



Pedalwheeling - 2000

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

Mileage Awards

Kathy Storm

We hope all of you had a great time cycling this year. If you would like to have your annual mileage listed in the January newsletter, please submit your total mileage for 2000 to Jim Merritt by December 7th. Please include your name, telephone number and your annual mileage ridden in 2000.

Jim Merritt
524 W. Prairie Vista Dr.
Eldridge, IA 52748
(319) 285-4284
jimm@revealed.net

3M Plant Health Fair

"The 3M Plant in Cordova, IL has invited the Quad-Cities Bicycle Club to participate in their Health Fair on December 6th and 7th. The intent of the fair is to encourage the employees of 3M to lead a healthier lifestyle.

The hours of the fair are 1 - 7PM. If you are interested in manning a QCBC booth for a few hours or giving a short presentation to a group of their employees, please contact me at: (319) 355-2564.

This is a time when we can spread the word about the benefits of cycling and encourage others to take up the sport. All you have to do is talk a little bit about something you love to do, Ride a Bike!"

Sincerely,
Kathy Storm

Take a Hike

Want to vary your winter routine? Join other QCBC members for a 60 - 90 minute winter hike in Scott County Park. Meet at the park entrance on the south side and we will caravan to the Trailhead for the hiking trails at 1:00 PM on Sunday, December 17th. Leaders: Jean Kelly 359-9508 and Kathy Storm 355-2564. Please try to car pool with other members."

RAGBRAI XXIX

Sharon Harrington

Andy Horst, assisted by spouse Perm, has taken over the QCBC's RAGBRAI organizational duties from Tom Bolton. Sharon Harrington, assisted by spouse Bill, assumed the position of Secretary, vacated by Warren Power. We want to thank Tom, Pat and Warren for all their effort spent coordinating successful Ragbrai experiences for the QCBC over the years. The Horsts and Harringtons will try hard to supply the same.

The ride will be 22-28 July 2001, on a route to be announced in late February. Watch for the registration application and the Register's release form in the January issue of Pedalwheeling. The deadline for returning your registration and release forms will be 16 FEB 2001. The cost for wristbands will be \$100.00.

If you are not a member of the QCBC by the end of December 2000, you will need to put your name in the Des Moines Register lottery. If they select you, we should have space available to transport your bike and luggage.

DO NOT REQUEST WRISTBANDS FROM MORE THAN ONE SOURCE. THE REGISTER DOES A COMPUTER CHECK AND WILL NOT ISSUE ANY PASSES TO YOU IF CAUGHT. ALSO THE CLUBS GET PENALIZED. 🚲

John Hood SR - A Well Rounded Rider

Terry Burke

John Hood Sr., one of the QCBC founders who died in late August, had a varied career in bicycle racing. I received a 1997 Houston Chainring News article about John from John's widow Doreen. Since the article is too large for Pedalwheeling, I condensed it down to what I think are the highlights.

John was on the English National Team for 3 years. At that time English racing consisted of time trials, hill climbs and 2 road races a year. (The English roads were poor). One time trial of 230 miles John did in 12 hours, after riding 34 miles to a friend's house the night before, & 12 miles to get to the start. Afterwards he rode back to his friend's house, took a shower & rode back home. Hill climbs ranged from 750 yards to 1 mile, & some were very steep. Two of John's records have yet to be broken.

While in England John got the nickname "Half Wheel Hood" from the frame builder Jack Taylor. Half wheeling occurs when two riders are riding side by side & one or other ups the speed until neither rider can stand anymore. Sound familiar?

In 1948 the Olympics were to be held in London. In the final qualifying race, the Manx International Race, John was in a 5 man breakaway. There were 4 spots left on the team. Unfortunately John's brakes failed to hold on a downhill roundabout. He broke his wrist and had to sit out the Olympics. After that John & his family moved to Canada and the United States.

At age 39 John applied to ride in the Illinois State Championships. The application came back rejected as "too old." John inquired back, stating age discrimination. He was allowed to race & finished second.

In 1967 John moved to Houston. He and several others formed one of the first racing teams in town, the Lone Star Wheelman. John continued to ride 6 days a week: two 12 mile rest days and four 34 mile intense days until his untimely death at age 78. 🚲

QCBC Information

The mission of the Quad Cities Bicycle Club is 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: Kathy Storm (355-2564) kbstorm@aol.com

Treasurer: Darlene Moritz (319) 386-3499

Mountain biking: Rick Wren (309) 786-7979

Criterion: Terry Burke (309) 797-3790 tburke@qconline.com

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

Editor: Charlie Swanson (319) 322-8486 qcbceditor@aol.com

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Membership/Address Changes: Bill Langan (319) 386-3058 langandav@qconline.com

Ride Schedule: Bill Wiebel (309) 755-1859 billwiebel@aol.com

Light Touring Rides: Jan Fitzgerald (309) 797-2356 fitzi@netexpress.net

Endurance Cycling: Joe Jamison (309) 755-6801 jmjamiso@derbyworks.net

TOMRV: Susie LaForce (319) 355-5530 susielaforce@hotmail.com

QCBC Webmaster: Cy Galley (309) 788-3238 cgalley@qcbc.org

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.

Deadline for articles: 10th of the month. Mail articles to QCBC Editor, 206 N. Michigan Ave, Davenport, IA 52804.

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 during January, February, March, April, May, September and October. Check the newsletter and the QCBC web site for specifics.

Members receive a 10% discount on many items at most Quad Cities bicycle shops, including Bike & Hike, Healthy Habits, Jerry & Sparky's, Wolfe's Village Bike Shoppe and On Two Wheels.

Major activities of the club include the Tour of the Mississippi River Valley (TOMRV) in June, the Criterion 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.



From the Headset

Kathy Storm, President

A year ago, I had no idea that I would be back on the QCBC Board of Directors, let alone President. It is with great pleasure that I begin my term of office.

In a separate article in this newsletter, you will find a listing of your Board of Directors for 2001. The new additions are Joe Jamison and Jean Kelly. Rosie Dreessen, Past President, will be leaving the Board after 5 years of heavy volunteerism. Please join me in thanking her for all her tireless hours. Hopefully next year she'll have more time to just kick back and ride her bike.

