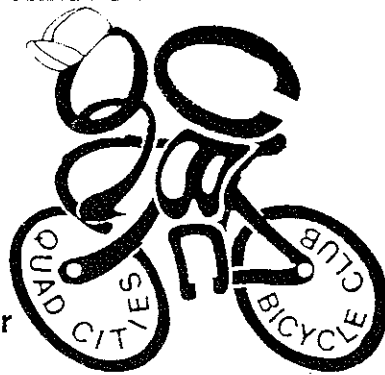


QUAD-CITIES BICYCLE CLUB

FEBRUARY 1991 • Jim Deal — Editor
Deadline for Articles 10th of each month.



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QCBC riders share Swiss tour

By Charles Oestreich

Come to the Quad-Cities Bicycle Club meeting 7 p.m. Feb. 19 at Palmer College Auditorium and find out how a local biking couple had a uniquely memorable biking experience last summer.

Chuck and Diane Oestreich (she in her first year of biking) spent 18 days on a self-contained bike ramble through the hills and vales (more of the former than the latter) of one of the loveliest countries of the world — Switzerland.

The Oestreichs' trip is scheduled to be the subject of a feature article in an upcoming issue of "BikeReport," the national publication of BikeCentennial, a

service organization for recreational bicyclists.

The country of cheese, Alps, and four national languages is one of the world's most expensive, but the Oestreichs of Rock Island did it all on about \$38 a day for food and housing — for both of them. And they ate with bikers' appetites epicurian delights, such as pasta Bolognese, salads with Swiss chard and mustard dressing, sausage and sauerkraut, and fondues prepared in mountain villages from three different cheeses.

They stayed in some inns, but found that camping close to the earth and mountains was more in tune with their summer feelings and budget. Snug sunsets, complete with Alpenglöckchen and sur-

rounding waterfalls, came free with the average \$14 dollar campground fee.

But above all, they relished biking through a civilized country blessed with great country roads, unsurpassed mountain scenery, walled medieval villages at the center of nearly every city, and people eager to tell marvelous stories as they gulp their beer and tackle a plate of wurst.

Join the Oestreichs at 7 p.m. on Feb. 19 at Palmer College Auditorium for an evening of information and inspiration about taking a European biking vacation supreme.

The meeting will include a drawing for a free helmet, drawings for two \$25 gift certificates and free refreshments.

Six-inch snow takes toll on "Tour of the Islands" ride

By Gabe Verstraete

Riders gathered for the "Tour of the Islands" ride encountered a fast-moving tropical storm that "snowed" us under with six inches of fresh white "sand." The riders who showed up (Jerry Yeast, Joe Jamison and yours truly) were showered with colorful leis and enjoyed enchanting tropical music, even though we spent a lot more time drinking coffee at Hardee's than riding our bikes.

Based on my one-man phone committee, there was a lot of interest in this ride, and we could have had a very substantial turnout. So ... don't despair, folks. If you weren't one of the lucky three to make the "Tour of the Islands" on Jan. 5, you have a second chance to enjoy this fabulous ride on Saturday, Feb. 9. It'll start at the same place, the Case IH parking lot on the Great River Trail (Moline/East Moline border) at 9 a.m. with a breakfast/coffee warm-up at 8 a.m. at Hardee's on 53rd Street, Moline, one block south of the ride start. We promise more music and leis, and we are hopeful there will be no more snow.

Speaking of rides, I hope you read Jan



Joe Jamison, left and Gabe Verstraete proudly wear the leis they presented each other after showing up for the 'Tour of the Islands' ride last month. Six inches of snow detoured the ride to the nearest Hardee's.

Sears ride report in the January newsletter. The new rides scheduled to start in Geneseo are simply fantastic. Don't miss them. Also, don't forget to write up your ride for the newsletter. It need not be long or elaborate, just a few lines about who, what or where. Let's all do our part to keep our newsletter editor really busy.

(By the way, I was on time this month, Jim, and sleep deprivation is no excuse for not riding.)

