - 18th Street, East Moline, IL 61244.

In order to participate in the QCBC's FALL FOLIAGE RIDE, you must sign and date the following in ink:

I, the undersigned, knowingly accept and fully understand the inherent risks involved in bicycle riding. In consideration of the Quad Cities Bicycle Club's acceptance of my registration in the Fall Foliage Ride, I hereby, for myself, my heirs, and assigns, release, indemnify and agree to hold harmless the Quad Cities Bicycle Club, its directors, Officers, employees, agents, and participants who may be performing official functions of the ride, from any and all actions, claims demands, administrative proceedings, judgments, or decrees, including treatment in case of injury. I understand that any medical costs incurred will be my responsibility. I represent that my physical condition as well as my equipment, is to the best of my knowledge adequate to allow me to safely participate in this cycling event. I agree to adhere to the laws of the states of Iowa and Illinois and the rules of the FALL FOLIAGE RIDE.

Participant's signature: _____ Date: _____

QCBC Information

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.

President: Rosie Dreessen (736-2644) wildrosie1@yahoo.com

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

Membership and Change of address: Bill Langan (319-386-3058)

Matt Levy (523-3243)

langandav@qconline.com

Safety and Education: Vivian Norton (355-1899)

Treasurer: Darlene Moritz (386-3499)

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

Meetings: Vivian Norton (355-1899) vjoan@worldnet.att.net

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

TOMRV: Susie LaForce (355-5530)

Criterium: Terry Burke (797-3790)

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

Communications: Wayne Hanno (355-3596)

206 N. Michigan Ave, Davenport, IA 52804 qcbceditor@aol.com

Competitive Events: Terry Burke (797-3790)

Deadline for articles: 10th of the month

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

Pedalwheeling is published for distribution to the club's 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 he 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 & Sparky's, 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.

Private business ads: full page—\$50; half page—\$25; quarter page—\$15; business card—\$5. Members may place free ads for cycling items.

OFF THE BACK-WITH THE EDITOR

ALL ABOUT RIDING
Charlie Swanson



I slipped out for a ride one afternoon. Taking the most gentle grade I could find, I climbed out of the Mississippi River Valley—a fair challenge for one my age, weight and physical condition. Comfortably cruising along the Duck Creek path, I was soon reeled in and dropped by **Verle Dau**—but not before exchanging a few amenities. Verle is currently active raising his two children. I'm happy to see that he keeps in touch with cycling. Perhaps when his obligations diminish a bit he'll once again be an active QCBC member.

My next encounter was with **Gary Jones**. Gary was riding the last 2 miles of his first *unsupported* century when he caught up to me. I was zeroing in on the 10 mile mark of my ride, so it didn't take long for us to compare notes. I envied Gary his new milestone and tried to remember what it was like to accumulate that many miles in a single day. These brief encounters are most enjoyable. Its a ride *highlight*--meeting people and sharing a few minutes of their time.

I eased on to the east end of the path and checked out the new bridge work over Duck Creek. (Does "bridge work" make you think of the Dentist's Ride?) I think I'll live to see the link to Devils Glen Park completed—maybe even before this year is gone.

From there, I swung over the river to view Illinois' Great River Trail. I was happy to see that the bridge just upstream from Sunset Park was complete and open for use. Consumers Co. did a fine job here and I made a note

to congratulate Oscar Ellis the next time I see him. Its about time someone in the area *opened* a bridge—especially one for cyclists.

There's a month or more of work left to finish the path under the railroad bridge to the arsenal. The next time I get over that way I'm going to pack a lunch. With ongoing construction, and cyclists climbing in and out of that *chasm* with their bikes, there's plenty to watch. It doesn't make sense to gawk on an empty stomach.



Port Byron: I made a couple of passes recently through this quiet little river town and noticed a lot of cycling confusion. The city has removed the markings of the **Great River Trail** from the west side of the street, in hopes that the cyclists will conform to the rules of the Illinois DOT. Not so. The cyclists are swarming all over the street, confusing everyone, especially the motorized vehicle drivers. It's time we acted sensibly and responsible. Get over to the right side of the road, single file—if you will—and move along with the least bit of friction possible. Its only a few blocks through Port Byron. **Let's ride through Port Byron in the same manner we would travel through downtown Davenport.**



ELIZA! The 19th of August will be the only time this year that I get out for an official ride with the QCBC. The momentous occasion is the ride from **Buffalo Prairie** to **Eliza** (BC). If you aren't sure how to get to Buffalo Prairie and would like to join the fun, give me a call (322-8486) and we'll meet locally for a car-caravan operation. Don't miss out on this ride for lack of directions.



IOWA TRAILS MEETING NOTICE

IOWA RIVERWAY TRAILS MEETING
TUESDAY, AUGUST 8, 2000 – 7:00 TO 8:30 PM
DOWNTOWN DAVENPORT PUBLIC LIBRARY
BASEMENT COMMUNITY ROOM

Let's get to work on making improvements on the RiverWay trails (and non-trails) in the Iowa Quad Cities.

Plans for this meeting:

- 1) to hear about a working session held with Nancy Burns, Iowa Department of Transportation Bicycle Coordinator
- 2) to form community action committees that will work on specific projects
- 3) to explore ideas and incentives that we can use to further trail riding in the Iowa Quad Cities



*QCBC Club Ride, June 18th, 2000
As seen at the Arrow Cafe, Lowden, IA*



*Back Row (L to R): Paul Andorf, Derrick Anderson, Dana Shewry, Ryan Baustian, Nick DeVolder, Brian Thompson, and Jim McCabe.
Front Row (L to R): James Alcalá, Chuck Gipson, Maria Rehkamp, Max Maes, Valerie Curtis and Andrew Stevens.
Not Pictured: Bill Cann, Jim Fairman, Jeff Green, Vikki Habben, Brian Heick, Ryan Iossi, Andy Morrow, Chris Webster and Nate Wilson*

MEDIC EMS BIKE MEDIC 2000

The MEDIC EMS BIKE MEDIC program began three years ago after MEDIC EMS saw a need in our community to provide EMS access to the local bike paths. BIKE MEDICS is not a new idea in many parts of the country, but for the State of Iowa, it was a new concept. MEDIC EMS with the cooperation of the Iowa Department of Public Health had to write new policies governing Emergency Medical Services Bike Patrols to become the first such program in the State of Iowa.