As we wrap up 2000, there are some "housekeeping" tasks I need to ask all of you to participate in. If you have any outstanding receipts that you need reimbursement for, please get those submitted to Darlene Moritz, treasurer, ASAP. And if you've been given a check by Darlene in the past few months and haven't cashed it yet, please do so in the next few weeks.

If you were a Ride Leader this past summer and/or fall and you haven't submitted a write-up and/or photos from

the ride, please get those to Charlie Swanson, newsletter editor, before the end of the year.

All of you should be familiar with the Des Moines Registers' across state ride, RAGBRAI. If you would like to participate in this ride in July of 2001 or you know of a friend or a relative in another state who's planning on joining the QCBC on this ride, please remember that you (or they) need to have your membership current as of December 31, 2000. This is in accordance with the Register's Policy of distribution of passes to authorized bike clubs/groups.

And finally, please remember to renew your membership a few weeks before it expires. The Membership Directory is sent to the printer at the end of February. If your membership expires in December - March, you need to be on top of this in order to be included in the Membership Directory. For those of you who live in Eastern Iowa, please include your current area code and what your new area code will be after the split, which will be phased in beginning March 1st. The new area code takes affect September 1, 2001. The address label on this newsletter contains the date of expiration of your membership.

In closing, I wish all of you a great December when many of you will be visiting with family and friends and perhaps catching up on all those "household to do lists" that you passed over during the summer months when you were too busy riding your bike. ☺

Century Challenge Update

By Wayne Hanno

The nice October weather was a terrible thing to waste. The dreary cold weather means there are not too many bicycling days until Christmas! On the brighter side, the BDCC for 2001 is just around the corner. Here are the latest BDCC standings at the end of October:



Jim Hanson	Moline, IL	58	Elizabeth Young	Farmington, IL	20
Steve Bagby	Knoxville, IA	58	Leonard Young	Farmington, IL	20
Wayne Hanno	Davenport, IA	50	Rick Meredith	Bettendorf, IA	19
Tom Mccarthy	Davenport, IA	34	Joe Camp	Washington, IL	19
Dave Parker	Davenport, IA	29	Dave Alftine	Bettendorf, IA	14
Greg Zaborac	Canton, IL	25	Dave Lefever	Bettendorf, IA	13
Joe Jamison	East Moline, IL	24	Dave Holmes	Eldridge, IA	10
Lisa Paulos	Cedar Rapids, IA	23	Bob Replinger	Moline, IL	10
TOTAL CENTURIES					426

The BDCC was created for cyclists who strive for the honor of completing at least one century (100 miles) in every month of the year in Iowa/Illinois. ☺

Off the back - with the editor

Charlie Swanson



This is the last month of calendar year 2000. Now, I have some decisions to make—such as will I change this rag's title to Pedalwheeling 2001? With decisions like this to make, my job just keeps getting harder and harder. The club has some new officers and board members. Now Rosie Dreessen is walking away after sweet-talking me into taking on the editor's job. She gave me the freedom to do it however I wanted. I appreciate that Rosie.

Cy Galley took over the duties as webmaster about the same time and has made www.qcbc.org an up-to-date revelation. If anything is happening and the information needs dissemination, he's the man for the job. He even lets me put some color in the cyber copy of Pedalwheeling 2000. The Pedalwheeling 2000 issues that are on the web site allow you to see the photographs as they truly are, prior to being printed in black and white. You can even zoom in and get a close look. (Recognize anyone?) Try printing some of the pages, if you have a color printer—especially if you can find yourself in one of the pictures. Look in on our web-site and see what you think.

I've hit the big-time drawing for prizes this year. I won a couple of prizes on John Deere's *Tour de Grand Detour*. Most recently, I won a fresh new mountain bike at Rock Island's River Path ribbon cutting ceremony. Not only did I win a bike but those nice folks fed me cake and a soft drink. **Ron Martin** of Moline won the other bike.

Congratulation Ron! Yessiree, for myself and a few others there are lots of benefits to having a recreational path.

I will follow the tradition of combining the January and February issues of Pedalwheeling 2000. If you have any articles that you want in the February issue, get them to me a month early. The January/February combined issue will contain the information and application forms for July's RAGBRAI. Bear in mind that you must be a QCBC member as of January 1st 2001 to be eligible to travel with the club. Don't panic, you've still got a few weeks left to make sure your membership is current..

I tossed in a couple of non-club sponsored ride reports this month. Jim Hanson's ride takes first prize for the most awesome ride. Hats off to Jim for his accomplishments. One of the other reports that I printed was my camping trip. Jim and I put in about the same amount of time on our rides but I run a lot more relaxed operation than he does. I don't ride the fastest and I don't ride the farthest but I'm trying real hard to qualify as the most frugal. I'm sure my dear wife is indirectly responsible for that, in as much as she's the one that doles out my weekly allowance.

I'm having a good time watching the growth of the Big Dogs™ headed up by Joe Jamison and Wayne Hanno. Next year they will be adding prizes and trophies to their agenda. Hopefully, endurance cycling, as a distinct and separate entity will grow in the Quad Cities area. I better not say any more as I might be stealing their thunder.

That's all I have to say this month. Well, except for wishing you all a merry Christmas and a happy and prosperous new year. ☸

October 20th Ride Report

by Doug Nelson

Backroads to Geneseo. A perfect fall day saw 15 riders enjoy the quiet country roads between East Moline and Geneseo. The ride leaders, Lisa Miotta and George Van Thorre, were careful not to leave anyone behind. A slight easterly wind made the return trip easier. The return route used part of the new Hennepin Canal bike path. Everyone thought this path and route has great potential.

The Deck Restaurant is not a price leader, but the food was good and the extra wait staff—Merle and Doug—made for a pleasant stop.

Riders were Jane Garrett, Jim Karr, Gary Jones, Jerry Kruse, George Van Thorre, Lisa Miotta, Rick Meeker, Lou Sonnevill, Mike Middlemiss, Doug Nelson, Bo Voorhies, Barb Donald, Merle Schleusener, Bob and Jan Fitzgerald.