Finally, as you all know, the Quad-Cities Bicycle Club encourages riders to wear helmets, but did you know that Howard County, Maryland, recently adopted the nation's first comprehensive bicycle helmet legislation. The law requires all children and adults to wear bike helmets when cycling on public roads or pathways and subjects first-time violators to fines up to \$50. Second-time violations occurring within 12 months of the first violation would be subject to fines of up to \$100, but a judge could waive the fine if a cyclist showed proof of having purchased a helmet. All helmets must be approved by either the Snell Memorial Foundation or the American National Standards Institute (ANSI).

Impetus for the law came from eighth-grade students at the Glenwood Middle School, whose classmate was killed while riding his bike without a helmet last year. After conducting extensive research about bike helmets, the students persuaded a member of the Howard County Council to introduce the legislation.

Stay in shape with electronic toys

By Jim Deal

What does a fat biker do in the winter to stay in shape? Hang out at pasta bars until closing? Eat the entire inventory of a Whitey's ice cream store in a single sitting? Become a very frequent "pie-er" at the local Village Inn? It's not easy to stay round and cuddly. It requires sustained effort and creativity.

As much as I admire Dave Holmes' perseverance through the cold weather and those crazy guys who gather in six inches of snow to wear leis and listen to Hawaiian music (See article by Gabe Verstraete), I don't care to venture outside when the weather is frightful and make a mess of my bicycle. Snow is meant to be admired through a window while the admirer is standing in a warm room sipping a beverage formulated to insure a healthy glow throughout the body.

Ha! You sneer. This clown is going to die the first time he gets on a bike in the spring. I beg to differ. For you see, I am a YMCA member. Yes, appearances to the contrary, I actually do attempt to stay in shape during the winter months. High tech has come to the YMCA and a variety of computerized devices are available to increase heart and perspiration rates:

- There is the Lifecycle. This is a com-

puterized bike which is programmed to put the rider through a rigorous workout in 24 minutes. The program takes the rider through a warm-up stage, test stage and a hill profile. It finishes with some high-speed pedaling and a cool-down. The rider's thigh muscles and rearend feel very much like they would on a real bike ride.

- The StairMaster mechanically simulates the action of walking up stairs — lots of stairs. If you've had an unsatisfied desire to walk up the stairs to the top of the Empire State Building, this is your machine. The StairMaster also is a computerized device with a variety of programs to induce fatigue within the 15 minutes it's programmed to run. It tightens up the rearend and lower back.

- Another computerized workout toy is the Liferower. As the name implies this device simulates the rowing of a boat. The rower competes against a little fellow named Elmo. The rower's performance is displayed on a television-like screen, and the computer lets you know when you're rowing too slow and Elmo is beating you. It is a disgrace to be beaten by Elmo, and such a defeat would make you the laughing stock of the exercise room.

- The YMCA also has a swimming pool. Did I earlier make light of those riders

who gather for rides in the snow? It, of course, makes much more sense to jump into several thousand gallons of chilly water on a winter day. Logic aside, doing a half mile or so in the pool is a pretty good aerobic workout.

I also spend a lot of time on the Nautilus equipment and the free weights at the YMCA, but those don't offer many aerobic benefits.

I generally wander into the YMCA immediately after work four or five nights a week. A stop at home before the "Y" can be fatal to your workouts.

How, you may ask, does he maintain that robust figure if he exercises so often? Some very unkind people may say I consume more calories than I burn. I prefer a genetic explanation. No one on my family tree would be mistaken for an anorexic.

My compliments to winter riders. You folks are made of stern stuff. But, for the rest of us, it is possible to stay in relatively good condition, so the spring rides are not as painful as they might be. Nothing, however, can duplicate the feeling of a 35 mile-per-hour headwind.

Club members are encouraged to submit articles for publication in the newsletter. Please address your offerings to me at 313 Cherry Ct., Silvis, Ill. 61282, and I'll do my best to get them published.

Firm introduces EST

Cannondale technology smooths the ride

By Jim Deal

Cannondale makes the stiffest bike in the world, and the company is darn proud of it.

Stiffer means more efficient, and more efficient means less work for the biker, according to Cannondale representative Dan Alloway, the company's regional sales manager who spoke to the Quad-Cities Bicycle Club Tuesday night, Jan. 15.

