



PEDALWHEELING

Monthly Newsletter of the Quad Cities Bicycle Club—November 2007

RAGBRAI BANNED!!

By Tom McMahon, Staff Writer,
The Daily Nonpareil, Council
Bluffs, Iowa 10/10/2007



DENISON - The Crawford County Board of Supervisors passed a resolution Tuesday banning RAGBRAI from using the county's roads.

In a letter to T.J. Juskiewicz, RAGRBAI director, Crawford County Engineer Paul Assman stated the county recently reached a settlement with Betty Ullrich, whose husband Kirk died after falling off his bike during the 2004 bike race across Iowa.

Ullrich alleged the county was negligent in not properly maintaining Crawford County Road E16. Kirk Ullrich's bike allegedly struck a centerline joint in the middle of the road, causing the fall. The county did not admit negligence in offering the \$350,000 settlement.

Assman stated the county roads are maintained to meet standards related to vehicular travel and not bicycle events.

(Cont. on Page 6)

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The QCBC Pedalwheeling staff again is in transition

Heath Treharne will leave his duties as layout editor after the December issue, because of increasing obligations in other areas of his life.

He and Cindy have three small children at home - Patrick, Ryan and Morgan - and he wants to spend more time with them and more time on his business, Tree of Life Chiropractic in downtown Rock Island.

Heath had the hard part of the newsletter. I downloaded and edited the copy sent in, then forwarded it to Heath who did the lay-out. He did a wonderful job mixing up the design and adding art elements to break up the gray of the pages. I think the newsletter has looked great, thanks to his creativity.

While I have very little layout experience - I did a little in my early days here at The Dispatch and Rock Island Argus - I'm going to give it a shot, with the help of my husband, David Weckel.

David works on computers and servers in his job, but doesn't have a strong familiarity with Publisher, the program Heath uses for layout.

I've loved working with Heath, whom I met when we both volunteered for the newsletter. Turns out we work just a few blocks apart, which made doing the newsletter together easier.

He's become a friend, and is a dynamite rowing coach. David and I joined the Quad City Rowing Association after learning to row in a class Heath taught there.

Please be patient with us on the newsletter. We'll get it out each month, with the always reliable help of Charlie Sattler. But Heath is leaving some pretty big shoes to fill.

Jackie Chesser

Quad Cities Bicycle Club
Awards Dinner
 Friday, November 9th
 The Lodge
 Spruce Hills and Utica Ridge Road, Bettendorf.
 (See page 4 for more details)



The continuing life of the **BIG** red bike

By Scott Swanson

You've read stories of my high-maintenance girlfriend, the big red bike. This may well be the last story I'll write about her. I've decided to part with her.

She came to me via Bill Storm from a friend of his from yet another friend as a bare frame, 1970s Traveler, 67cm seat tube, 62.5cm top tube, original paint. Bill handed it to me (still an "it" then) in the parking lot in Moline before a night ride in November of 2001.

I was still riding the Beast, a Schwinn Super LeTour III. (Hi, I'm Scott, and I like old Schwinn's).

I started looking for parts and went to Jerry and Sparky's hunting for a bottom bracket and ended up coming out with a complete World Sport, a little sister to the Traveler.

Bruce and the boys at Healthy Habits gave it the first build. It scared the crap out of me, it was so tall.

The bike lasted maybe a month, if that, in that configuration. I took the frame to Tommy Teesdale for paint and a second set of bottle cage bosses. I assembled a Shimano 105 gruppo on ebay because I had bought a pair of Shimano SPD-Rs (remember, the pedals that Lance didn't like?) and I wanted things to match.

Bar-end shifters, a lovely handlebar-stem combination, and some so-so wheels. A Thomson seat post that was schweg from a PAMBA first-timers race. Computer from On Two Wheels. A drop-dead gorgeous red, white and black Koobi seat from Healthy Habits. And a set of Campy-rimmed Shimano-hubbed wheels from Zuggy.

So was born the leggy redhead, bike of my dreams. We did mid-paced rides. We did the Monday-evening Governor's rides. We went road racing. We went time trialing. We even went to Colorado and did Bike Tour of Colorado, which showed me just how slow I could ride uphill.

And it spent time at Healthy Habits every time

something changed. Bruce used to joke that the big red (as they had named it) spent more time at the shop than it did at my house. True enough.

And we crashed, which resulted in a dislocated shoulder, my first real athletic injury, my first real one ever, in fact. Bent handlebars, bent stem, bent fork.

And I can still hear someone in that group saying "You OK? You gonna go on or go back?" The redhead was in limbo for a couple of months while I rode other bikes.

A trip to Tommy Teesdale got the fork straightened, probably straighter than it had been when I got it. Back on the road for the QCBC 40K, which lasted all of 1.5 miles. I dropped the chain, got it back on, hammered down and turned the derailleur and rear dropout into a pretzel. Sigh.

I rode the rest of the season on a too-short Cannondale touring bike. I remember someone on a group ride saying to me "You ride a red bike!" Indeed, but she was in no shape to ride.

And with the knowledge gained from building and rebuilding her, and the knowledge that she had reached her highest form, I ordered the Zinn, which started the beginning of the end of my relationship with the redhead.