Local constable took this picture at the Deck. He was most gracious to assist us as he had two very unhappy teenagers in tow.

The Road Less Traveled



Joe Jamison

Big news in the world of endurance bicycle riding! In October, the QCBC Board of Directors approved the formation of an Endurance Bicycling Team. This team will be part of and accountable to the QCBC and will compete in endurance events under the club banner. What does this mean for you?

What it means is that there will be an organized body representing the sport which interested riders can contact for knowledge of events, contacts for riding partners and venues for training rides. Our core group of endurance riders offers a wealth of experience in the area of nutrition, equipment and safe riding that beginners in endurance riding can utilize.

Being a member of this team doesn't mean that individuals have to ride in events as a group, but could be supportive of each other in several ways. For example, transportation to events, communications between riders as to what events each prefers to schedule for the coming season and how to best train for that schedule. During drafting events, it is very advantageous for riders familiar with each others style to ride together.

Group purchases of nutrition and energy products can save on shipping. Merchants of bicycling products are more likely to offer discounts on merchandise to serious riders who put significant mileage on their equipment, especially if they know that they have a ready group of buyers for specific items.

Most of the major endurance events offer competitive categories for gender/age/team/recumbent etc and this opens the door for just about every member to participate.

Our team will have a year-round schedule of rides for each Saturday in the QCBC ride schedule for the 2001 riding season. We will continue to offer an article in our newsletter, but more specific to the accomplishments of the team and it's members as the season progresses. Members of the team will be required to be active QCBC members. We expect riders in other counties and/or states will be interested in being members of the team and be willing to join the Club. This will be encouraging to have new members and to expand the influence of the QCBC and to foster the experience of endurance riding.

What are the requirements to join? There are a few that we anticipate. We want to have fun, but we want serious riders also, and we want the QCBC to receive as much visibility as possible from our endeavors. With that in mind, some of the requirements we anticipate are:

- ◆ Join the Ultra Marathon Cycling Association: an excellent source for skills/training/nutrition/ endurance culture
- ◆ Agree to log at least the minimum mileage required to improve personal performance. i.e., times for centuries etc.
- ◆ Agree to compete in the Rider of the Month (ROM) competition (explanation available on request).
- ◆ Agree to participate in at least three organized endurance events. i.e., brevets/24 Hour event/Double Centuries etc.
- ◆ Agree to provide support personnel for QCBC endurance events if required.

We are going to be recruiting folks of all ages/gender/ and bike styles to fill the categories mentioned earlier. Our Club is nationally recognized for it's excellence in Racing (The Criterium), Touring (TOMRV) and Organization (Ride Schedule and Newsletter). It is time we excelled in Endurance Cycling....want to be a part of it?

Contact: Joe Jamison
309-755-6801
jmjamiso@derbyworks.net

TOTAL WELLNESS
CENTER FOR INTEGRATIVE THERAPIES
2125 6TH 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	

Iowa Ultra Events

David Holmes - Director

In last month's newsletter, I described the races we had here in Eldridge this year. Now it's time to thank the many volunteers that showed up to lend their time to the World 24 Hour Cycling Championships, and the 6 and 12 Hour Cycling Classics.

Here is the list of people and there locations during the race:

Cindy Bottrell, Paul Sullivan, Jerry Wala—Lap table 7-10 AM

Darlene Moritz, Barb Arnold—Stoplights 7-10 AM

Steve Conrad, Mike Waskowiak—4-way stop 7-10 AM

Paul and Jackie Arvidson, Gary Bowrey—Lap Table 10-1 PM.

Bob & Kate Rutledge—Stoplights 10 AM-1 PM

Chad McCoy—4-way stop 10-1 PM

Greg Benson, Bob & Kate Rutledge—Lap Table 1-4 PM

Rudy Claussen, Lynne Groskurth—Stoplights 1-4 PM

Tom & Diane Fitch—4-way stop 1-4 PM

Cherry & Bill Fritch, Rosie Dreessen—Lap Table 4-7 PM

Randy & Becky Dirks—Stoplights 4-7 PM

Will & Sue Feeney—4-way stop 4-7 PM

Linda & Don Barchman, Sam Norwood—Lap table 7-10 PM

Don & Deana Holmes—Stoplights 7-11 PM

Janet & Doug Morrell—4-way stop 7-11 PM

Robert Hogen, Shell Dhuyvetter, Greg Wales—Lap Table 10 PM-1 AM

David Alftine, Dave Holmes, Brittni Holmes, Courtney Holmes—Lap Table 1 AM-6 AM

Vickie Graves, Steve Virag, Dave Holmes—Lap Table 6 AM-8 AM

Registration—5:30 AM - 7:30 AM; Phil Haan, Kevin Wohlford

Sag 1&2; David Alftine, Merle Schleusener - 6 AM-4 PM!

As you can see it takes a lot of fine people to make these races happen.

For 2001 there will be some big changes in store for the races here in Eldridge. First the date will be September 15th, 2001. The 24 hour race is now known as the UMCA 24 Hour Time Trial Championships. Again a 6&12 hour race will be run on the same small loop route. The day loop route will be 133 miles instead of the 153 miles. Also, a new night loop will be run. This will be 19 miles and run west out of Eldridge on Le Claire road (F45), north on Y52 to Donahue, Back east on Y33 then south on Y64 to Long Grove and back into Eldridge. The night loop was changed due to the increase of traffic on the old route. Also, LeClaire Rd in Eldridge will more than likely be under construction in summer of 2001...

We are moving our web site to www.iowaultra.com Please visit our site. All entry forms will be available for download.

I also want to apologize to James Hanson who won the 70 plus division at this years World 24 Hour Cycling Championships. I left him out in the last months recap of division winners. Its hard to believe Jim is 70 now. He rode 274 miles. Way to go Jim!

We also want to thank our sponsors for this years races.