Despite all this talk about stiffness, Cannondale has found a way to smooth the rough roads traveled by mountain bike enthusiasts — Elevated Suspension Technology bicycles.

Without getting too technical, the EST bikes have a shock absorber for the rear triangle. The shock absorber — a large diameter coiled spring with an oil-filled shock absorber in the middle of it — is attached to the bicycle's main triangle and rear triangle. Lower down the main triangle, the rear triangle is attached at a pivot point, so, when the bike hits a bump, the shock is absorbed.

The company claims EST allows the rider to concentrate less on controlling the bicycle and more on increasing speed.

The shock absorber is adjustable and can be fine-tuned to the rider's exact weight.

The EST bikes also are equipped with the company's new "Force 40" braking system, a cable routing method that increases stopping power 40 percent over conventional cantilevers.

There is a drawback to all this exciting technology. These bikes don't come cheap.

What about those fat tubes that form the frames of Cannondale bicycles?

Those fat tubes are what make Cannondale bikes so stiff. The large diameter aluminum tubing resists twisting. If the frame twists, energy is lost, so a stiffer frame makes the bicycle more energy efficient.

Though the fat tubes make the frames look heavy, they're not. Cannondale's racing frame weighs in at a dainty 3.2 pounds, and most of the better frames are under 4 pounds.

Alloway said the company did some experimenting with carbon fiber frames, but decided the aluminum offered the right combination of weight, strength and affordability the bike builder wanted.

Another design development for Cannondale is a rear derailleur hanger that can be replaced in minutes.

Cannondale must be doing something right. The company has gone from sales of \$4 million in 1982 to \$53 million last year, according to Alloway.

"Form follows function," said Alloway of the new Cannondale developments, "even if it looks odd, like fat tubes."

"We design our bicycles with performance in mind," said Alloway. "We make them as light as possible, as efficient and smooth riding as possible."

Also on hand from Cannondale was Sara Kraighorpe, the company's regional sales representative, who showed off a new design in seat bags. The bags have a seat cleat that allows them to be twisted into place easily and quickly.

The Neff family of Jerry and Sparky's sponsored the visit of the Cannondale representatives.

Ride in winter with the proper gear

By Dave Holmes

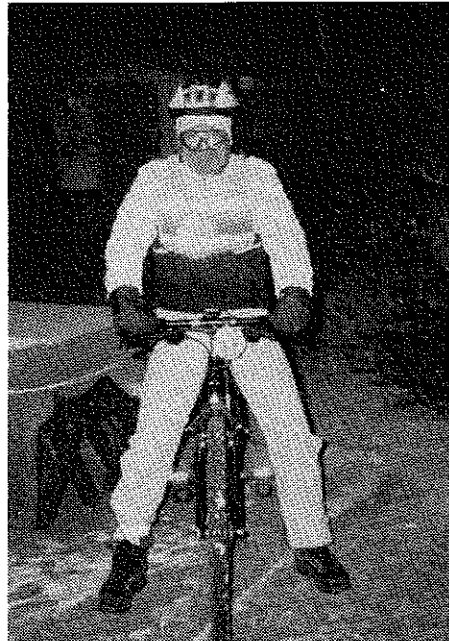
It's been a weird winter so far. We've had one big snow that melted within a week. So, as far as being a good season for cross country skiing, it has started out pretty slow. As I write this in the first week of the new year, it's hard to say what things are going to be like in February. I am hopeful the snow will increase, and we can get on the skis.

As of the last week in December, I've managed to stay on the bike a lot. I found the bike path to be dangerous at times with the ice melting and refreezing. This is one thing that can't be helped. So, if you do get out, watch for those ice patches.

Riding into darkness

In the photo accompanying this article, you can get an idea of how I dress for the cold. The picture was taken on one of my night rides at 5 degrees. Last month, I described how to dress for those cold days, and, as you can see, there isn't much left uncovered. Now that we are into February, it's a time when the serious cyclists begin their preparation for the upcoming season. Even the not-so-serious cyclists should be looking at an increase in activities during the last part of winter. It's still hard for some people to get out in the cold, but to start building a base now is critical to a good summer. Even if it's running or fast walking, it's a start. Some people are getting into aerobics, and this can be an excellent way to get those lungs working, and you don't even have to get out in the cold.