Not quite the end, though. As happens with many frames, the redhead got down and dirty and became my cyclocross bike, yet another rebuild, this one done mostly by me.

She was still sleek, she was still fast, she was still fun. I even rode her at Sylvan Island, which pretty much convinced me to buy a 29er mountain bike, a Gary Fisher Paragon, which has become my cyclocross bike. Gotta love suspension forks and fat tires.

And here we are. I could turn her into a fixie, but I can't say I'd ride her. Mario Cippolini buys suits that he never intends to wear just because he likes how they look.

I really can't have a bike I don't ride. It just feels wrong. I brought her to life, as she did me. I can't just put her to bed and tuck her in.

She's got miles to go before she sleeps.



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Heath Treharne, DC—QCBC Member

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Welcome New QCBC Members! Charlie Sattler

Name	City/State	Phone	Name	City/State	Phone
Peter & Deb Crocker	Glendale, AZ	480-236-7829	Suzanne Wheeler	Mapleton, IL	309-258-0272
George & Winnie Daugherty	Bettendorf, IA	563-332-9306	Eric & Desree Alfon, MD	Moline, IL	309-721-6227
Kevin & Lana O'Hara	Bettendorf, IA	563-332-9235	Jeannie & James Bopp	Moline, IL	563-940-0421
Mark & Lori Haldeman	Davenport, IA	563-391-8780	Kevin Schell	Naperville, IL	630-548-5088
Judi Ladehoff	Davenport, IA	563-445-0168	Stacey & Vernon Moon	Port Byron, IL	309-523-3644
Julia Rostenbach	Davenport, IA	563-320-9920	Patrice Gensel	Florence, NJ	609-499-8158
Scott Schnauffer	Geneseo, IL	309-489-6199			

If you experience problems receiving your hard copy newsletter in the mail, please contact Charlie Sattler. Charlie can be reached at: 563-391-3422 or csattler14@msn.com. Charlie prints out the labels for the newsletter and does the mailing of the newsletters.

Hard Copy newsletters are sent out to all current club members the last week of the month. Members, who live in the immediate QC Area, usually receive their newsletters before the end of the month. Members, who live farther away, may not receive theirs until the first or second week of the month. You can also view the newsletter online at www.qcbc.org.

Membership Count: 12/18/06

Number of:	Members	Memberships
Individual	377	377
Couple	318	159
Family	293	80
Complimentary	20	20
Life	7	4
Total	1015	640

QCBC Annual Awards Dinner

The Quad Cities Bicycle Club annual awards dinner will be held Friday, Nov. 9 at The Lodge on Spruce Hills Drive and Utica Ridge Road, Bettendorf. It will begin at 6 p.m. with social hour, appetizers and a cash bar. Dinner is served at 7 p.m., followed by the awards program.

The cost is **\$25** per person. The registration form and your check - payable to Quad Cities Bicycle Club - should be returned by Nov. 1 to: John Wessel, 333 9th St., Moline, IL 61265

For more information, call Jewel Bryan at (309) 762-4762, or email jewel@wpcco.com

Dinner Reservation Form

Name: _____

Name: _____

Name: _____

Name: _____

Daytime phone number: _____



From the Headset:

By Dean Mayne, QCBC President
e.mayne@mchsi.com

November is time to plan for year-end gatherings, including our annual dinner on Nov. 9. Let's get together and reminisce about a great '07 riding season.

QCBC Board Oct. 8

We opened our meeting by greeting two guests: Chuck Oesteich from LIB and QC-TAG, and Doug Truesdell, our TOMRV chairman.

Chuck brought us up to date on the QC-Transportation Advocacy Group. It included a report on (1) our first Metro Ride, (2) plans for assisting with an Earth Summit Oct. 13 (3) Bike Friendly Community Planning Meeting Oct. 18 with Ed Barsotti, League of Illinois Cyclists director, and Mark Wyatt of the Iowa Bicycling Coalition, (4) a Bike Friendly Community meeting with city planners and engineers on Nov. 20, and (5) assisting with a "Complete Streets" training seminar in January.

Chuck asked the board to endorse the QC-TAG Metro bike rides scheduled for Oct. 20 and 27. Check out details on quad.cities.tag.googlepages.com.

In his TOMRV update, Doug Truesdell said finances came in considerably better than anticipated. Registration may be streamlined using an online service next year. We discussed safety concerns for next year's event.

The board was impressed and grateful to all TOMRV volunteers. The great weather and TOMRV Team made this a great year for TOMRV and the QCBC. Thank you TOMRV, the QCBC is dependent on this event to promote cycling throughout our community.

Deb Mathias reviewed action items from the minutes and reported on the plans for this year's membership meeting from 7-9:30 p.m. Oct. 16 at Rivermont Academy.

Deb has arranged to have a speaker from the DOT discuss plans for the new I-74 pedestrian/bike lane. The Corn Belt Running Club was invited to join us for the meeting. We also plan a host of other speakers to give brief updates on the MRT, Bettendorf Trail Extension, QC-TAG, board nominations, and League

training classes. There was pizza and soft drinks after the meeting.

Dave Georlett provided details on completion of the QCBC Event Liability Waiver.