Quad Cities Bicycle Club, Swiss Valley Farms, Hardee's Eldridge, Trophy King, GT Sports, Pepsi, Saturn, Commercial Printers, Lancers/Happy Joe's Eldridge, Country Inn and Suites Davenport, The Music Connection

Here is a list of next years events that will be run here in Eldridge:

200K - 136 miles Brevet April 7th 7 AM Hardee's

300K - 186 miles Brevet May 5th 7 AM Hardee's

400K - 256 miles Brevet June 2nd 6 AM Hardee's

600K - 375 miles Brevet July 14th 6 AM Hardee's

1,000K - 625 miles Brevet Aug 10th 4 AM Hardee's
UMCA 24 Hour Time Trial Championships Sept 15th
6:30 AM

6 & 12 Hour Cycling Classics Sept 15th 7:30 AM

Hope everyone enjoys the upcoming winter, see you in the spring! ☺

Hennepin Canal Bike Trail Off-limits Until Completion

Article from the October 25th Dispatch in regard to the construction of the Hennepin Canal Bike Trail in Colona IL.
Submitted by Kathy Storm

“Colona - Residents are being warned against walking along or riding their bikes on the state bike trail being built along the Hennepin Canal. Mayor Terry Van Klavern said city officials met with Langman Construction, Inc. of Rock Island, the path’s contractor, and representatives of the state Department of Natural Resources on Friday, October 20th.

Mayor Van Klavern told aldermen on Monday (October 23rd) that conservation police officers will begin to patrol the unfinished bike path and hand out fines to people found on it. Pedestrians or bicyclists could be fined \$65 and motorists \$120, the mayor said.

The crackdown is planned “because it’s not open,” explained city manager Kent Royster, who added he was told the path’s target opening date was July 2001. Alderman Earl Ash said the DNR’s actions have been prompted by acts of vandalism to some of the construction equipment and reports of all-terrain vehicles on the path.

Alderman Don Lenth suggested the city erect a sign near the canal warning residents of the DNR’s ruling and the possibility of fines.”

Let’s be good “citizens” and stay off this trail until it officially opens sometime next spring or summer. Look for updates in PedalWheeling. ☺

Gray Days

As I wandered, weak and weary
Attacking hills and paying dearly
My thoughts fell back to dreary days
When the grim gray gloaming grew o’er the dell
And my soul was confined to indoor hell
Sweating and groaning and stairsteps unending
Then stretching and squatting and gasping and bending
All for this moment, cresting the hill
Streaking past the woody banks down by the mill
Knowing full well this moment will end
That the peloton will catch me once again
So that when the gray days return as before
Inside I sit spinning and swearing “nevermore!”

Jim Kimmel
Louisville Bicycle Club

“From the dawn of humankind’s existence we’ve sought ways to make time stand still. In our quest for the fourth dimension we’ve dehydrated ourselves in sweat lodges, and ingested hallucinogenic plants. We’ve even fantasized about building machines that could take us backward through time. But nothing makes the clock tick more slowly than stationary cycling.” - Don Cuerdon

Just a note

Karen (Truesdell) is recovering from a head on crash with a Mack truck on Orcas Island, WA on September 15. She was air lifted back to Genesis West after she was stable. She suffered multiple (11) fractures and is currently recovering for 10 weeks at home with 10 hours a day of nursing care. Then, if the fractures are healed she will re-enter Genesis West rehab to relearn to walk. Recover is expected to take 1 year. So, if you are wondering where these (2) tandem rider are - it will be a while. ☺



The Light Touring riders were treated to a catered picnic to wrap up the riding season. It don't get no better than this!

Solo Self Contained Bike Ride and Camp Out

Charlie Swanson

I've had a yen to own one of the B.O.B. (Beast of Burden) YAK trailers since the first time I saw one. The concept seems sound, approaching ideal; a long, low, easily attached and removed trailer pulled with a bicycle. When the Adventure Cycling's Northern Tier riders passed through the Quad Cities area last July, I worked out a deal with David Moore for his BOB, once his cross country trip was behind him. Thus, without leaving my plush easy chair, I acquired a BOB trailer and realized one small dream.

The next dream was spawned in late summer, when the Great River Trail connected itself into one long, comfortable ride of approximately 60 miles. How nice and easy it would be to ride the entire length one day, spend the night and return the next. I had everything I needed; a bike; the BOB trailer; the camping gear; and I had the time. My dream was realized to near perfection with super October weather. Those comfortable fall days were ideal for a pulling a trailer on a 2-day ride. I left shortly before noon the morning of October 19th and returned the afternoon of October 20th, 2000.

I packed close to 20 pounds on the trailer and I carried another 10 lbs. in the handlebar bag and rack trunk. I carried two 28-ounce water bottles, a frame pump and a VistaLite with a hefty battery pack. I estimate that I carried a solid 40 pounds of gear. I could have managed just as well with 20 pounds but I think I must have learned to pack for a trip from my wife.

The loaded BOB pulls nicely and the added weight of the trailer keeps the bike's rear tire firmly planted on the ground. Wider tires would be nice for soft surfaces and my road bike's relatively narrow 700x23 front tire was a bit skittish on the loose gravel and sand that I encountered. If I revise my ride, it will be with an ATB or a wider-tired touring or cross bike.

I have never ridden with full panniers so I can't make any comparison about handling. The BOB trailer carries its weight low and narrow. I believe that its narrower load is more aerodynamic than panniers. With that said, you can argue the merits of both modes. The BOB itself weighs in at 12 pounds and my later version comes with a 4 pound rubberized cargo bag.

My ride began from home. I crossed the river using the Centennial bridge and connected with the Great River Trail on 20th street in Rock Island, after cruising through the "district." I assumed an easy pace, not interested in getting to the end but enjoying the ride itself. I had barely gotten the kinks out when I met Vivian Norton and stopped to pass some time. Vivian and her group had set aside the next day for a ride to Bishop Hill. I moved on, content in knowing that I could change my route to any destination I wanted. I could have diverted to Bishop Hill with just about the same mileage I had scheduled. I wonder if The Filling Station would allow me to tent behind their café?