We have 21 people in the program this year that volunteer their time riding the Bettendorf and Davenport bike paths providing quick access to the EMS system. The BIKE MEDICS always carry communication equipment so they can summon a MEDIC EMS ambulance if it is needed. They also promote bicycle safety at area schools at bike rodeos and safety fairs, which provide safety education to area children. Depending on their training, the staff can carry basic first aid or Advanced Life Support (ALS) equipment (i.e. cardiac monitor, drugs, and advanced airways) while riding the local bike paths.

The BIKE MEDICS also provide emergency medical services in conjunction with MEDIC EMS Ambulances at large events, such as the QC Air Show, Criterium 2000 and the Bix 7 Road Race. This year the BIKE MEDICS participated in TOMRV 23 and provided medical assistance along the bicycle tour. If you have any questions regarding the MEDIC EMS BIKE MEDIC program, please feel free to contact Paul Andorf, program supervisor, at (319) 323-6806.

TRAIL BLAZING THE GRAND NEW ILLINOIS TRAIL

By Chuck Oestreich

The Grand Illinois Trail “loops 475 miles between Lake Michigan and the Mississippi River, joining together existing and proposed state and local trails to create the state’s longest continuous trail.”

TO BE A “TRAIL BLAZER” OF THIS TRAIL ONE MUST BICYCLE THE ENTIRE TRAIL, HITTING 17 CHECK POINTS ALONG THE WAY, NOT NECESSARILY IN CONTINUOUS SEGMENTS, SOMETIME BETWEEN JUNE OF 2000 AND JUNE OF 2001.

That was a challenge enough for me, so on Sunday, June 25th, I set off by myself up the Great River Trail from my home in Rock Island and, somewhat to my surprise, found myself completing the trail via Hwy 6 on Friday afternoon of the same week. I had many adventures, including doing more than 600 miles in 6 days, camping out in three state parks, and riding through the city of Chicago to Navy Pier.

I also had the opportunity for some observations:

1) It’s hard to ride a loaded touring bike on dirt or crushed gravel paths for any length. I found myself either avoiding or leaving paths with these surfaces. In Richmond — very close to Wisconsin — I started on the path, and immediately became mired in mud. That was enough for that segment of the trail.

2) One could do all of the paths (there are 13 open on the present route) with a mountain bike. But I wasn’t prepared for the time or the effort that would take. Doing about 50 miles a day, if the accommodations could be worked out, and taking a few rest days, would be very attractive. But one would need almost three weeks.

3) Illinois is not just corn fields and Chicago. It has a wonderful diversity of geography, culture, ethnicity, vistas, nature, and beauty.

4) Chicago’s lake front trail, for my money, is the best trail on the route. It’s world class, and getting better. Besides the city skyline and the blue Lake Michigan for sights, they’re making major improvements on the south portions.

5) Our Great River Trail stacks up well to the other trails. It would almost be top, except for those portions so close to Hwy 84. It has one thing none of the other’s have: the majestic Mississippi River.

6) TOMRVs Black Jack Hill is the toughest rise on the route. And the ridge on Black Jack Road is hard to beat for scenery. But I missed Mel with his bullhorn at the top of Chestnut Mt.

7) The glaciers never hit Jo Daviess County and the result is obvious. Forget amusement parks, if you want to ride rollers, ride Jo Daviess County.

8) Illinois’ state parks are fine for camping. There’re neat, clean, quiet, and inexpensive. But make sure you have food if you enter on a bike. Concessions are not close.

9) My worst traffic experience was in McHenry, a place of narrow, dirty shoulders and huge, brutal trucks. I should have stayed on the path!

10) The western suburbs of Chicago have a wonderful, interlaced system of paths. It’s too bad they don’t go for broke and put hard surfaces on more of them — especially the Illinois Prairie Path.

11) It was actually a pleasure getting from the end of the Prairie Path at Maywood to Navy Pier. How’s that? Riding

through the west side of Chicago a pleasure? That’s right. The key is Augusta Avenue. Oh, it gets a little tough as you get close to the pier, but it’s nothing Barney Young can’t handle.

12) I asked a Chicagoan to take a picture of me at Navy Pier. He joked about the gag in “National Lampoon’s Summer Vacation” where the local runs off with the camera. But when I told him I had just biked from the Mississippi River, it was, “What’s that? Sure enough? The Mississippi River? Here, let me shake your hand. Hey, you guys, you know what this man just did...?”

13) The most clearly marked part of the route is on the road along Chicago’s South Shore Blvd. I tell you, when you get a mayor who’s a real biker, good things happen.

14) I had Chicago style sausage pizza, a genuine Chicago style Vienna hotdog, and an order of fresh White Castles. Just these almost made the trip worthwhile.

15) The Old Plank Road Trail is a gem: smooth pavement; green flanks cutting through suburban backyards; and a unique bicycle bridge over busy Hwy 45.

16) The I & M Canal Trail has a new, classy section starting in Joliet. With tunnels under interstate highways, herons guarding the canal, and neat rest areas, it’s state-of-the-art. Too bad the canal itself still looks as if it’s the dumping ground for all the trailer parks in the area.

17) Railroad crossings on this new stretch of the I & M are signed simply by markings on the surface of the trail. No bells, lights, or lowering bars. The folks holding back the crossing at Illiniwek Park on the Great River Trail need to visit the I & M.

18) The older sections of the I & M need signage badly. If it hadn’t been for a friendly local couple, I would never have known when I passed the confluence of the Des Plaines and Kankakee Rivers, the beginning of the Illinois River.

19) Convenience Store employees should not answer location questions unless they are absolutely sure of the answers.

20) Since much of the present route calls for road riding — especially true for those who don’t care for dirt or gravel — the Boub Vs. Wayne Supreme Court matter must be resolved so that bicyclists can legally be intended users of the roads in Illinois. It doesn’t make sense to mount a major bicycling marketing effort, the Grand Illinois Trail, while the legality and liability of road bicycling in Illinois is in question.