Frank Breshears resigned his board position, citing family and business commitments. Thank you Frank for your straight talking contributions to the board and assistance with last year's ride schedule. A New Ride Schedule Committee Director is being sought at this time.

John Harrington presented the Treasurers report along with his ideas for the QCBC growth committee. He will write an article about it for Pedal Wheeling.

John also gave an update on the Bettendorf Trail Extension and reported to the club at the Oct. 16 membership meeting.

Terry Burke updated the Community Service Donations Report with donations to DICE and Adventure Cycling.

John Wessel reported on plans for the annual dinner Nov. 09. Hope to see you there.

He also reported on board nominations and elections slated for the Oct. 16 membership meeting. Members stepping down are Karen Baber, Frank Breshears, Karen Grimm and Mike Desch.

Mike Desch gave a financial report from the Heartland Century and reported that he will no longer chair that event. A new Heartland Chairman is needed for this popular event. Mike has taken great notes and is willing to assist the new director.

New Training Options!

Contact our new League Certified Cycling Instructor, Donnie Miller, about Road 1 training classes, or professional coaching for personal training needs. Donnie was nominated to the QCBC Board as our Education and Safety coordinator.

Thank You Trail Advocates!

We've received advice from some of our members and ACE respondents suggesting we take a moment to thank our cities and park boards for recent trail and street upgrades. Based on their advice, I attended a Davenport City Council Meeting in October

Cont. Page 7

(RAGBRAI cont. from page 1)

"Simply put, Crawford County's position is that we have met the test of providing safe roadways for "intended" users. That said, the issue then becomes the "permissive" use of Crawford County roadways by participants in the RAGBRAI event."

The resolution stated the secondary roads are not designed to meet the specific standards related to bicycle travel and constitute an unacceptable risk to participants in RAGBRAI and events of like kind and nature.

It goes on to state that the use of the roads for such events puts the county at risk for future litigation and prohibits their use for RAGBRAI and any other similar event.

Juskiewicz said he had not seen the resolution. "We will not go to a place where they don't want the event," he said. "Most places want RAGBRAI."

He said it is the only jurisdiction that has passed such a resolution.

RAGBRAI completed its 35th race this July, hosting about 10,000 riders on the annual weeklong trek across the state.

Crawford County's decision could impact neighboring counties as organizers plan next year's route.

The Iowa Bicycle Coalition is disappointed in the actions of the Crawford County Board of Supervisors who recently forbid RAGBRAI or any events of similar nature from occurring on the public roadways. The action was rash and failed to consider not only the consequences, but also the real problems of an unbalanced transportation system designed solely around cars.

Crawford County's liability was imposed by their choice to settle the lawsuit. Since the case was not decided in a court, fault remains undecided and precedent does not exist. The Iowa Code still assigns bicycles the same rights and responsibilities of vehicles.

Bicyclists killed due to road defects are a rare exception and an exponential number of bicyclists have been killed in Iowa due to crashes with motor vehicles. Rather than banning bicycling events, counties in Iowa should encourage more bicycling. More bicycling leads to lower costs for health care, lower impact to roadways, less traffic congestion, and better air quality.

Lowering costs for health care, decreasing costs of transportation, and increasing quality of life is something all county governments struggle with. Investments in roadway maintenance, bicycling and walking facilities, and safety education will pay big returns for communities. However, discouragement of active lifestyles will cost our society dearly in the long run.

Mark Wyatt

Heartland Century Recap

By Mike Desch

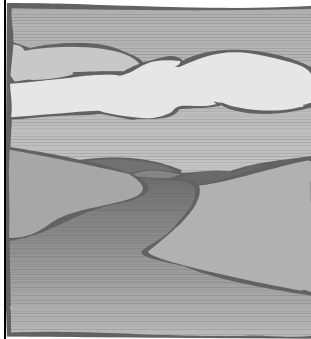
The 2007 Quad Cities Bicycle Club Heartland Century was held Saturday, Sept. 8 and appeared a big success.

The weather was just about perfect with mild temps and little wind. There were a total of 230 people signed up for the ride, 167 of those were pre-registered.

For those who did not receive your t-shirt on the morning of the ride, I will be ordering what is needed and mail them when I receive them from All Sports Screen Printing.

The following people were winners of the Jerry and Sparky's Bicycle Shop gift certificates: Cindy Crotty, Paul Gilbert, Pete Quinn and Gary Speaker

I'd like to thank the following sponsors: Jerry and Sparky's Bicycle Shop (Jerry Neff Jr.), Lovewell Fencing (Bill Lovewell), Wessel Pattern Company (John Wessel), FCA Inc. (Bob Fitzgerald), Taylor Garages (Frank Beshears), Healthy Habits (Bruce Grell), The Trek Bicycle Store (Jeff Bradley) and Hy-Vee in Silvis (JoAnne Peterson).



In addition, I'd like to thank the following volunteers: Jewel Bryan (pre-registration), Bob and Kate Rutledge (Cordova rest stop), Martha Fisher and Dean Mayne (Erie rest stop), Tony Fisher (Morrison rest stop), Susan Desch (general setup and support), Leon Walschaert and Paul Mulchaey (t-shirts), Vince Weinert and Jan and Dale Adamson (registration), Frank Martin and Wiley Carlson (pork chop dinner), Walt Depoorter (pop and ice), Jeff Bradley from The Trek Bicycle Store (pre-ride bike maintenance), Bill Wiebel and Tony Fisher for marking the course and finally Dave Thompson for setting up the signs that let the riders know where the rest stops were, etc.