I saw 2 snakes on that morning ride to Thomson, IL. They were taking advantage of the warm October sun and the smooth path surface behind John Deere's East Moline plants. They were quick to get off the path and out of my way. On the return trip, I saw 2 more snakes sunning in the Albany to Cordova stretch. I noticed that quite a few small snakes had been run over—again and again—until they were mashed into the asphalt like a silvery fossil. It took a while to figure out that they were snake remains. They were silvery in color and looked more like aluminum foil shavings. None of these snakes had been wearing a helmet.

While I was riding atop the dike at Cattail Slough, I happened upon 10 wild turkeys. They probably wondered what I was since I obviously wasn't a car and I bore very little resemblance to the usual bicycle rider. They split into groups of four and six and let me pass between them. I thought about stopping for a picture but the big birds weren't waiting around. They didn't hurry off but they would have been out of recognizable camera range long before I could catch them on film. Missed Kodak moments would be fewer if I kept my camera slung around my neck.

I stopped and bought a bit of smoked catfish fillet at Schafer's fish market in Fulton, IA. I had pulled the BOB 50 miles and this was my first sit-down stop. I washed the fish down with a cold Pepsi out of their machine. A salty treat washed down with a cold drink...its the simple things that make you smile the broadest.

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Tent campers; beware of the Thomson, IL camp grounds. These people are rude, inconsiderate and have no concept of how to treat a blue-collar bike rider/camper. I was unceremoniously evicted from the campground that borders Thomson! There is not any guidance posted—nor was there an attendant to assist a tent camper when I arrived in mid afternoon. I set up my tent as far from any RV and in as secluded a spot as I could find. The potential of loud music, disturbing night-time generator noises or leaking gray water are just a few of the reasons I wanted to keep my distance. I parked the BOB trailer and headed to town to eat. It was after dark when I returned from my supper and I was informed—quite rudely—that I was encroaching on the territory of the expensive class-A RV owners. After a short discussion, and after being threatened with police force, I was given 15 minutes to vacate the premises. Usually you have until sundown to get out of town. The sun had already set on me.

I packed up in the dark, not an easy chore for this senior cyclist. Muttering to myself, I moved an estimated 5 miles to a nice grassy campsite at lock and dam 13. It was quiet and relatively secluded with only some very quiet and considerate fishermen and duck hunters moving in and going out of the area. I picked a comfortable spot next to a picnic table with nice flush toilet/running water facilities nearby. Nothing further disturbed me except an occasional toot from a locking-through barge horn. That is one sound that will limit your sleeping to shifts between blasts. The next morning, some of the lock workers drifted over to inspect the BOB trailer. None of them had seen anything like it before. I'm not surprised.



BOB at its temporary home near Lock & Dam 13.

I made a note to be extra careful riding the roads in and around Thomson. Judging by the treatment I receive at the campgrounds, I was sure I'd be knocked down and run over if they had a chance to aim a motorized vehicle at me.

I made a second stop at Schafer's fish market that morning. One of the fish market's employees recommended I head for Julie's café in Albany to break my fast. I bought a full pound of smoked catfish fillets to take home to my beloved wife, who later shocked me by turning her nose up and refusing even a small taste. Well, I bought it and now it looks like I'll have to eat it all. Woe is me!

I took the fisherman's advice and rode south to Albany to eat. Julie's café deals out some very tasty food with excellent service and a friendly attitude. I was treated to some well prepared eggs, over easy. Its an art to completely fry an egg and keep that yellow pool of cholesterol unbroken. I took my time over breakfast all the while wondering if Julie's had a crony's table. If they did, someone would have to point it out to me since I have no idea what one would look like. I sat all the way in the back at a window and enjoyed the unfettered view of the river. That's crony enough for me.

My trip home was spiced by an encounter with 2 large country dogs running loose. Dogs with freedom are rare this day and age, much to the delight of this cyclist. Both of these canines were cautious though and stayed well away from me. The BOB trailer must have confused them although I'd prefer to think that after 2 days of self-contained riding I had developed, and broadcast, an aura stating that I might not be an easy victim. I'd like to think that I projected an image, at least to these dogs, as deadly as the high plains drifting Clint Eastwood—as he travels passed by under his serape.

A newly installed KYBO just north of Cordova caught my eye. This particular device was recently installed for the convenience of local construction workers and turned out to be a welcome comfort station. Bicycle riders, especially those with RAGBRAI experience, would have appreciated this particular Illinois portable. An Iowa KYBO is normally well used and means standing in line.

A frustrating headwind of at least 20 mph made the return trip harder work than the ride up river. The constant roar of the wind in my ears and fatigue began to make me irritable. I think I overcame that nicely by stopping in

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October 2000 Night Rides

We Own the Night!

by Kathy Storm

WOW! What a great series this year. This year marked the 5th year Bill and I have been leading these rides twice a week in October. The route is always the same, just riding the entire length of the Duck Creek Trail. But riding it at night gives one a whole new perspective of the trail and of cycling. It also builds teamwork, as you need to ride in small groups and share illumination.

It was rewarding to see so many new faces out on these rides this year. This was the first year the rides actually appeared in the Ride Schedule. In previous years, they were just advertised in the club's monthly newsletter, Pedalwheeling, and by word of mouth. Each year, these rides have grown in attendance.

A few statistics about this year - 42 riders showed up for at least 1 night ride during the month of October on Tuesday and Thursday nights. Each night saw an average of 23 riders with 13 being the least and 24 the greatest. The 8 QCBC members who showed up for all 6 rides this year were: John Chebuhar, Gary Jones, Jerry Kruse, Jim Merritt, Dick Morrill, Judy Starevich, Bill Storm and myself.

The first week in October started off with light rain on both Tuesday and Thursday nights, so we did not ride. The rest of the month we were rewarded with unseasonably warm nights. On our last ride, new members Clair and Steve Kuster had stripped down to their shorts and tank tops at 8 PM. Even I took off my tights a few nights due to overheating. We still had one

night though during the month where we were all bundled up in tights, long sleeve jerseys, balaclavas and booties. You just have to be prepared for the weather.

The highlight of these rides this year had to be Halloween night. Trick or Treating took place in Davenport on the 30th so the trail was pretty quite in Davenport. Bettendorf's Trick or Treaters were finished by the time we rolled through town. But the real treat was what was waiting for us back at the parking lot at Eastern Ave. As we rolled in between 8:00 - 8:10 PM, there awaited a nasty looking witch passing out candy. All of us were skeptical at first and thought we were being set up until we heard the witch speak and realized it was QCBC member Barb Donald.