21) Thanks much to the Grand Illinois Trail Council and the state’s Department of Natural Resources for initiating a unique bicycling opportunity: a cross-state, trail and on-road loop that captures much of the essence of Illinois.

(For more information about the Grand Illinois Trail check its web site at <http://dnr.state.il.us>. For copies of cue sheets for the route check the League of Illinois Bicyclists’ site at www.bikeLIB.org.) ☸

AUGUST RIDE SCHEDULE

Tuesday, August 1 5:30 PM. **Summer Evening Ride – Iowa** Meet at Eastern Avenue entrance, Duck Creek Parkway, for rider's choice.
5:30 PM. **Women's Ride** Meet at Butterworth Parkway, Moline, east end of parkway, near Case/IH plant, for a rider's choice.

Wednesday, August 2 8:00 AM. **Wednesday Morning Ride** Meet at McDonald's, Brady St. and Duck Creek Parkway, for rider's choice.

Thursday, August 3 5:30 PM. **Summer Evening Ride – Illinois** Meet at east end of Butterworth Parkway near Case/IH plant for rider's choice.

Saturday, August 5 8:00 AM. **Give Me Liberty . . .** Meet at West Lake County park, Y48 at the beach area parking lot (there is no fee to enter this park). 32 miles. Option: 82 miles. Pedaling leader: Rick Ross, 309-762-6230 Wheeling leader: Kentley Loewenstein, 319-359-5974

8:00 AM. **Fast Training Ride – Ride with the Midwest Endurance Bicyclists** Meet at North Scott High School, Eldridge, IA. 60 miles. Bill Wiebel, 309-755-1859.

1:00 PM. **MTB Local Ride** Meet at the Horse Corral, Loud Thunder Forest Preserve. 6-12 miles

Sunday, August 6 8:00 AM. **Ridin' the Ridge (Double Lead)** Meet at Airport park. Indian Bluff Rd., Moline. 41 miles. Pedaling leader: Dave Feeney, 309-762-7976 Wheeling leader: Ken Werthman, 309-764-6527

1:00 PM. **Light Touring – Taxi, Taxi** Meet at the Lindsay Boat Club parking lot on Mound and River Drive, Davenport. Take the Water Taxi to ride the Butterworth and Rock Island bike paths. Bring \$3.50 for the Water Taxi. 30 miles. Dennis Baber, 309-796-2476

1:00 PM. **Educational Ride-Nahant Marsh** Meet in the parking lot west of John O'Donnell Stadium Davenport. 8 miles. Chuck Oestreich, 309-788-1845

Monday, August 7 6:00 PM. **MTB Meeting** Meet at Front Street Brewery, 208 E River Drive, Davenport, IA

Tuesday, August 8 5:30 PM. **Summer Evening Ride – Iowa** Meet at Eastern Avenue entrance, Duck Creek Parkway, for rider's choice.
5:30 PM. **Women's Ride** Meet at Bettendorf Middle Park Lagoon Shelter for riders' choice. .

Wednesday, August 9 8:00 AM. **Wednesday Morning Ride** Meet at McDonald's, Brady St. and Duck Creek Parkway, for rider's choice.

6:00 PM. **MTB Evening Ride** Meet at Sugar Shack, Scott County Park

Thursday, August 10 5:30 PM. **Summer Evening Ride – Illinois** Meet at east end of Butterworth Parkway near Case/IH plant for rider's choice.

Saturday, August 12 8:00 AM. **Muscatine River Days** Meet at West Lake Park, Lakeview shelter parking lot. Enter at Gate #1. 52 miles. Dean Arney, 319-355-1282

9:00 AM. **Light Touring – The Republican Ride** Meet at Eastern Ave. entrance to Duck Creek Parkway. Ride to LeClaire. 25 miles. Kay & Carter LeBeau 323-6848

MTB Away Two Day Ride Black River Falls, WI Call 319-355-0995 or 309-786-7979 for reservations.

Sunday, August 13 9:00 AM. **QCBC 20K Time Trial Championship** Barstow, IL. First Annual 20K Time Trial Championship. Race is sanctioned by the USCF. Age group winners recognized. Dave Thompson 309-764-5040

8:00 AM. **Northern Exposure (Double Lead)** Meet at Eastern Avenue entrance, Duck Creek Parkway. 30 miles—88 mile option. Wheeling leader: Lynn Cox, 309-736-1388 Pedaling leader: Dodie Robers, 309-755-9197

AUGUST RIDE SCHEDULE (CONTINUED)

Wednesday, August 16 8:00 AM. **Wednesday Morning Ride** Meet at McDonald's, Brady St. and Duck Creek Parkway, for rider's choice.

6:00 PM. **MTB Evening Ride** Meet at Horse corral, Loud Thunder Forest Preserve

Thursday, August 17 5:30 PM. **Summer Evening Ride – Illinois** Meet at east end of Butterworth Parkway near Case/IH plant for rider's choice.

Saturday, August 19 8:00 AM. **Donahue and Massillon Magic** Meet at Eastern Avenue entrance, Duck Creek Parkway. 30 miles—70 mile option. Wheeling Leader: Rick Meeker, 319-386-1739 Pedaling Leader: Dick Morrell, 319-324-0970

9:00 AM. **Light Touring – Eliza Buffet Ride (BC)** Meet at Presbyterian Church in Buffalo Prairie, Illinois to Eliza **for good food**. All paved but can avoid a hill by riding a mile or two of gravel. 24 miles. Charlie Swanson, 319-322-8486

8:00 AM. – 2 PM. **MTB Trail Work Day** 309-786-7979 for location

Sunday, August 20 8:00 AM. **The Country Charm Ride** Meet at Jaydon Distributing Co., Andalusia Rd., Milan, IL 42 miles—70 mile Option . Wheeling leader: Jim Karr, 319-441-9115 Pedaling leader: Gail and Lyle Haylett, 319-285-6830

8:00 AM. **Du-State Duathlon** Loud Thunder Forest Preserve, Andalusia, IL Kentley Loewenstein 319-359-5974,

Tuesday, August 22 5:30 PM. **Summer Evening Ride – Iowa** Meet at Eastern Avenue entrance, Duck Creek Parkway, for rider's choice.