As we all know, the sponsors and volunteers are what makes quality events like the Heartland Century possible. Thanks to all.

(Headset, Cont. from pg 5)

to accept a proclamation for our First Metro Bike Ride. At that time, I thanked the city council and park board for trail improvements and street renovations made this year.

Hope you all have noticed the new trail upgrades on Duck Creek Path and the new share-the-road signs on Main Street in Davenport.

I plan to follow up with letters to Davenport and Bettendorf park directors Dan Sherman and Steve Grimes, Missman Stanley, QCCVB, Chuck Oestreich, Dean Mathias, Dan McNeil, Jeff Cornelius and John Harrington for their efforts in supporting and promoting safe streets and local trails.

Thank you for your vision and contributions to a greater living experience around our cities.

New QCBC Event/Volunteer Waiver

We have a new Event Waiver, which will appear in this issue of PedalWheeling and on our Web site. It reflects the research efforts of Dave Georlett, his legal and insurance council, and the approval of the QCBC board.

Please note that this does not replace our membership waiver. It is an Event Waiver to be signed by all participants and volunteers prior to organized club events.

This does not apply to regularly scheduled club rides.

Language also was added to require adherence to rules of

the road and use of an approved helmet when cycling.

New World Miles Coordinator

Dave Thompson has agreed to become World Miles coordinator. Thanks again to Jim Merrit, our prior miles coordinator.

Please contact Dave Thompson at ultrabiker@sbcglobal.net with your mileage before the annual dinner. Thanks Dave!

QC TAG Metro Bike Ride made the News

The Metro Bike Ride on Saturday, Sept. 22 went very well. About 40 riders turned out, with many doing both routes - Rock Island and Davenport. Also many were riders who normally don't go on longer rides in the QC. The ride had good press coverage with two pictures (although small) in the Argus/Dispatch, but a very positive article in Sunday's QC Times. To read it, visit <http://www.qctimes.com/articles/2007/09/23/news/local/doc46f5e8abb9c47496189425.txt>

QC-Transportation Advocacy Group continues to promote active living in the QCA. We are working with city planners, wellness programs, environmentalists, and transit officials to create safe streets for all users: bikers, walkers and transit users. We feel it is important for everyone to have access to their community whether they drive a car or not.

Our role is to teach people to consider their bike a
(Cont. Page 8)

Quad City Marathon Volunteers

By Gary Jones

I want to add my own personal thanks to everyone for helping out with a QC event. We (the QCBC) were asked for support late this year and even with short notice you all stepped up and offered your support.

I want you all to know how much I appreciated the enthusiasm and willingness to help; this is what makes the QCBC what it is. It was hotter than normal this year, so we were probably needed more than ever to help ensure the safety of the runners.

I'm sorry for the confusion at the after-race party area. I know some people wanted pizza and were turned away because they didn't have a coupon that was part of the race bib.

I spoke with Shari Baker about this and she is going to bring it up with Joe Moreno in post-race discussions. She was my contact and was led to believe that our Medic shirt entitled volunteers to everything the runners had.

Hopefully, it won't be an issue next year. I know the organizers were running short of post-race treats this year, which I think, had something to do with the heat.

I hope everyone had a good time and thanks once again.



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October ride recall

By Cindy Bottrell

Twelve club members gathered at the boat ramp in Rapids City for a ride to Albany, at 9 a.m. Sunday, Oct. 7. It was an unusually warm (some would say hot!) weekend for October, with a high projected in the high 80s.

After some brief introductions, the group headed to the Mississippi Cafe for brunch. The group split into two - one group left the River trail near Cordova to ride on Meridosa Road and the second group rode the river trail.

After an enjoyable meal, most of the group headed back to Rapids City. A few headed off to find additional miles because of the beautiful day. The total distance was 38 miles.

Members present were: Eric Alfon, Bob Anderson, Dean Arney, Dave "Vito" Cinotto, Jerry Kruse, Doug McDonald, Darlene Moritz, Dave Parker, Kathy Storm, and Dick Wolber. Ride leaders were Cindy Bottrell and Paul Sullivan.

(Headset, Cont. from pg 7)

source of transportation. We hope to teach people to use city streets and the rules of the road to get to their destinations safely. We want people to connect to their community by slowing down, taking notice, and learning how to shop and commute on foot, bus, or bike.

Fifteen to 20 mile Metro Rides were planned in Iowa and Illinois communities on Oct. 20 and 27.

We've asked the QCBC board for its endorsement of these rides as an effort to reach out to residents to get on their bikes for short trips and commutes. The QCBC board was uncertain of how promoting walking and transit fit into our mission but agreed to support the cycling events as long as our insurer agreed to cover the events.

NOTICE

Dear
Ill. bike club members,

The Illinois House voted to override the Governor's amendatory veto on Senate Bill 314 - meaning that Complete Streets now is Illinois law for IDOT road!