I would like to address one way to keep riding through the winter and into spring. With many of us holding full-time jobs with normal work hours, it's hard to find the daylight needed for riding. I have become accustomed to riding into the night to get my miles. For some, it is terror to get out after dark. It's just a mind set to feel safe. I help to know where you are going and try to stay off busy roads. When riding after dark, it's really important to be seen by drivers. If a driver can't see you, then you are in grave danger and shouldn't be out on the road.



Neither snow, nor ice, nor dark of night will stay Dave Holmes from bicycle riding. He is shown here equipped and attired for a winter night's ride.

You can take a few precautions for a safe and enjoyable night ride. To be seen, you have to wear reflective material. This can be a vest or reflective tape applied to the jacket and bike. A good lighting system is critical to be seen and for you to see. Iowa laws require a white front headlight and red rear taillight. With our 24-hour race, you know that you have to have lights after dark, and it should be common sense that the more light you have the better off you will be.

Lights can be powered by battery or generator. Generators provide the most power, but you have the friction of the generator against the tire, and, when you stop, so do your lights. I started out with generators but have found that with batteries, I don't have that tire friction, and the time on most batteries can last for several hours. In winter, this is all you need. You can spend \$20 to over \$200 on a lighting system. The more you spend the more light power you get, and you can

get a lot of use out of rechargeable batteries. To get started with a basic light system, you can use a halogen white front light with two wires fed to a nine-volt lantern battery that fits in the water bottle cage. For a rear light, I use a cateye red taillight that's easy to attach to the seat post. This uses two "C" batteries and lasts for many hours.

Now that you have a good light to see by and you have a good reflective vest on, you are ready to get out and see what night riding is all about. In winter, if it's below freezing, be very careful of black ice spots. If riding the bike path, this occurs often. Riding can be done at night if you use your head and remember you must be seen.

Rides in February

Some of the first scheduled rides begin at the end of this month. Joe Jamison again is offering his tune-up series of rides beginning Feb. 23 at 8 a.m. at Eastern Avenue. This ride is 97 miles and maps are provided. There is a \$2 charge per ride, and this money will go toward the Iowa 24-Hour Challenge.

On Feb. 16, there will be a very interesting race in Alaska called the Iditarod Sport. This is a human-powered, ultramarathon event held each year on part of the same course used for the Iditarod dog sled race of 1,000 miles and offers 200 miles of off-road fun in Alaska. There are four divisions. You can choose from bike, ski, foot and triathlon, plus overall, the winner of which will receive five ounces of gold.

Out of the last three years, bikes have been the fastest, but in 1990, the snow and cold were so bad that only 50 miles of the course was ridden and most of the trail had to be walked. It will be interesting to see what this year brings. Anyone still interested in going will have to pay a \$250 entry fee, but this is not a last-minute ride to do for fun. It would really take some planning in doing it. If still interested, call or write Iditasport, 201 Daner, Suite 155, Anchorage, Alaska, 99518, or call 907-344-4505.

Hope to see some people out for the Feb. 23 ride. Until then, keep going, and before you know it, winter will be gone.

Aurora club hosts 17th Annual Silver Springs Ride

The Aurora Bike Club will again be hosting its 17th Annual Silver Springs 60 Invitational Bike Ride.

The ride is set for Sunday, April 28, at Yorkville, Ill., with rides of 25, 50 and 62

miles.

Preregistration is required by April 7, and the \$12 fee includes the following:

- Sagged ride with rest stops
- Waterbottle

- Ride patch
- Spaghetti dinner

Send a self-addressed stamped envelope (SASE) to Aurora Bicycle Club, P O Box 972, Aurora, Ill., 60507.

RAGBRAI preparations begin

By Tom Bolton

The Register's Annual Great Bicycle Ride Across Iowa for 1991 is still several months away, but you must register now if you want to be part of this great ride. We have a limited number of spaces and they will be given away on a first-come, first-served basis. We turned away long-time members last year because they waited until the last couple of weeks to ask for "fee paid" tags. The ride will be July 21-27 on a route to be announced in late February. The Des Moines Register's deadline is April 1. In order for us to meet their deadline, we must have all registration forms by March 15.