5:30 PM. **Women's Ride** Bettendorf Middle Park Lagoon Shelter, riders' choice. .

Wednesday, August 23 8:00 AM. **Wednesday Morning Ride** Meet at McDonald's, Brady St. and Duck Creek Parkway, for rider's choice.

5:00 PM. **MTB Evening Ride** Meet at Machine Shed, Northwest Boulevard to car pool to Sugar Bottom, Coralville, Iowa

Thursday, August 24 5:30 PM. **Summer Evening Ride – Illinois** Meet at east end of Butterworth Parkway near Case/IH plant for rider's choice.

Saturday, August 26 8:00 AM. **Sweet Tooth Ride** Meet at John O'Donnell Stadium, Davenport. Park in lot west of stadium. Deb and Dean Mathias, 309-787-6547

Sunday, August 27 8:00 AM. **Fulton-Clinton River Route** Meet at Ben Butterworth Parkway, Moline, to meet any additional riders at 8:30 AM.???? 80 miles. Leader: Mike Moritz, 319-382-6547

1:00 PM. **Light Touring – Shake, Shake 'em Up** Meet at The Durant City Park for a ride to Sunbury and on to The Candy Kitchen for a real home made shake in Wilton. 30 Miles Leader: Merle Schleusener, 319-355-8191

Tuesday, August 29 5:30 PM. **Summer Evening Ride – Iowa** Meet at Eastern Avenue entrance, Duck Creek Parkway, for rider's choice.

5:30 PM. **Women's Ride** Meet at Butterworth Parkway, Moline, east end of parkway, near Case/IH plant, for a rider's choice.

Wednesday, August 30 8:00 AM. **Wednesday Morning Ride** Meet at McDonald's, Brady St. and Duck Creek Parkway, for rider's choice.

6:00 PM. **MTB Evening Ride** Meet at Horse corral, Loud Thunder Forest Preserve

Thursday, August 31 5:30 PM. **Summer Evening Ride – Illinois** Meet at east end of Butterworth Parkway near Case/IH plant for rider's choice.

THE PULL

by Joe Jamison

On 03 June, Tom McCarthy, Rick Meredith, John Thier and the writer participated in a little known version of a Brevet called a "Fleche" by the French originators. This event must be a minimum 360KM in length and can start at any point selected by a team of 3-5 riders but ends at a common destination, in this case, Delavan, WI. This is the story of our teams experience...."THE PULL"

The game is on the line and the man with the confidence and competitive nature says; "I want the ball." In the darkest hours of England's war against the Nazi's it was the courage of a few pilots who saved their country from devastation. Few of us ever live to experience the electricity that raises the hair on the back of their neck...the experience of "the close call" the last moments of not knowing whether the scales of fate will tip in our favor. I know....I was there....the day of "The Pull".

The weather channel the evening of June 2nd 2000 promised favorable weather for the Four Fleshmen and even predicted quartering winds at their back during stretches of their epic travail—which was to unfold the following morning. So it was, with high spirits, that Tom McCarthy, Rick Meredith, Joe Jamison and the unassuming John Thier motored their bikes to Mt Pulaski, IL for the beginning of the *Great Lakes Randonneurs Fleche*. This beginning would culminate 24 hours later just south of the Wisconsin city of Delavan. But much was to be encountered between now and then and an unlikely hero would step to the front of the ranks to say; "I want the ball".

From the beginning of the ride, the wind was in our face. Subtle at first but then gaining intensity across the plains of central Illinois, and not a wind break was in sight; not a tree, nor a hill. Even the few, passing vehicles would be on our left, offering no drafting effect from the east-northeast wind. Our spirits, despite the clear and sunshine filled sky, were beginning to dampen.

And then, it happened; We should have known it from the discussions that had transpired among our team about how everyone was feeling.

Tom had been through the emotional loss of a friend in the immediate period preceding the ride. Rick had been riding intermittently but no ride over 170 miles, I had been limiting my riding to long rides on Saturday, but not since late March had I been training in earnest. John had never completely rid himself of a bug he had picked up during a visit to Peru the year prior and we were surprised to hear him exclaim that he was really pumped about the Fleche. We know John, and John is always pumped, so we didn't interpret his remark for what it prophesized...an epic...a

saga...a legend to come that would ever be remembered by endurance riders as "The Pull".

Only three miles into the ride, John pulled around Jamison and said, "I'll take it". Now John usually takes his pulls and when he decides he has had enough, will steer to the left of the line and wave the next rider to the front. And so, as usual, we waited for John to make his characteristic "steer left and wave" but it didn't come. It didn't come in the next mile, the next 10 miles or the next 100. After 233 miles it had not been seen.

Tom asked John if he wanted a break, as did we all and he would not relinquish his position, while all the time the wind was beginning to shift more out of the North and to gain intensity, the direction we had to travel to reach our destination. At the check points we talked out of earshot of John about whether to assume the lead, and we decided that this was to be John's day in the sun, his rite of passage, his "*Moment Grande*".

And so the ride continued into the night and still he maintained his position. And then the unexpected occurred, something that had not been planned for. At about the Midnight hour, with the temperature at 54 degrees, it began to rain. None of us had rain gear or clothing for layering to combat the loss of body heat. Rick shared arm warmers with Tom but a successful conclusion of our ride looked unlikely. Finally at about 12:30AM, we chanced by a road house that was open and John insisted that we stop to ask for trash bags with which to fashion at least something to retain body heat. And so the four of us left with renewed hope of finishing the event. And AGAIN, John was at the point, leading us into the night with enthusiasm and hope.

This day's struggle finally ended at 2:00AM with our arrival at the Harvard Inn Motel where we had hoped for an untroubled few hours of sleep before resuming the last two hours of our ride. Due to a mix up, the two rooms we had reserved turned in to one room for the four of us. It was at this point that we made the decision that although there were only two beds, that John was to get one of them in humble recognition of his work that day and into the night.