The bill was approved overwhelmingly by the Legislature in June, but was gutted by Gov. Blagojevich's amendatory veto on Aug. 31. The bill had required IDOT to include walkways and bicycle ways in their road designs in urban areas (with reasonable exceptions).

The veto made this optional. Both the Senate (53-0, Oct. 3) and the House (109-3, Oct. 10) voted to return to the original, meaningful language.

The result? IDOT reconstruction and expansion roadwork in urban areas must now include provision for people who walk or bike. IDOT performance in this area had been poor, despite calls for reform of urban sidewalk and bikeway policies by LIB, the Chicagoland Bicycle Federation, and others.

Our thanks go to the bill sponsors (Sen. Ed Maloney, Rep. Joe Lyons), and also to CBF for leading the charge on this year's version of the bill. Both organizations will continue our work with IDOT on policy revisions - but this time backed by Illinois law.

For background from an earlier bill, visit <http://www.bikelib.org/completestreets/sb508mtg1005.pdf>. LIB's analysis of IDOT's bike and ped policies is at http://www.bikelib.org/political_state/bdmanualreview.pdf.

Ed Barsotti
Executive director
League of Illinois Bicyclists

City Streets Brainstorming Session Coming Up

By Chuck Oestreich

QC-TAG (Transportation Advocacy Group) wants, and needs, your input as it works to bolster walking, biking and transit in the QC transportation mix.

What do you think should be high priority items, relatively inexpensive to implement (striping bike lanes, traffic calming, pedestrian friendly crosswalks, making a bike plan, encouraging transit usage, etc.)?

We would like to present some suggestions to the road engineers and city planners who will meet in January for a Quad City Complete Streets Workshop.

Leading the brainstorming will be the executive directors of Illinois and Iowa's state-wide bicycle advocacy groups - Ed Barsotti of the League of Illinois Bicyclists and Mark Wyatt of the Iowa Bicycle Coalition.

Join us and help make your ideas and experience count. It will be from 6:30 to 8 p.m. Tuesday, Nov. 20 on the second floor of the downtown Rock Island Public Library.

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The Latest Official Tailwind Ride

By John Keane

Many of you will recall the rules of the annual "official" tailwind ride as specified by Carter LeBeau. Among them were: 1) At least 100 miles per day. 2) Exactly seven days must be ridden. 3) Bikers could not wear brassieres (no women).

There were other arcane rules, but suffice it to say that at least those three were broken Oct. 1-3.

It started out to be Carter, John Keane, Barney Young and, because Carter had to include his medical technician, Rule 3 was broken by adding Kaye LeBeau. Because of the advanced years of the three male participants, Rules 1 and 2 also had to be broken.

Unfortunately, Barney had to bow out because of unforeseen problems and we were down to three. It turns out that Kaye had to attend a funeral on Day 1 so just Carter and John started out from Jerry and Sparky's with the traditional prayer from Jerry Sr. Kaye would join us that evening, if she could find us.

The fact that we started out downhill from J&S had nothing to do with age or conditioning; the wind was blowing that way, from the west.

We crossed the Arsenal bridge and headed down the Illinois bike path. Arriving in Colona, we had our second breakfast and then jumped on U.S. 6. By the time we got to Geneseo, it appeared that Annawan would be a likely spot for the night, if there was a motel.

We stopped at a car dealership and inquired. It's probably true that a car salesman has never lied and this one assured us there was a Holiday Inn Express in Annawan.

After lunch in downtown Geneseo, we arrived in Annawan and tried to find the motel. It turns out it had been sold recently and all signs removed, but we eventually got there. Kaye, who didn't have a phone in her car, also had a problem, but she found us.

No restaurants open on Monday in Annawan but, since we had a car, we drove to Kewanee and had a good dinner.

On Day 2, the wind shifted to the south and so we headed north on Illinois 78. Nice road and good wind. We stopped in Morrison for lunch at the Isle of Rhodes - I love that name. Our destination for the night was Mt. Carroll and both Carter and John were sure there were at least two motels there. Kaye was noncommittal.

Before we got there, we ran into hills that slowed us down a bit. In fact, on one of the hills, John let his front wheel slip off the pavement into gravel and took a spill. The damage did not appear to be too bad.

Reaching Mt. Carroll, we stopped at a hardware store to inquire. There were two motels but they had closed. There was a bed & breakfast, but it was full. The nearest place for a motel was Savanna (9 miles and big hills).

A gentleman loafing there offered to take us in his pickup. His name was Gene Judas (honest) and, although he didn't charge us 30 pieces of silver, we did reward him for his kind deed. We stayed that night at the Super 8 and had a great dinner at an Italian restaurant.

Starting the last day, we were faced with a dilemma. The wind was from the west and if we biked east back to Mt. Carroll, we were faced with those big hills.

The wind wasn't that strong and so we headed south on the bike path arriving at Thomson for our second breakfast. We thought that we were now south of the hills and we could turn east and ride with the wind.

We were wrong and when we tried to turn south again we were faced with a huge hill. Several of us were now out of gas and stopped at a farm house where a kind person took Carter back to a feed store he knew about.

The guy remembered Carter and brought his pick up and carried us to Fulton where we had lunch. Now we headed north on the bike path and, you guessed it, we ended up back in Savanna.

