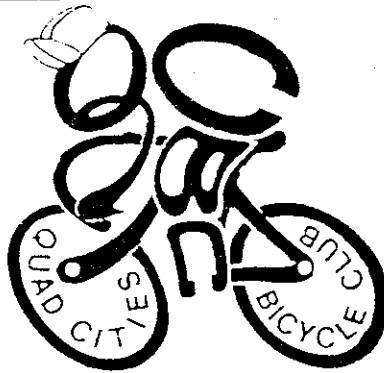


QUAD-CITIES BICYCLE CLUB

JUNE 1991 • Jim Deal — Editor

Deadline for Articles 10th of each month.



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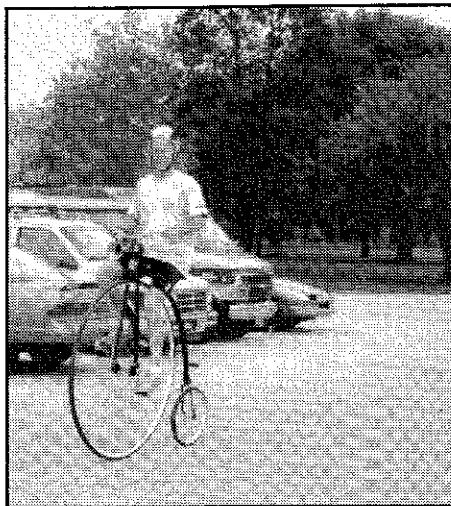
Members support QCBC events

By Gabe Verstraete

Three cheers for QCBC members! Any organization is only as good as its members and is only as successful as the support given it by the membership. Based on the membership I have seen at club events in the past couple of months, I think it is fair to say that the QCBC is a definite success. Thanks to all of you for supporting the club in its many activities.

Our first novice ride of the Great River Trail drew 75 participants. The club spring picnic had approximately 200 in attendance — chowing down on some very fine brats, I might add. I am told that the Wednesday rides are getting to have a substantial number of participants, even greater than some Saturdays. And what about that newsletter? There were 12 pages in the May issue! You are indeed keeping our newsletter editor busy. Keep up the good work.

Speaking of the newsletter, the May issue had a lengthy list of new members. Welcome to all of you. I want to encourage all members — and particularly new members — to attend a club meeting and get actively involved. We are a large club



Dave Lefever tries a ride on a big wheel bicycle at the QCBC Annual Spring Picnic on Arsenal Island. (Photo by Gabe Verstraete)

with a great variety of on-going activities and events. There is an activity and level of ability for all members. Please join us. If you want to become more involved, you may call me at 755-8812 in the evenings.

Summer meeting change

I also want to remind you that the June, July and August meetings are still held on the 3rd Tuesday of the month. During the summer, however, these are very casual and have become known as "ice cream social rides." For the first one in June, we will meet at 7:00 p.m. at the parking lot near Case IH along the Great River Trail for a ride to the Ice Cream Palace in Silvis. Other equally enticing meetings will follow throughout the summer.

I have just a few words to say about the Great Pie Ride. Well, actually I have three words to say about it: CHOCOLATE PEANUT BUTTER (pie, that is!). It was wonderful, and so was the great company, beautiful weather, 64 beautiful flat miles and sunshine. For all of you who missed it, give serious consideration to coming out to Geneseo for a ride start. You'll get spoiled very quickly. On this particular tour the first car passed us at the 7.6 mile mark. The second car passed us at 19.2 miles into the ride. Need I say more if you've had it with traffic?