The next morning started at 5:30AM and was the anticlimax of our ride. Although we had accomplished our goal of finishing within the allotted time, and although coming through the experience safely was relieving, the truth of this experience will be that one man stood up for us, cheered us on when the conditions were horrible and he several times denied the importance of his accomplishment within our small group. For all of those things, we will remember this ride, but the one single memory for me of the Fleche of the year 2000, will always be: *THE PULL!* ⚔

THE ROAD LESS TRAVELED

Joe Jamison

Two issues ago, we promised to delve into the culture of endurance bicycling, why people do it, what people do it and also try to identify differences between the Ultra Marathon Cycling Association (UMCA) and Randonneurs USA (RUSA)

WHO ARE THESE PEOPLE? The “typical” endurance rider is 45 years old, with at least some college education, with about 95% of the mix being male. They are individuals capable of tolerating discomfort. They want to improve as cyclists. They are disciplined in their private lives which seems to carry over to their bicycling. They are highly organized and concerned with their fitness and health. They have respect for the road. They spend a fair amount of change on their equipment. They are competitive with, but supportive, of their fellow riders.

WHY DO THEY DO IT? I’ve heard countless attempts by endurance riders to explain why they willingly ride 24-36 hours without sleep, through the worst possible weather conditions. I’ve heard riders tell of continuing with broken bones in order to finish an event. Why?

For some, it is out of respect for the event. Paris-Brest-Paris, for example, is the crown jewel of randonneuring and to not finish is disrespectful to it’s history.

For others, it is out of respect for the crews who may be supporting them, or for the logo of the sponsors who may be helping them with equipment or finances.

But for most, it is a highly personal matter. These people ride to become better riders. To not do better in an event than the last time implies deterioration in performance. This is counter intuitive and makes no sense to them.

Finally, however, these people are scarce in numbers. There aren’t many endurance riders concentrated in any given region, and so through training and participating in events with the same group, they become close friends.

UMCA or RUSA...WHICH IS BEST FOR ME? Many (perhaps a majority) riders belong to both organizations, but there are definite differences between the two. You decide.

UMCA, if:

- ◆ You like head to head competition...beating the other guy. First place is the only place for you!
- ◆ You don’t want bags, panniers and other clutter on your bike. You’re built for speed—let your crew carry that stuff!
- ◆ You want your name in record books.
- ◆ You want your equipment to be light.

RUSA, if:

- ◆ You’re more interested in doing better than your last time, finishing and helping someone along the way.
- ◆ You want to be self reliant on the road. No crews for you. If you need it, you’ve got it.
- ◆ You like being part of the rich history of bicycling. PBP is your St. Andrews, your Wimbledon, your Olympics, You’re “Old School.”
- ◆ You want your equipment to be reliable.

Now, don’t be discouraged if you don’t fit the exact stereotype implied by the preceding. There are no “average” endurance riders. For example, from the statistics of the 2000 Paris-Brest-Paris:

- ◆ OLDEST RIDER: 76 YEARS OLD
- ◆ YOUNGEST RIDER: 19 YEARS OLD
- ◆ AVERAGE AGE: 48 YEARS OLD
- ◆ MEN ENTERED: 3449 84% FINISHED
- ◆ WOMEN ENTERED: 240 78% FINISHED

Finally, the best way to sample endurance riding is to talk to those who have experience with it. Do some of their rides, even if you only do 25 miles and turn around. You’ll have 50 miles at the end of the day and you will have been treated to hearing stories about travel to different parts of our country and the world, participating in the greatest sport and the best kept secret I know—the sport of randonneuring and endurance riding.

Next month: THE BIG DOGS—WHO ARE THEY AND WHAT ARE THEY DOING OUT THERE?

SENIOR OLYMPICS TIME TRIALS JULY 1, 2000

77° F, WIND SW-8 MPH

10K RACE

NAME	AGE	POS/AGE	TIME	23.2mph
1 Terry Burke	M60-64	1-5	16:01	
2 Keith Wells	M50-54	1-3	16:12	
3 Bruce Perry	M50-54	2-3	16:12	
4 George McVicker	M60-64	2-5	16:15	
5 Errol McCollom	M60-64	3-5	18:01	
6 Cheryl Stevenson	F55-59	1-1	18:49	
7 Patricia Beam	F60-64	1-1	19:07	
8 James Hansen	M70-74	1-3	19:30	
9 David Gustafson	M50-54	3-3	19:47	
10 Mike Middlemiss	M60-64	4-5	19:51	
11 Ken Tatlock	M75-79	1-3	20:26	
12 Don Amery	M60-64	5-5	21:09	
13 Henry Jaworski	M65-69	1-3	21:24	
14 Jules Hansel	M80-84	1-2	21:27	
15 Gerald Beam	M65-69	2-3	21:30	
16 Dorance Johnson	M75-79	2-3	21:49	
17 Bernard Young	M80-84	2-2	24:04	
18 Eva Lebeck	F70-74	1-3	24:33	
19 Dottie Willits	F70-74	2-3	25:35	
20 Skip Kapolka	M65-69	2-3	26:10	
21 Roger DeLanghe	M70-74	2-3	27:37	
22 Carl Berry	M85-up	1-1	32:15	
23 Alan Park	M75-79	3-3	34:15	
24 Sylvia Park	F70-74	3-3	35:54	
25 Don Smith	M70-74	3-3	36:55	
26 Monica Smith	F70-74	3-3	38:10	