After the last ride, many of us went over to Pat McGuire's in Davenport and had a late supper. It was nice that some of the spouses came and joined us. We had over 30 QCBC members at the party afterwards.

Thanks to everyone who participated in these rides. You light up the night. See you next year for another series of "October Night Rides". John Chebuhar, William Cole, Andre Dahl, Barb Donald, Rosie Dreessen, Tom Eriksen, Bob and Jan Fitzgerald, Anne Flosibaum, Lynne Groskurth, Diane Has, Wayne Hanno, Gary Hartzler, Gail and Lyle Haylett, Perm Horst, Gary Jones, Jean Kelly, Todd Kempf, Betty Keyoth, Jerry Kruse, Steve and Clair Kuster, Bill and Pegi Langan, Dave Lefever, Jim Merritt, Mike and Darlene Moritz, Rick Meeker, Dick Morrill, Jerry Neff Jr., Dave Olsen, Talitha Owen, Warren Power, Dave and Merle Schleusener, Mike Smith, Judy Starevich, Bill and Kathy Storm, and John Wessel.

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Rapid City for a long ice cream break. Rapid City is THE oasis on the path between Rock Island and Thomson. No other city along the route invites you to stop and refuel with the same cordial ease. Any other town requires that you stray well off the path and its easier to simply pass right on through.

When I pulled into the Rock Island's District, Gary Pearson hollered at me. I stopped and talked for a short while. Gary used to live a few short blocks away and I don't see him nearly as often since he moved. Gary was sneaking in a few cycling miles between work and his honey-do chores. It made me feel good to see him again.

I struggled my load up and across the Centennial bridge and saw Leon Van Camp riding the Davenport river path. It wasn't that long ago that Leon and Gary were competing head to head to see which could be on the most

club rides in a year. It was quite a coincidence that I'd see them close together once again.

I kept pouring water in but unlike the old Betsy-Wetsy doll, nothing much seemed to come out. Pulling a trailer or (I suppose), riding with fully loaded panniers requires a lot more water than you normally take in on a bike ride. Remember this and act accordingly—especially on hot summer days—if you care to try riding with a full loaded bike.

Self-contained bike riding is quite enjoyable. It is relaxing to not have the pressure of time or even distance. A companion would be welcome when not riding, such as in the evening or during stops. Self-contained trips aren't for everyone though. It requires a different mental outlook than any other form of riding. And not only that...its almost impossible to suck the wheel of a BOB trailer. ☺

Olive Oil Makes A Great Chain Lube (And other great reasons to bike in Tuscany)

Mike Giudici

Buon giorno! Wow! What a fabulous trip! I'm on my way home from one of the most memorable trips of my life. Six days of biking the mountains of Tuscany sandwiched between two days of hanging out in Rome. Tough life!

Actually, I was in desperate need of a vacation. We took 5 days in August to go to Wisconsin, but that's it. I had planned to go on a once-in-a-lifetime trip to the Tour de France with Greg LeMond, but he decided not to take a group this year. So when my brother called and said he was going to a cooking school in Tuscany with a group of guys I thought, "This is nuts!" and signed on.

My brother is two years younger and lives in Des Moines. He decided to get serious about biking earlier this year when an orthopedist told him to stop running. He shopped around for a Colnago and hit the road. We'd never vacationed together and thought this was a great bonding opportunity. We were right!



My brother, Dick, and I in Siena with Rossi Martino and his wife at their bike shop. Note the pictures of Fausto Coppi and Gino Bartali on the wall and the awards Mr. Martino won as a pro in the 1930's.

The first day in Rome was an eye-opener. Italians make us look like such fashion morons, which we are. There are no khakis in Italy. There are no knit shirts in Italy. There are no caps in Italy. There are also no fat people in Italy. Leather skirts, leather pants, Armani, Versace, etc. What a place! We'd go back to our hotels and want to throw all our clothes away (except bike clothes, of course).

Then, on to Tuscany by train. Nice trains, too! We got off in Florence (Firenze) and took rented vans through Siena to our residence for the week in the small town of Villa a Sesta (pop. 50) and the La Bottega del 30 Cooking School. Villa a Sesta, like most towns in that part of the world, is on top of one of the Chianti Mountains. This means all rides start with a 1.5-2.5 mile downhill and end with the same uphill. I think

I used my aerobars for 5 minutes the whole week. You're either going up – or going down. The weather was great with temperatures in the 60's to 70's. Early morning rides were made more challenging by mountain fog, and improved by a cappuccino stop in Gaiole in Chianti.

The cooking school was great. We were the only all-male class they'd ever had which endeared us to our female teachers. Each day we would cook from 10 AM to noon and eat our class project from 12 to 1 PM. Then, while the rest of the guys would take a long nap, my brother and I would hit the hills for another 30-50 miles.

On Wednesday, I couldn't stand these short ones anymore and blew off the class to do a 70-miler up the big ones. There is one hill referred to by the guys at the bike shops as "the wall of pain". From Montevarchi back to Villa a Sesta you have the option of a 23-mile route that starts with a seven-mile hill (think Bellevue on TOMRV, only a lot longer) or "the wall of pain" over Montelucio. How bad could it be? I'd already done a tough 55 miles and the thought of cutting eight miles off the return seemed like a logical choice. Wrong-O, Dogbreath!

The "wall of pain" started reasonably enough with 2 miles of 39x23. Then came the first 12% grade sign and 5 miles of purgatory. No false flats, no let up. The only change came when the signs would change to inform you that the grade was now 15%! Boy, do I have even more respect for the guys in the Giro, Tour, and Vuelta than ever! I was dying! This was so bad that I'd ride 0.2 to 0.3 miles and stop to get my breathing rate back down before starting again. For 5 miles!

And just like you see in the big tours, you're sweating and hot going up the hills and then you freeze going down for seven miles on the other side. I had to put my jacket back on that I'd shed 2 hours before. Apparently, that climb is going to be in the 2001 Giro. I'll be watching for sure.