If you were not a Quad-Cities Bicycle Club member last year and would like to go on the ride, you will need to obtain your "fee paid" tag through the Des Moines Register's lottery. You can then still use our transportation and baggage service.

Baggage service

Members who obtain "fee paid" tags from QCBC will have to also pay for our baggage service at \$25. If you do not want our minimum services or you want to take a vehicle, then it is necessary to obtain your "fee paid" tag through the Register lottery.

The QCBC will be providing transportation for you, your bike and gear to the western departure city on Saturday, July 20; baggage transportation between over-

night stops, and transportation of your gear from the eastern terminus back to Davenport. The transportation fee is \$60.

If you have your own transportation to the start of the ride, the cost is \$25 for the required minimum service of carrying your baggage between overnight stops.

Everyone must have a Des Moines Register "fee paid" tag. The cost is \$70, which includes the Register's souvenir pack of nine special editions covering the ride which will be mailed to your home. If you don't want the souvenir pack, the "fee paid" tag is \$60.

Bus service back

Bus service back to Davenport will be provided for \$15 if there is enough interest. Please make a separate check to cover this cost. Your check will be returned if a bus cannot be filled.

Any rider under the age of 18 must be accompanied by someone over 21, preferably a parent, and must have that person's signature on the registration form.

If you have any questions, you may call 319-386-7157. If this is a long-distance call for you, and we must call you back to answer questions, we will call you collect.

Please fill out the registration form and sign the release of liability. We must have your registration and check by March 15.

Please notify us ahead of time if you cannot load your bike on Friday, July 19. We make arrangements to camp in the quiet zone at each town, please comply. If you do not tent, some people in the communities allow riders to stay in their

homes.

Don't write to towns for overnight housing until you receive the Register's tag number. Some people wrote using the club number in the past and the communities filed a complaint with the Register. Also, over 50 percent of the housing reserved two years ago was not used. This is very discourteous as some people go to a lot of trouble to provide this service, such as extra food, bedding, etc. If you have reserved housing and find out you will not be using it, please write or call the person ahead of time.

Ride scenario

A quick scenario of the ride: Load bikes Friday evening between 4 and 7 p.m. at Northpark Mall, Davenport, load gear and riders on buses between 6 and 7 a.m. Saturday, stop on the way for lunch, arrive a beginning city near the Missouri River and unload bikes and gear, start ride Sunday morning, arrive at Mississippi River on the following Saturday between 1 and 3 p.m. and load bikes for return trip to Davenport. Overnight communities are preselected and have food and entertainment. Food and water is never more than a few miles apart. The only things you need are a helmet, tent to sleep, bike with new tires, spare tubes, tire pump, patch kit with tools, bike clothing, lock for bike, and a water bottle. The more you train ahead of time the easier and the more fun the ride will be. Past participants who have not trained did not have fun. The longest day is 100 miles.

Eateries make winter riding a gastronomical delight

By Carter LeBeau

It goes without saying that this reporter enjoys winter bicycling. I have always said that as long as we dress properly, it is every bit as enjoyable as summer bicycling. In addition, the coffee seems to taste better and no one has to leave the ride early to go home and cut the lawn. The other thing that is not always apparent is that there seem to be as many good days as bad days. The first part of December proves the point.

The riders on these Saturday, Sunday and Wednesday rides were Jan Sears, Jerry Sears, Leon Van Camp, Fred Leonard, Mike Middlemiss, Jim Hansen, Fred Blessin, Mary Blessin, Gabe Verstraete and Dave LeFever. Maybe I have overlooked a rider or two.

The best ride was the Wednesday, Dec 12, ride. It started for some of us in Moline, and we met as usual at 8 a.m. at Mc-

Donald's on the bike path in Davenport.

It seems no one quarrels anymore that our Wednesday leader really is Leon Van Camp. He also is the ultimate weatherman and indicated he felt the wind was going to change to the northwest, so we ought to go up to DeWitt. He was right, and we had an enjoyable second breakfast at Martha's Cafe. This cafe has the longest breakfast menu of any place in the U.S. It is on a legal-sized piece of paper with elite type and offers almost 180 items. Coffee is 25 cents and the rest of the menu is equally the price performer in this area.