5K RACE

NAME	AGE	POS/AGE	TIME	24.4mph
1 Keith Wells	M50-54	1-3	7:38	
2 Terry Burke	M60-64	1-5	7:39	
3 George McVicker	M60-64	2-5	7:41	
4 Bruce Perry	M50-54	2-3	7:43	
5 Errol McCollom	M60-64	3-5	8:27	
6 Patricia Beam	F60-64	1-1	8:56	
7 James Hansen	M70-74	1-4	9:01	
8 Cheryl Stevenson	F55-59	1-1	9:04	
9 Mike Middlemiss	M60-64	4-5	9:09	
10 David Gustafson	M50-54	3-3	9:20	
11 Ken Tatlock	M75-79	1-3	9:33	
12 Don Amery	M60-64	5-5	9:34	
13 Paul Dreger	M65-69	1-4	9:53	
14 Jules Hansel	M80-84	1-2	10:00	
15 Gerald Beam	M65-69	2-4	10:01	
16 Dorance Johnson	M75-79	2-3	10:02	
17 Henry Jaworski	M65-69	3-4	10:14	
18 Bernard Young	M80-84	2-2	11:38	
19 Dottie Willits	F70-74	1-4	11:43	
20 Roger DeLanghe	M70-74	2-4	12:15	
21 Eva LeBeck	F70-74	2-4	12:18	
22 Skip Kapolka	M65-69	4-4	12:55	
23 Carl Berry	M85-up	1-1	13:08	
24 Alan Park	M75-79	3-3	14:03	
25 John Tunwall	M70-74	3-4	14:07	
26 Sylvia Park	F70-74	3-4	15:12	
27 Myra Tunwall	F75-79	1-1	15:19	
28 Don Smith	M70-74	4-4	17:03	
29 Monica Smith	F70-74	4-4	18:02	

NEW MEMBERS

QUAD CITIES AREA

Kris & Steve Boenish	Bettendorf	Mona Gray	East Moline
James Campbell	Bettendorf	Jeffrey Hogue	Geneseo
Tony & Kathleen Van Horn	Bettendorf	Jim & Julie Mason	Geneseo
Mark Warchol	Bettendorf	Jeff Heintz	Hampton
Chris Arnold	Davenport	Kathy Acree	Moline
D. Sean Finch	Davenport	Bill Davies	Moline
Tyler McClimon	Davenport	Maggie Mc Coy	Moline
Cheryl Morris	Davenport	Dino & Jenny Milani	Moline
Tom Rudbick	Davenport	Denny Schwart	Moline
Dale Wallerich	Davenport	Jay Stanley	Moline
Robert Williams	Davenport	Robert Lelonek	Rock Island
Robert & Kim Hermie	Coal Valley	Chuck Sladek	Rock Island

OTHER AREAS

Ernest Manewal	Sitka, AK	Susan Tisinger	Durant, IA
Robert & Annette Brasko	De Witt, IA	Nate Roark	Iowa City, IA

THE 15TH ANNUAL WOMEN'S TAILWIND RIDE

WOW2000; MAY 7TH - 11TH

Riders:
Pat Bolton
Karen Green
Gail Overbeck
Jan Sears
Eileen Wosoba

Itinerary:
Day 1: Dyersville, Iowa
Day 2: Prairie du Chien, WI
Day 3: Galena, IL
Day 4: New Glarus, WI
Day 5: Mt. Horeb, WI

Day 1, Sunday May 7th. *"The Sticky and Stuck Chain Day"*
We met at the Eastern Avenue bike path in Davenport at 6 AM. I guess we didn't scare Gail off last year, as she was willing to come all the way from California to join us again this year. After our official starting photo, Pat, Karen, Gail, Eileen, and I are off to Grandma's in Walcott for breakfast. A South breeze takes us on Y-40 through Dixon, Big Rock, and Wheatland, where we stop at Casey's. The day is really warming up as we continue to Lowden, and Y-24 through Massillon and to Route 136. In Oxford Junction we stop for a visit with Eileen's brother. Our Lunch was in Wyoming at Maggie's Place, and we learned it was 91 degrees. No wonder we are warm! We continue on Route 136 through Onslow on the hills to Cascade, another break to cool off. About 4 miles south of Dyersville (our destination) I threw my chain, and I've never seen such a jam up! Eileen flagged down a pickup pulling a cattle hauler. They offered to put us and our bikes in the cattle hauler, which was empty except for the 4 inch deep manure. We declined! The father and son farmer team decided to work on my jammed bike chain. The son went to get a screwdriver, but came back with a 2 foot long, inch thick punch. My first thought was oh "no" there goes the bike frame. My second thought was that I'd probably be calling Jerry and begging him to bring me a different bike. The wonderful gentlemen managed to get the chain loose, and it appeared to be O.K. We thanked them and were grateful for the wonderful people of Iowa. Eileen and I biked into Dyersville and shared our story with the others. They said if we had ridden in the cattle hauler, we would not be sharing a room with any of them! Our home was the Colonial Inn, and a great dinner at the Country Junction. We are all glad to be safe, and very grateful for the wonderful helpful people we meet along the way!



Day 2, Monday, May 8th. *"The 4-H Day"* At 5 AM the wake-up call comes, and then there is a knock on the door. To my shock it is my husband Jerry who has come to put a new chain on my bike. I still can't believe he came all that way to make sure my bike was in good working order. He checked our

tires, and then headed back through terrible thunderstorms to the Quad Cities. The storms are bad so we all went back to sleep till 10 AM, and then it cleared and we rode to town for breakfast at the Dyersville Family Restaurant. South winds took us north on Route 136 to Luxenberg, and to Route 52 into Guttenberg. Monday was again very warm, and more thunderstorms are expected by late afternoon. Out of Guttenberg we followed the Great River Road on X-56 headed North. The sky looks so bad behind us that we press on to McGregor, and Marquette where we cross the Mississippi River to Prairie du Chien and the beautiful Bridgeport Inn. That night we enjoyed their pool and whirlpool. Dinner was at McLligan's Pub around the corner. The 4-H Day of hills, heat, humidity, and headwind but we were safe and dry. We are wiser these days and never start out in stormy weather.