We had contacted our great friend, Dean Arney, and he soon arrived to pick us up and take us back to Annawan to pick up Kaye's car and then to the QCA.

So we broke a few of the old rules, but we still had a great adventure and hope that we can do it again soon.



November 2007 Ride Schedule

Winter ride schedule—October through April

Please note the change of times assigned to rides scheduled during these months. All winter rides are open to optional lengthening or shortening at the discretion of the riders. Most are riders' choice due to the unpredictability of the weather at this time of year.

Thursday, November 1

Night Ride

6:30 P.M. Meet at the parking lot by *Celebration Belle* along the Ben Butterworth Parkway in Moline. Ride the trail. Headlights for your bike are required. Mountain or hybrid bike is suggested. Approx. 20 miles.

Saturday, November 3

9:00 A.M. Meet at Hardee's, 425 55th St, Moline, for a riders' choice ride.

Sunday, November 4

9:00 A.M. Meet at McDonald's on Kimberly Rd at Eastern Ave, Davenport, for a riders' choice ride.

Tuesday, November 6

Night Ride

6:30 P.M. Meet at the Lindsay Park Marina parking lot at the foot of Mound St. in Davenport. Ride the trail. Headlights for your bike are required. Mountain or hybrid bike is suggested. Approx. 20 miles.

Wednesday, November 7

Morning Ride, Illinois Start

9:00 A.M. Meet at Hardee's, 425 55th St, Moline, for a riders' choice ride.

Thursday, November 8

Night Ride

6:30 P.M. Meet at the parking lot by *Celebration Belle* along the Ben Butterworth Parkway in Moline. Ride the trail. Headlights for your bike are required. Mountain or hybrid bike is suggested. Approx. 20 miles.

Friday, November 9

QCBC Annual Dinner

Join the QCBC at the Annual Dinner. Details will be published in our newsletter, *Pedalwheeling*, and on our QCBC Web site, www.qcbc.org. Chairpersons: Barb and John Wessel 563-359-8350.

Saturday, November 10

9:00 A.M. Meet at Hardee's in Eldridge, Iowa for a riders' choice ride.

Sunday, November 11

9:00 A.M. Meet at Hardee's, 425 55th St, Moline, for a riders' choice ride.

Monday, November 12

Veterans' Day Ride

9:00 A.M. Meet at Hardee's, 425 55th St, Moline, for a riders' choice ride. If you have today off because of Veterans' Day, this ride is for you!

Tuesday, November 13

Night Ride

6:30 P.M. Meet at the parking lot by *Celebration Belle* along the Ben Butterworth Parkway in Moline. Ride the trail. Headlights for your bike are required. Mountain or hybrid bike is suggested. Approx. 20 miles.

Wednesday, November 14

Morning Ride, Illinois Start

9:00 A.M. Meet at Hardee's, 425 55th St, Moline, for a riders' choice ride.

Thursday, November 15

Night Ride

6:30 P.M. Meet at the Lindsay Park Marina parking lot at the foot of Mound St. in Davenport. Ride the trail. Headlights for your bike are required. Mountain or hybrid bike is suggested. Approx. 20 miles.

Saturday, November 17

9:00 A.M. Meet at Hardee's, 425 55th St, Moline, for a riders' choice ride.

Sunday, November 18

9:00 A.M. Meet at McDonald's on Kimberly Rd at Eastern Ave, Davenport, for a riders' choice ride.

Tuesday, November 20

Night Ride

6:30 P.M. Meet at the parking lot by *Celebration Belle* along the Ben Butterworth Parkway in Moline. Ride the trail. Headlights for your bike are required. Mountain or hybrid bike is suggested. Approx. 20 miles.

Wednesday, November 21

Morning Ride, Illinois Start

9:00 A.M. Meet at Hardee's, 425 55th St, Moline,

Thursday, November 22,

Thanksgiving for a riders' choice ride.

Turkey's Ride

9:00 A.M. Meet at Hardee's, 425 55th St, Moline, for a riders' choice ride.

Friday, November 23

Work Off the Turkeys!

9:00 A.M. Meet at the United Methodist Church in Colona (1/2 Mile East of the I-80 Colona exit on Cleveland Road) for a riders' choice ride.

Saturday, November 24

9:00 A.M. Meet at McDonald's on Kimberly Rd at Eastern Ave, Davenport, for a riders' choice ride.

Sunday, November 25

9:00 A.M. Meet at Hardee's, 425 55th St, Moline, for a riders' choice ride.

Tuesday, November 27

Night Ride

6:30 P.M. Meet at the Lindsay Park Marina parking lot at the foot of Mound St. in Davenport. Ride the trail. Headlights for your bike are required. Mountain or hybrid bike is suggested Approx. 20 miles.

Wednesday, November 28

Morning Ride, Illinois Start

9:00 A.M. Meet at Hardee's, 425 55th St, Moline, for a riders' choice ride.

Thursday, November 29

Night Ride

6:30 P.M. Meet at the Lindsay Park Marina parking lot at the foot of Mound St. in Davenport. Ride the trail. Headlights for your bike are required. Mountain or hybrid bike is suggested Approx. 20 miles.