We left DeWitt and headed out toward McCausland with the tailwind that Leon had promised. Then into LeClaire for a chocolate sundae and a pizza slice before heading back to the Cities. By the time we returned to Moline, it was an 87-miler, and it didn't even seem any different than if it were summer. Our leader — we call

him "The Kid" — led us back as he has done for a few more years than most of us can remember.

The other rides were typical of the winter riding which takes us to Geneseo, Green Rock, Buffalo, Muscatine and so on. The real joy is the cafes it takes us to. Not only Martha's in DeWitt, but, of course, Tomberg's in Eldridge, Clark's in Buffalo, Sharon's in East Moline, Smok-ey's Convenience Store on Wulf Road and all the available convenience stores in the area, the Forget-Me-Not in Hillsdale (The Village Lunch has closed forever, but left us with lots of good memories), the Iron Kettle and Taco House in Geneseo, Happy Joe's and Sneaky Pete's in LeClaire, the Maid Rite in Colona, and on and on and on.

How lucky we are to have 50 small towns within a 35-mile radius of the Rock Island Arsenal, and hundreds of great places to stop and warm up while we enjoy our winter riding.

RAGBRAI XIX REGISTRATION

Please read the RAGBRAI XIX article and use this form to register for RAGBRAI with the Quad Cities Bicycle Club. Check the services you want in the space provided. Use a separate form for each person. You may repro this form.

WE MUST HAVE YOUR REGISTRATION AND CHECK(S) BY MARCH 15, 1991.

Make check(s) payable to QCBC, RAGBRAI XIX

Name of rider _____ phone _____

Mailing Address _____

Age on 7/20/91 _____

Adult sponsor if under 18 _____

Des Moines Register "Fee Paid" tag w/souvenir pack: \$70.00 _____
(9 issues of Register)

Des Moines Register "Fee Paid" tag w/o souvenir: \$60.00 _____ *

QCBC transportation/baggage fee: QCBC member \$60.00 _____ *
(Bus out and haul bags)

Baggage service only: QCBC member \$25.00 _____
(Find own way out)

Total _____

Bus return to Davenport (send separate check) \$15.00 _____ *

* MINIMUM FULL SERVICE TOTAL PACKAGE COST \$135.00

This liability waiver must be signed by every rider. If you are under 18, your sponsor must also sign. In signing this form for myself or another, I understand and agree to absolve all of the sponsors and organizers, singly and collectively, of all blame for any injury, misadventure, harm, loss, or inconvenience suffered as a result of taking part in RAGBRAI XIX, or in any of the activities associated with RAGBRAI XIX.

Signature of rider _____ Date _____

Sponsor's signature, if minor _____

MAIL TO QCBC-RAGBRAI XIX, 1932 N. NEVADA, DAVENPORT, IA 52804

ps: QCBC members minimum cost is \$85 for "tag" & bags; or \$120 for bus out, "tag" & bags. Add \$10 to this for Register papers. Add \$15 to above for bus back to Davenport.

NOTE: NO TAGS, NO SERVICES PROVIDED.

Be Smart, Wear Your Helmet!

First novice ride set for April 21

By Fred Blessin

Eppie Gutierrez, Dave LeFever and myself have planned the novice rides to be included in the club ride schedule.

The first ride will be Sunday, April 21, at 2 p.m. Riders will meet at Butterworth Parkway, Moline, near Case IH for a ride to Hampton

Rides will be scheduled weekly thereafter, alternating between Saturdays and Sundays. Rides will be 15 to 30 miles — 2 to 3 hours riding time. Experienced club

members will lead the rides, showing the way and giving assistance as needed.

The object of the novice rides is to get more people to know the great biking routes and interesting towns in the Quad-Cities area and to show the fun of club riding.

We hope many new riders will also come on the regular club rides. However, every club has the problem that those who ride regularly like to ride faster and farther than most new riders.

How does a new rider attain the speed

and endurance of the experienced riders? Here's what I do — come regularly on the club rides, enjoy visiting with the members before the ride starts, ride with them until I've had enough, then drop back and take my own ride and turn back when I wish.