Day 3, Tuesday May 9th. *"Just Roller Hills, Right!"* After a great continental breakfast at the Bridgeport Inn, a Northwest wind is pushing us toward the great Southwest Wisconsin hills! This is a beautiful and challenging part of Wisconsin. To avoid busy Route 18, we ride county "C" along the Wisconsin River. This was one of the prettiest stretches of our entire trip. In Mt. Hope, population 30, we found a wonderful old corner grocery. There we met Julia and Maxine who filled us in on the local history. After three more killer hills on "J" and "A" it is time for lunch at Doolittle's Pub (best lunch of the trip) in Lancaster. Here we ran into Ron, who wanted to know if Carter LeBeau was with us! We explained



that WOW is women only! Route "A" and "D" take us to Platteville where we met the singing fish (it doesn't take much to entertain this group). On the road again it is "D" and "H" to Cuba City, Hazel Green, and Route 80 into our destination, Galena. The Stoney Creek Inn is a 4 Star operation, but rain and distance kept us from going downtown for dinner. The deli at Dick's Grocery across the parking lot comes recommended, but it would have been cheaper to eat at a fine restaurant! I've never seen 5 women buy so much food. The Stoney Creek Inn had a nice room with tables and we took it over and set up our feast complete with wine. Lots of hills today and they are definitely not rollers, but we made it in before the storms again!

Day 4, Wednesday May 10th. *"Ye Old Stagecoach Route"*
We enjoyed another wonderful continental breakfast before

Continued on page 15

Continued from page 14

riding through historic downtown Galena. At the East end of town we find Stagecoach Road. We are glad to have light west winds, because getting out of Galena on lightly traveled roads is difficult. The views are beautiful, but we go up and down lots of big hills. Finally we reach Scales Mound, the highest point in Illinois. Then on through Apple River and Warred, where we see evidence of the storms that we have been avoiding. Lots of trees down, and damaged barns, etc. After Warren, the hills finally become rollers, and we stop in Winslow, Illinois for lunch at Davey's Riverside Inn and great homemade food. After lunch the winds are South and we are forced to return to hilly Wisconsin. County "M" has some whompen hills, and at Browntown to stop for cokes at the only stop in town, a tavern. We continue going North on "M" to "C" to "N", and we really love the alphabet roads of Wisconsin but growing a bit tired of the hills ... ask Eileen sometime. We reach our destination of New Glarus and the lovely Chalet Landhaus Inn. The accommodations have been the best of any year. Our dinner is downtown at the historic New Glarus Hotel for a wonderful "Swiss" dinner. This has been the hilliest WOW ever!



Day 5 Thursday, May 11th. *"The Abrupt End"* WOW just keeps getting better every year! Today's continental breakfast has a Swiss flair complete with hard rolls, salami, and Swiss

cheese plus all the usual items. South winds push us to Mt. Horeb via Route 92. Alas as we near Mt. Horeb the skies darken and we hear distant thunder. At the local convenient Mart we are changing Karen's flat tire, the only one of the week. Everyone in town, including the police, are telling us the same thing. "You girls do not want to be on the road right now". There were tornado warnings, strong winds, and golf ball size hail headed for Mt. Horeb. We met Lynn who ran the seniors program at the Community Center, and she invited us to come over and wait out the storm. To make a long story short, we spent the day there. We had lunch with the seniors, and we sure felt young. Eileen whiled away the afternoon playing Euchre with three young men, aged 82, 86 and 88. At 3 PM we decided the weather would never break, and headed for the Karakahl Inn of Mt. Horeb. WOW 15 would end right here! We did have another first for

WOW, we attended a water aerobics class because we just didn't have enough biking today! We even saw some of same seniors in class that we had lunch with. Our dinner was the best of the week at the newly opened restaurant at the Karakahl Inn. This is a must stop, if you ever find yourself in Mt. Horeb and want to experience great food.

Each WOW is unique and a wonderful experience. Our thanks to Tom Bolton for picking us up on Friday morning. It is with mixed feelings that we return to the real world!



RIDE REPORT – OFF TO TORONTO SATURDAY, JUNE 17, 2000

by Kathy Storm

10 riders showed up for this 67-mile jaunt into the rolling hills of Scott, Clinton and Cedar counties. It was a glorious day for a ride! This ride started at North Scott High School, which allowed the group to explore some of the roads farther north, and west than the club usually rides on. Three riders rode out to the start of the ride (Wayne "Big Dog" Hanno, Gary Jones and Jerry Kruse) allowing them to end up with a century for the day.

Instead of ending up in Toronto and eating a cold sandwich at 10:30AM at the only bar in town, the ride went west to Lowden using old highway 30 between Wheatland and Lowden. Old highway 30 is a little rough, but there's very little traffic on it and the scenery is gorgeous. When we arrived in Lowden, we found our reserved table waiting for us in the back room of the Arrow Café. Glasses of ice water were already on the table, the service was good and we all chowed down on breakfast. (4 stars out of 5.)

As we left Lowden, we headed southwest on highway Y14, also known as Hoover Highway. It is a beautiful road with wide shoulders, smooth pavement and great views of dairy farms. This was rather an uneventful ride: no flat tires, no one bonking, no flooded out roads, very little traffic, no dogs and no snakes.

Kudos to the newest tandem couple, John and Barb Wessel, for coming out for another 60+ club ride. And kudos to my husband, Bill, for riding 15 bonus miles back tracking the route near New Liberty looking for 4 riders who he thought had run into trouble but who had actually taken a shortcut and were ahead of the rest of the group.

TOTAL WELLNESS	
CENTER FOR INTEGRATIVE THERAPIES	
2125 6 TH AVE – MOLINE, IL 61265	
309-762-8006	
MATTHEW L. GODSIL, C.M.T.	309-736-9101
TOTAL ENERGETICS	
PAMELA K. FISHER, C.L.M.T.	309-797-3529
TWO RIVERS MASSAGE	
RICH CARLSON	309-337-5159
STRUCTURAL INTEGRATION... THE IDA ROLF METHOD	

METRO EAST

April 26, 2000

Editor: Jackie Chesser 786-6441

jchesser@qconline.com

CANAL GETTING FACE LIFT

by Brian Buehler staff writer

Hennepin Canal State Park will undergo a major face lift in coming months, and Colona residents will be among the first to see the new look.

On May 1, Langman Construction Inc. of Rock Island will begin building a 14-mile, \$2.5 million bike trail from the canal to just east of Geneseo.

The trail includes a foot bridge across the Green River, on the east edge of Colona.