A couple comments about bike shops, roads, etc. Bike shops are great in Italy. We found a small shop in Siena that was run by an 80-year old former pro and his wife. When he found out we were bikers, he took us in the back and showed us his old frames and pictures of when he raced in the late 1930's with Fausto Coppi and Gino Bartali. Great stuff, too! All those great team kits cost less than half of what they do here. It's biker heaven! Do you want the Mapei jersey/bibs/bottle/gloves or the Fassa Bortolo?

We were cruising down the main drag of Montevarchi and happened upon a total kick-butt Pinnarello and DeRosa shop.

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Fabulous bikes everywhere! Even a Pinnarello time trial machine like Jan Ullrich rides! In this town of 20,000! And did I mention that they on-the-spot changed my brother's 12 to 23 Campy 9-speed rear cogs to a 12 to 26 so he didn't have to swap wheels with me all the time?

These guys were really happy to see us and we were really happy to see them (and the fabulous robo-babe that also worked there). They spoke very little English and we spoke even less Italian, but it didn't matter. We both spoke the universal biker lingo.

The roads! The roads are great. They're well-paved, well-marked, and frequented by courteous drivers and many other bikers. We saw guys out training all the time. One day we are sure we saw Marco Pantani flying down a hill we were climbing. This area of Italy is also a favorite for the American tour companies like Backroads and Butterfield & Robinson, so we'd run into them a lot. Of course, a great game to play on the American tourists is to ride by wearing a Mercatone Uno or Amica Chips kit and greet them in Italian! After they'd fumble for a response we'd admit we're hicks from Iowa.

And, finally, the people! What a great place! The most beautiful women in the world live in Italy. My brother had to keep rubbing his neck due to muscle strain from sitting at sidewalk cafés staring in disbelief at the non-stop "Miss Italy Contest". Molto bello! Everyone was friendly and helpful and very appreciative if you even tried to speak a bit of Italian.

To top it off, I turned on the TV at the hotel the night before we left and Mario Cipollini was a contestant on a popular game show. Is this a great country, or what?!!!

And did I mention that the food was unbelievable, the wine was the best, that you could just reach out and pick olives riding down the road..... Ciao! ☺



Welcome to Villa a Sesta and the Caffè Camelia, a great place for a post-ride libation!

New Members

Harry & Sue Coin	Bettendorf
Judy Porter	Bettendorf
Trish Arbuckle	Davenport
Dan & Lori Walljasper	Davenport
Patricia De Keyper	East Moline
Elizabeth & Scott Baumann	Grand Rapids, MI
Stephen & Clara Kuster	Kewanee, IL
Mike Daugherty	Muscatine, IA
Ahmad & Kathy Vossoughi	Rock Island
Dale Eiben	Wheatland, IA

My Reflectors Are Out

Adventure Cycling Bike Bits

"If you go for a drive tonight, you'll see reflectors shining brightly from mailboxes. You'll see reflectorized stop signs. If bike riders are out, you'll see their pedal reflectors. All these reflectors will appear bright, and very easy to avoid. So here's the seven million dollar question: If all these reflectors are so darn bright and easy to see, how come the bike safety nerds insist you need active lights to be seen at night?" John Schubert lays it all out at Sheldon Brown's vast cycling site.

<http://www.sheldonbrown.com/reflectors.html>

TOQUEVILLE'S TAILWIND TOUR

Joe Jamison

"Excuse me, sir, but you look vaguely familiar...yes, aren't you Alexis de Touqueville?" I said to the gentleman who appeared to be dressed for a Halloween party in his early 19th century garb.

He replied saying, "Why yes. How remarkable that you should recognize me after the 170 years or so since I was last in your country."

I asked, "What brings you back after so long a time?"

He explained, "By recognizing me, you probably know of my extensive tour of your country as it existed around 1830 and my book of impressions for publication. I'm happy to say it was well received and resulted in a comfortable living for me. However, that tour extended only as far West as Green Bay, WI and Ohio. Since then, I have been fascinated by America's expansion and technological advances, but I've been most curious about any changes in the character of the American himself, and that is what brought me back."

He continued, "One problem delaying my modern tour was the infernal automobile...my 19th century tour was by horseback and carriage, a slow but appropriate conveyance for one interested in observing and relating with people. The automobile could not have provided that opportunity. Then it occurred to me that the bicycle would be the perfect solution and that is why you see me wearing a helmet rather than my usual beaver hat."

"What destinations have you selected for this modern tour, sir?" I asked.

"Oh my, I would never plan my route. That would corrupt the study and stifle the spontaneity of my encounters. No, I simply follow the wind and let the fates determine who I will meet that particular hour. Random in the purest sense of the word." he said.

"And what have you learned Mr. Toqueville?" I asked.

He began, "I've learned a great deal. In my earlier tour I met characters such as Mike Fink, and Davy Crockett. These men were boastful, loud and overbearing. They would stretch the truth to the point of breaking! And yet, they were doers and leaders of the movement Westward. They were influential in casting the stereotype of the 19th century American. I had hoped that the modern American would be a bit more genteel, but after meeting a man in Independence, IA who caused me to suffer several minutes listening to his description of his diesel, super extended cab, 4X4 truck and the astronomical mileage he squeezed out of it, I began to give up hope. This was exceeded only by an overweight man who boasted of his 120 year old Grandmother. I was his captive as he awaited another

person to deliver him his cigarettes. This man was the smartest man in the world to hear him tell it. My initial disappointment was soon moderated when I realized that these men are the truck drivers, the barge hands on the river, the bus drivers, the custom cutters in the wheat fields and any job that keeps them on the move. The Mike Finks are still with you and you should be thankful for them."

He went on, "A most remarkable change I've noticed is the role of American women. During my last visit, women were not allowed by law to vote, were, for all practical purposes, the property of either the husband or father, had only limited occupations to which they were accepted and absolutely no roll in government. Their education was, except for the very high-born, scant if not absent altogether. During the last few days, I've met the female Mayor of Oxford Junction, IA; a grain drying operation outside of Mt. Carroll, IL being coordinated by a capable woman; an oriental woman managing a motel in Mt. Carroll as well as two other motels being similarly managed. In a Rotary meeting, a former bastion of masculinity, I'm told, three members were women, the guest speaker was female and two guests from the local high school were girls. Certainly your country is more vibrant as a result."