Ride Classifications:

Leisure Rides – 10 to 13 mph riding pace. Stops will be taken as needed, and may include a snack stop. Group will wait for slower riders. These are great rides for new members or those who want a slower, relaxed ride. Distances vary from 15 – 21 miles. These rides are offered in the schedule, May – September.

Mid-Paced – 13 to 16 mph average riding speed. Stops as needed. A stop for breakfast is usually included. Group will wait for slower riders when re-grouping. Distances vary from 25 to 65 miles. These rides are offered in the schedule, April – October.

Did you ever wonder?

- Why do banks charge a fee on 'insufficient funds' when they know there is not enough money?
- Why doesn't the glue stick to the bottle?
- Why do they use sterilized needles for death by lethal injection?
- Why doesn't Tarzan have a beard?
- Why does superman stop bullets with his chest, but ducts when you throw a revolver at him?
- Why do kamikaze pilots wear helmets?
- Whose idea was it to put an "S" in the word "lisp"?
- If people evolved from apes, why are there still apes?
- Why is it that no matter what color bubble bath you use, the bubbles are always white?
- Is there ever a day that mattresses are not on sale?
- Why do people constantly return to the refrigerator with hopes that something new to eat will have materialized?
- Why do people keep running over a string a dozen times with their vacuum cleaner, then reach down, pick it up, examine it, then put it down to give the vacuum one more chance?
- Why is it that no plastic bag will open from the end on your first try?
- When you are in the supermarket and someone rams our ankle with a shopping cart then apologizes for doing so, why do we say, "it's all right?" Well, it isn't alright, so why don't we say, "That hurt, you stupid idiot?"
- How come you never hear father-in-law jokes?
- The statistics on sanity are that one out of every four persons in suffering from some sort of mental illness. Think of your three best friends....if they're okay, then it's you!

Mid Paced (3 Hour Out & Back Rides) – 13 to 16 mph riding pace. No breakfast stop. Distances will be 35 – 45 miles. These rides are offered in the schedule, April – October.

Fast Paced – 16 mph or faster average riding speed. Few stops. Group may wait for slower riders. Distances vary from 35 to 70 miles. These rides are offered in the schedule, April – October.

Rider's Choice – the riding pace on these rides will vary depending upon who shows up. These rides are offered year round, throughout the schedule.

Village Cyclocross Results

By Michael Zugmaier

Wow, what a great day for a race. Sunny, a little hot with temps in the upper 80s, and a great group of competitors. More than 60 racers came to Lindsay Park for the first Cyclocross event of the 2007 season on Sept. 23 at Lindsay Park in Davenport. If you haven't seen a Cyclocross event, you're missing out on some great fun. Basically, it's a cross-over of road bike racing off-road with obstacles all run on a circuit course 2 to 5 Km in length. Races last 40 to 90 minutes and include age and skill classifications.

Special thanks to all the new racers who came to give Cyclocross a try. Seven juniors raced, with most in the 10-14 age group, plus 10 in the Women's field, and nearly 20 Master racers who put it all on the line in this event.

To get the competition started early this year, a Hill Prime (cash prize) was added for the first person(s) who made it to the top of the Lindsay Park Hill. For those that went for it, they put on an awesome display. Especially since the racers had to run up the hill pushing or carrying their bikes.

The battle between Chad Bishop (MCCC) and Kevin McConnell (ICCC) was nearly a photo finish as Kevin sprinted up the hill (+15 percent Grade 40 yards) to meet Chad at the line, but Chad made a last thrust forward to nose him out with his bike and body for the CX4 prime.

Robin (Goforth) Williams (ICCC) took a lead into the hill and never looked back as she finished well ahead of the rest of the Women's field. For the Juniors, Jees Leonard (DICE) started over a minute behind the Master's field yet finished well up into the middle of them, lapping a portion of the Master's field.

Greg Aronson (DICE) 30+ won the Master's Hill Prime. The overall Master's event winner was Bruce Grell (DICE) 40+ who put in a hard days work holding off the likes of Tracey Thompson (ATLAS) 30+ and Dr. John Meehan (Priority Health) 40+.

In the CX 1,2,3 event, Brian Eppen (ICCC) looked unstoppable as he took the Hill Prime and a command of the race. However, a rolled tire and another flat put the damper on one heck of a ride.

Until the tire mishaps, Brian, Tony Nichols (Zoom Performance) and John Olney (ICCC) had a three-man

race that just kept pulling away from the rest of the field. However, in the end, Tony Nichols powered away with a clear win for TOP prize.

The Village Cross is in its third year, and thanks to the support of the QCBC it was again a great success. The Village CX is one of four cyclocross events held in the Quad-Cities and we hope to see you at the other DICE Cyclocross Events. Old Town Vandcross will be held in Moline Nov. 11, and Middle Park Madness in Bettendorf on Nov. 18.

Plus, there will be National and International Cross Events in the area with the Jingle Cross Rock in Iowa City over Thanksgiving and the USA National Cyclocross Championships in Kansas City in December.