The section of Illinois 84 going over the canal in Colona will be closed June 1 so Brandt Construction of Milan can replace two culverts under the highway. Traffic will be diverted to Interstate 80.

While Langman has built bike trails in Moline and Rock Island, the Hennepin bike path will be its longest so far, Langman spokesman Kyle Kenuelly said, adding that it should be nearly completed before winter.

Replacing the culverts, will take about two months, according to Daryl Stienstra, project implementation engineer for the Illinois Department of Transportation.

Steve Mosher, site superintendent for the Hennepin Canal State Park, said the city will lease the parkway from Illinois 84 to Interstate 80 as part of its city park. Colona already maintains it west from the highway to the Rock River, a distance of about 1.25 miles.

The city has built tennis courts, horseshoe pits and other amenities on the parkway ground it uses as a municipal park and for community functions like its Memorial Day celebration. The new parkway area will be used for picnics and other activities.

The city plans to clear brush and small trees from along the north side of the canal to Interstate 80 and on the south side to its intersection with two rail road bridges. The area east of the railroad bridges to I-80 will be left as a natural area.

The footbridge over the Green River will be the biggest structural project on the parkway.

Long range plans include adding lighting to the trail and planting trees, Ald. Larry Swemline, chairman of the city council public works committee said, adding that amenities such as parking and restrooms, have not been discussed.

The foot bridge over the Green River, will be the biggest structural project on the parkway Mr. Mosher said. It will be able to accommodate emergency vehicles as well as walkers and bikers.

How long it takes to complete the path will depend on the weather. Final tasks such as surfacing the path could have to wait until spring.

IDOT has scheduled a public meeting for 7 p.m., May 23 to discuss closing Illinois 84 over the canal. A representative from Brandt Construction will attend the meeting at Colona Grade School.



TAILWIND RIDE

by Larry Junis

On may 20th, we arrived at the Case IH parking lot at 5:30 AM to load our bikes on the now infamous *Dan DeMay's Tailored Tailwind Ride*. It was cool, calm and sunny at that time of day. Dan had checked with his weatherman and decided to send us south to catch the wind and sail easily back to the Quad-Cities Area where we would arrive refreshed and ready (and anxious) for an evening out on the town.

We headed out and arrived at Galesburg where the thought crossed my mind that this is a looong way from the the Quad-Cities and I'd have to pedal every mile of the way back. It was kind of a sinking feeling, really. But then I thought of my old high school buddy Dan, who knew from whence the wind blows. We went past Galesburg and stopped at Knoxville for breakfast. The day was still sunny and warm. It seemed odd though—there wasn't much wind. Really, there was no wind at all.

Oh well, back on the bus we turned south on route 97 and bumped along on one of Illinois' finest highways; through the towns of Maquon, Cuba and finally reaching our destination at Lewistown.

The day was still sunny and warming up a little. I stuck my finger in my mouth and held it up to determine which way the wind was blowing. Funny—I couldn't detect any wind, no matter which direction I pointed my finger.

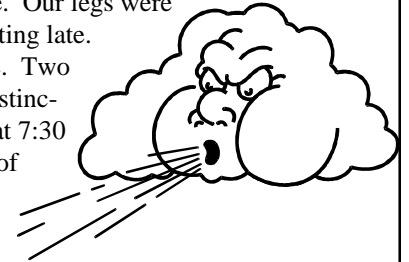
We started the ride with the temperature in the high 60's and soon crept into the low 70's. It was a beautiful day for a bicycle

ride. Even with no wind it was going to be an enjoyable day. As the morning progressed we started to get wind but it seemed to be in my face. Hmmm... the further we went, the more the wind picked up. We ate lunch at the Oak Tree Resort and continued riding north.

A number of times car drivers gave us their disgruntled opinion of bike riders with horn blowing and near brushes. One time I heard the loud air horn of a semi blowing behind me. This is unnerving! There were oncoming cars ahead of us and the road was narrow. I didn't have a mirror. The horn kept getting louder and I could hear the road noise of the truck—it was a big one—it wasn't slowing! The oncoming cars were getting closer. I panicked—riding off the road, across the rocks on the shoulder and ended up stopped in the weeds, as the honking truck flew by. It was filled with scrap metal and very heavy. We barely survived that one.

The further north we went, the windier it was getting, often with strong gusts in our face. Our legs were getting heavy and it was getting late. Finally, we were back home. Two ladies and myself had the distinction of coming in dead last at 7:30 Saturday night—refreshed, of course, and ready for an evening out.

Really, it was an ideal day—except for the wind. The ride was officially 103 miles long and it was my first century ride. Dan was an excellent planner, driver and the SAGS were great. But Dan, next year use a different weather man! ☺



WANTED TO BUY

Used road bike in good condition
Woman's 19" frame

Preferably a Miata Street Runner

Or something similar—for a small woman.

Judie Gulley 526-3605 Hootie@revealed.net

FOR SALE

YAKIMA BIKE RACK

Fits van w/luggage tracks on top

Has trays to carry twobikes w/fork locks.

\$150.00

Call Talitha @ 319-284-6458

LABOR DAY WEEKEND IN WISCONSIN? YOU BET!

BOMBAY BICYCLE CLUB'S WRIGHT STUFF CENTURY--TYROL BASIN, MT. HOREB, WI
SUNDAY, SEPTEMBER 3, 7:30 A.M.

Join us for some Midwest hills! You'll enjoy miles of the area's most scenic back roads as you climb and coast over three optional routes. The hilly 60-and 100-mile routes include Frank Lloyd Wright's Taliesin Visitor Center at Spring Green. The 30-mile loop is relatively flat—perfect for that first "long ride".

Start with a full water bottle and finish with the welcome back buffet.

Support services include rest stops with loads of good snacks, mechanical assistance, sag-wagon/sweep, and musical entertainment. Nearby are parks, swimming pools, family bike trails, and lots of popular tourist attractions.

Fees \$15 for early birds, \$20 after August 11.

For more information, or to request a brochure, email SE.Grimes@hosp.wisc.edu or johannab@sonicfoundry.com