"As the wind pushed me to different directions, I was spending a great deal of time in rural areas. The fields are so vast compared to my earlier visit.", he said. "And yet, with all of this agriculture, I saw no farmers? I saw no slaves? In 1830, the fields were teeming with workers, some of them even in this part of the country enslaved. What a remarkable transformation!!!"

"As I rode along, I wondered if the spirit of helping each other was still present in this country as I recall it.", he muttered. "And just at that moment, my front tire went flat. Almost immediately, a young couple stopped and offered assistance with the repair. They stayed by me throughout the process. Later, I took a rather serious fall along the way and help from several sources was there immediately. This, I thought, was a very good sign."

"So then, Mr. Toqueville, what do you think of the United States of the year 2000? Does it in any way resemble the country you saw in 1830?" I asked. And this was his reply...

"My good man, this has been a phenomenal experiment in these states, united for the purpose of

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The Cochise County Cycling Classic—The 4C's

October 14-15, 2000 Out of Douglas, Arizona

A Ride Report

by James Hanson

I had the choice of taking a 7 day cycling tour out of Tucson, AZ and spending fewer days with my family or take a 24 hour endurance ride—which would allow more days with them. I elected the 4C's, a 252 mile circular route, with a 24 hour time limit, starting and ending in Douglas, AZ.

The 252 , one of four routes, was limited to 55 riders each of whom was required to have a personal support vehicle (PSV) with two support persons aboard. The rider and PSV had to report in at specified Time Stations. The start time was 2:00 AM.

The route headed NW out of Douglas through Bisbee, Mule Mountain Tunnel, Tombstone to Benson and Interstate 10 at the 72 mile mark. By now the highest elevation was behind and dawn had arrived. Now came 100 miles east on I-10 through Wilcox and Bowie to Road Forks five miles into New Mexico. Shortly after passing through Rodeo, NM the route crossed the NM-AZ border and the sun set.

Approaching the outskirts of Douglas each rider was met by an official vehicle which escorted him or her and their PSV to the finish line. I crossed the line at 9:33 PM in a time of 19 hours 33 minutes. My pre-ride concerns about the terrain and altitude were unwarranted. My plan had been to finish the ride in 21 to 22 hours giving a comfortable cushion to the 24 hr. limit. I was satisfied with my actual time.

It was a treat having a PSV. The SE corner of AZ is sparsely populated and though the PSV leapfrogged all but the last 40 miles, it was a comfort knowing it was nearby. Wife Carolyn and daughter Suzanne did a great job and a picture I took of them at the finish line shows the results of about 22 hours of focus without sleep.

The weather was good with temperature running from the low 40's to high 60's. There wasn't any rain or high winds. The previous and following weekends Cochise County was under flash flood warnings. As one of my favorite quotes says; "Luck is when Preparation meets Opportunity." 🚲

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freedom through democracy. I've seen the signs your presidential candidates have posted in supporters yards, imploring the citizens for their vote. I've heard the people discuss the candidates positions and whether they address the country's needs. Some do, and some don't, but one thing I've never heard said."

I asked, "And what is that, Sir?"

He replied, "I never heard anyone say that you should model your process after any other country. I think that is quite a testament to the strength of this land, and why it continues to work after more than 200 years. Your people believe in it and therefore it endures."

With that, he started to mount his bicycle and before pushing off, he turned to say, "I must return now to my native France, but before I do, let me invite you to my country....the biking is great there also. By the way, what is your name?"

I replied, "Oh, I'm Joe Jamison and I'm on a tailwind tour too with my friends, Carter LeBeau and Barney Young. I'm sorry you didn't get a chance to meet them. They're good Americans you know. Bon voyage..." 🚲

Wanted to Buy

Road or Racing bike 60 to 63 cm
High quality - in good condition.

Also wanted

17 inch Hybrid Bike
Dale (319) 374-1367

For Sale

Thule Bike Rack

Carries (1) tandem plus (3) single bikes.

Gutter mount

\$150.00

Doug (319) 332-4503

December Ride Schedule

Saturday, December 2

9:00 AM Meet at Hardee's, 425 55th St., Moline (near Case/IH).

1:00 PM. **Mountain Bike Local Ride** Meet at Sugar Shack, Scott County Park

Sunday, December 3

9:00 AM Meet at McDonald's on Brady St., Davenport.

Monday, December 4

6:00 PM. **Mountain Bike Meeting** Meet at Front Street Brewery, 208 E River Drive, Davenport, IA

Wednesday, December 6

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

Saturday, December 9

9:00 AM Meet at McDonald's on Brady St., Davenport.

Sunday, December 10

9:00 AM Meet at Hardee's, 425 55th St., Moline (near Case/IH).

8:00 AM – 2:00 PM. **Mountain Bike Trail Work Day** Call 786-7979 for location

Wednesday, December 13

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

6:00 PM. **Christmas Lights Ride** Meet at Hardee's, 425 55th St., Moline (near Case/IH). We'll ride the Ben Butterworth parkway to view the lights. Bring adequate bicycle lighting.

Saturday, December 16

9:00 AM Meet at Hardee's, 425 55th St., Moline (near Case/IH).

Sunday, December 17

9:00 AM Meet at McDonald's on Brady St., Davenport.

7:00 AM **Mountain Bike Away Ride** Meet at Mark of QC to car pool to Jubilee State Park, Peoria, IL

Wednesday, December 20

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

Saturday, December 23

9:00 AM Meet at Hardee's, 425 55th St., Moline (near Case/IH).

Sunday, December 24

9:00 AM McDonald's on Brady St., Davenport.

Wednesday, December 27

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

Saturday, December 30

9:00 AM Meet at McDonald's on Brady St., Davenport.

Sunday, December 31

9:00 AM **New Year's Resolution Ride** Meet at Hardee's, 425 55th St., Moline (near Case/IH). for a rider's choice.