To find out more about DICE Cycling events, and Cyclocross, visit www.dicecycling.com

Results:

Juniors 10-14

1. Jordan Zugmaier, 12, DICE, Bettendorf IA
2. Alex Sheetz, 11, DICE, Knoxville IL

Juniors 15-18

1. Jesse Leonard, 18, DICE, Bettendorf, IA
2. Sam McElmeel, 17, Unatt, Iowa City IA

Womens

1. Robin Williams, 29, ICCA Iowa City, IA (Hill Prime)
2. Tammy Meehan, 43, Team Kenda, Iowa City, IA
3. Darcy Sanford, 34, Team Skin, Coralville, IA

Masters overall

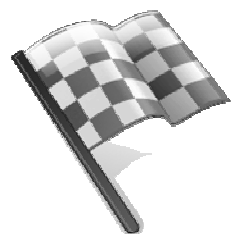
1. Bruce Grell, 40, DICE, Davenport, IA 40+
2. Dominic Moraniec, 43, ATLAS, Burlington, IA 40+
3. Tracy Thompson, 39, ATLAS, W. Burlington, IA 30+

CX 4 Overall

1. Chad Bishop, 34, MCCC, Muscatine, IA (Hill Prime)
2. John Peters, 43, Unatt Cedar Rapids, IA
3. Steve Bullerman, 37, Bike Tech Waterloo, IA

CX 123 Overall Finish

1. Tony Nichols, 41, Zoom-MSM, Urbandale, IA
2. John Olney, 35, ICCA, Iowa City, IA
3. Sean Walker, 33, Atlas Core, Iowa City, IA





QCBC Trash Talk

By Ken Urban

The QCBC Adopt-a-Highway Fall Cleanup took place Oct. 1. Several participants joined in picking up trash along a two-mile stretch of Scott Park Road (old Hwy. 61).

No unusual finds this time, only the usual aluminum cans, glass and plastic bottles, fast food wrappers, etc. The recyclable materials were emptied at the Scott County Recycling Center.

The group was rewarded with pizza and drinks at Happy Joe's afterward.

Hosts Ken and Julie Urban would like to thank the following participants: Jean Kelly, Dave Lefever, Denise McDermott, Phil Schubbe and John Wessel. The spring cleanup will be held in early May. Watch the newsletter for details.

Zigzag to Geneseo

By Jean Kelly

What a glorious day to celebrate fall's arrival. I led myself to the Colona Grade School on Sunday, Sept. 23, and that's where the leadership ended.

I remain clueless of most routes on Illinois' fine cycling roads. Ten cyclists gathered, and among them were several who knew the zigzag way to Geneseo via the Hennepin Canal Trail and quiet country roads.

Following a breakfast stop in Geneseo, four riders went on to savor more of the sunny, mild day with some extra miles.

It was a great ride for: Dave Georlett, Dick Wolbers, Jim Tillotson, Bob Fitzgerald, Jerry Sears, Jeff Bodeen, Steve Lipkowitz, Tim Haynie, Mike Rossi and yours truly.



Go where no bicycle has gone before

On Sunday, Nov. 11, from 9 a.m. to 12:30 p.m. Roll the Tollway will offer a one-time car-free bicycle ride on the new South Extension of I-355 before it opens to car traffic.

Join thousands of cyclists for more than three hours of car-free bicycling on a 20-mile loop fully supported with rest stops and plenty of volunteers.

This event will help fund construction of a multi-use trail alongside the new extension. Help us build the trail.

The cost is \$25 per adult participant and \$5 for children 13 and younger.

The ride starts near 127th Street and I-355 in Lemont, IL. Directions and parking information will be available here before the event.

No on-site registration will be available. Please register online and bring a printed copy of your registration confirmation to join the event.

Interested in volunteering to help out? Email rttvolunteer@biketraffic.org.

Roll the Tollway is produced by the Chicagoland Bicycle Federation with permission from the Illinois Tollway and in partnership with nonprofit bicycle clubs Folks on Spokes, Joliet Bicycle Club and Blue Island Bicycle Club.

For more information, visit <http://www.rollthetollway.org/>.

Quad Cities Bicycle Club
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Davenport, IA 52808

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ALL MEMBERS ARE URGED TO WEAR HELMETS WHEN CYCLING

Winter Hikes by Kathy Storms

If you're interested in staying active this winter and are looking for an alternative to riding your bike on cold snowy days, consider joining other QCBC members on some winter hikes.

In the past, we have hiked for two to three hours at Scott County Park (Park View), Sunderbruch Park (Davenport), Blackhawk State Park (Rock Island), Loud Thunder Forest Preserve (Andalusia) and Starved Rock State Park (Utica, IL).

Other parks that would make for good winter hikes in the QC area include Credit Island (Davenport), Duck Creek Parkway (Davenport - exploring all those short dirt trails into the woods), Indian Bluff Forest Preserve (Moline).

Information on hikes for December, January and

February will appear in the newsletter and on the club's Web site.

If you'd like to lead a hike, pick a Saturday or Sunday date, a start time and the park you'd like to lead the hike at and call Kathy Storm at (563) 355-2564 or email kbstorm@aol.com.

I'll put the information together for the Winter newsletters and QCBC Web site.

Non-QCBC members, children and dogs also are welcome on these hikes.

Bundle up and join others who want to enjoy the outdoors during the "off" season.