By doing this, my speed has increased 10 percent — I am now up to 11 mph. But many of you, by persistently riding each week, can greatly increase your speed and distance, and visit many more places on your rides.

Chilly ride for Christmas

By Charles Sattler

It's hard to comprehend why a sane and normal person would ride a bike when the temperature is well below zero, and you are surrounded by snow and ice. This was the weather on Dec. 23, the day of the Christmas Patch Ride.

Yes, people actually came. Some even rode their bikes. All kidding aside, it wasn't all that bad; although, when Gayle Campbell spilled his hot chocolate, it froze immediately to his handlebars.

The group, which stayed around for about 20 minutes, surely deserves more than a patch, possibly even a medal for endurance.

Just a reminder that we never call off a patch ride. So, no matter what the weather, just come anyway. There will always be homemade treats and good friends with whom to share conversation.

The following people attended the patch ride: Epifanio Gutierrez, Don Barchman, Linda Simander, Gayle Campbell, Jerry Sears, Jan Sears, Ron Schmidt, Mary Brus, Leon Van Camp, Brian Major, Margaret Paulos, Laurie Hopkins, Greg Reitan, and Charles Sattler.



First ride of the new year attracts 27 hardy souls

By Charles Sattler

It was the first day of a new year, and the temperature was in the twenties. Twenty-seven people braved the cold to show up for the first patch ride of the year.

Some of the riders arrived in cars, but many braved the slippery bike path to come on their bikes. We all enjoyed the

usual hot chocolate, homemade brownies and Christmas cookies. Cookies were also brought by Mary Ann Clark. Thanks, Mary Ann.

After visiting with friends, several of the bikers proceeded to McDonald's.

Those receiving New Year's Day Patches are as follows: Jerry Sears, Jan Sears, Laurie Hopkins, Dave Parker, Dylan Parker, Gayle Campbell, Joe Jamie-

son, Mary Ann Clark, Epifanio Gutierrez, Jim Lange, Ron Schmidt, Linda Simander, Chrissy Barchman, Mike Barchman, Don Barchman, Margaret Paulos, John Chebuhar, Chuck Oestreich, Diane Oestreich, Mary Blessin, Fred Blessin, Greg Frazier, Gary Patch, Jack Clark, Leon Van Camp, Jerry Yeast, Charlie Sattler and Dave LaFever.

Please join us for our next patch ride on Feb. 17 to celebrate Valentine's Day.

Cycling class scholarships offered

By Fred Blessin

The Quad-Cities Bicycle Club is offering eight \$25 scholarships toward the cost of an effective cycling course co-sponsored by the QCBC and Davenport Community Education.

The course begins April 23 and meets Tuesday and Thursday evenings for four weeks. It will include 16 hours of on-road training and eight hours in the classroom.

What is effective cycling? Ask those who have done it. The following are QCBC members who have completed an

effective cycling course: Elizabeth Jansen, Bob Miller, Don Davis, Charles Sattler, Bob Coll, Pat Bolton, Tammy Bolton, Linda Simander, Thiara Smith, Marge Hampton, John Pordon, Leon Van Camp, Jerry VanZante, Earl and Mary Ellen Strupp, Beverly Lubbe, Joanne Sullivan, Dennis and Nancy Burney, Lorraine Roth, John Greve, Barney Young and Joan Burke

If I have missed anyone, let me know, and I'll publish your name next month.

The club has three instructors, Don Davis, Charles Sattler and myself, who are certified by the League of American

Wheelmen, the national bicycling organization. Bill Langan is an instructor in training.

Club members can borrow the book "Effective Cycling" for one month free with an option to buy for \$12. You can refer to it when you want to brush up on any phase of riding or maintenance. If it has to do with bicycling, John Forester, the author, has done it, thought and written about it. Books available at club meetings or from Don Davis and Fred Blessin.

For more information about the scholarships, contact Fred Blessin.

Pedal the Peaks for scenic view

By Mike Hogan

If anyone is interested in the Pedal the Peaks ride in southwest Colorado, I have the information this year and would be happy to share it with you.

I went on it last year, and it is the most beautiful and challenging ride I have ever been on.

The two prior years, I had been on Ride the Rockies, and it made them look like a tour de bike path.

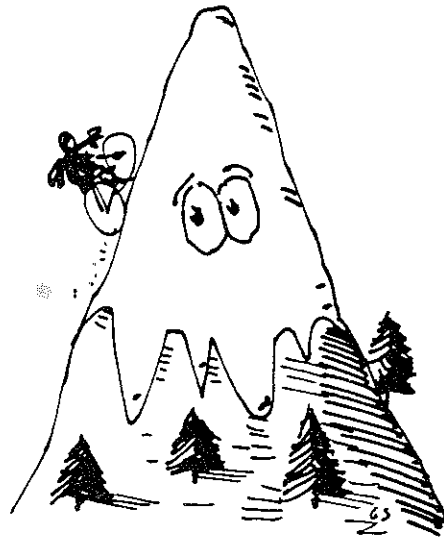
Anyone should be able to complete the ride if he or she is in decent shape, have around 1000 miles in, and can maintain a good attitude going up mountain passes.

The ride will start in Durango on Sunday, June 23. The first day goes from Durango to Ouray, about 75 miles and three mountain passes. Day two is Ouray to Gunnison, 100 miles with no passes but plenty of climbing. Day three is Gunnison to Lake City, about 75 miles with no passes and some climbing. Day four is a rest day (Thank, God!)

Lake City is one of the most beautiful places in Colorado. There are organized mountain bike rides on three levels, and you can either take your mountain bike along for a nominal fee or rent one.

Day five is Lake City to South Fork, 65 miles with two passes. The first one will build character because it is about nine miles at 8 percent, and it starts as soon as you get out of town.

Day six is South Fork to Chama. I have



-BIKECENTENNIAL

never been on this section. Day seven is Chama to Durango, 132 miles, but you can stop at two different points on the route at either 85 or 100 miles and get a lift to Durango.

There is an ad in the current issue of "Bicycling" magazine.

All the climbing may sound bad, but remember what goes up must come down. You don't have to be an animal to do this trip. Anyone who knows me can vouch for that.

David and Susan Rice run this ride, and they are very nice people. If you are interested in Colorado, but something a little less intense, Ride the Rockies is the week before Pedal the Peaks.

For additional information, you can call me at 359-4573.

'Unique' group takes cold ride

By Jim Hanson

Despite an overcast, chilly day Dec. 19 with temperature ranging from 27 to 37 degrees, a stalwart and rather "unique" group of riders assembled at McDonald's. The group was comprised of Mary and Fred Blessin, Earl Strupp, Leon VanCamp, Carter LeBeau and me.

The first stop was at a restaurant in Pleasant Valley where, after breakfast, Mary, Fred and Earl headed back to town while Leon, Carter and I braved a light mist and headed on.

We stopped in Princeton where Carter was going to get breakfast, but the breakfast menu had been retired for the day. Carter is probably still miffed because they would fix him a fried egg and bacon as a sandwich between two pieces of toasted bread but would not serve each separately.

We fared better with lunch in Comanche at the Bright Spot Restaurant.

We eventually went our separate ways in Davenport after additional stops in McCausland and the Kwik Stop Store on Old 61.

What made this group of riders "unique," you ask? Well, the youngest of the group is 60 years of age.

For sale

Gitane tandem, kid-back attachment with 23-inch frame front/21-inch mixte rear \$875/offer. Keith Shaw 797-1620.

Schwinn Voyageur touring bike, dark green, 21-inch frame, 15-speed, kirtland handlebar bag, rear rack and trunk, pump, water bottle and cage included \$225 or best offer. Mike Hogan 359-4573.

Ross mountain bike. Chrome, 23-inch frame. Good condition. \$175. Call Gabe at 755-8812.

Accommodations offered for LAW rally in Washington

Anyone planning to attend the League of American Wheelmen "Rally 91" July 3-7 in Olympic, Wash., and looking for accommodations is invited to contact Jerry Drews of Kent, Wash.

Drews reports that he lives approximately 50 miles northeast of the Ever-

green State College, and his doors are open to anyone from the club.

He writes that he has a small house but a large backyard for tent camping and free hot showers.

Drews address is 10582 S.E. 228th St., Kent, Wash., 98031.