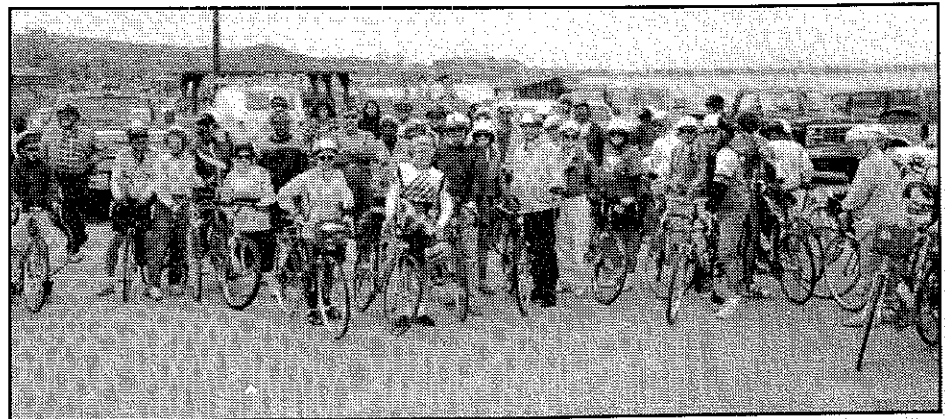
I'm looking forward to seeing you down the road. See you on TOMRV.

'Fall Foliage' set for Oct 5-6

By Earl Strupp

Just a reminder about the "Fall Foliage" ride Oct. 5-6. It will be along the Fox River out of Elgin, Ill. The trail is flat and hard-surfaced with beautiful scenery. It will be a leisurely paced social ride.

For the nonrider, there are a lot of things to do and see. There are many interesting shops, restaurants, museums, etc. We suggest early room reservations. There will be more details in the next newsletter.



Riders prepare for island tour

Some 50 riders showed up at the parking lot near the Case IH plant on the Great River Trail for the First Annual Tour of the Islands. Riders toured Campbell's Island, Arsenal Island, Credit Island and Big Island. (Photo by Gabe Verstraete)

Going up hills is not funny

By Jim Deal

I don't get no respect, ya know.

I've asked repeatedly that people not laugh when they pass me going up hills, but it still happens. I hear those derisive giggles, those hardy guffaws as you biking animals fly past me going up hills. I even have to put up with Russ Bloomer singing selections from "Oklahoma" as he pedals by

Just remember — skinny person who laughs at fat guy going up hills will be pursued by large, hostile object going down hills.

Yeah, the fat guy's been hitting the club ride circuit.

As recorded in Gabe Verstraete's column elsewhere in this publication, "The World's Greatest Pie Ride" was a delicious event. While Gabe can attest to the delights of chocolate peanut butter pie, yours truly found rapture in each forkful of butterscotch pie. I believe a few banana creams were consumed with gusto by others at the table (You thought I had two pieces of pie, didn't you?)

Leon Van Camp, however, had to forgo the pies. As Leon discovered, a short stack of pancakes at Dutch's Restaurant

in Tampico is a full morning's work. He certainly didn't leave hungry.

I heartily recommend pointing your two wheels toward Tampico and Dutch's where aforementioned pies may be obtained for a mere pittance. The ride from Geneseo was relatively flat. The roads were good, and the traffic was light.

"The Bikers' Jamboree" May 12 nearly cost me a few fillings from my teeth. Some of the roads heading to and from Woodhull are less than smooth, and Osco Road puts you in imminent danger of pinch flats with its huge gaps between concrete slabs.

We had a sizeable contingent pedal out of Horace Mann School for the truckstop in Woodhull. The conversation was nice and the scenery pleasant. You may recall May 12 was one of the warmer days we've experienced this year.

Many in the group decided on breakfast at the truckstop. I chose to head back with Chuck and Diane Oestreich after a little refreshment under a shady tree at the truckstop. I was facing hostile forces on the home front if I failed to show for a Mother's Day dinner. Some people just don't understand bikers' priorities.

On May 19, I joined several club mem-

bers for the "Hearts on Fire" ride to Elvira, which I had always associated with country and western singing. Most of the regular club riders are familiar with this route through McCausland. It's a tad hilly, and, with a stiff headwind, it's a tad challenging. About 5 miles outside of Elvira, our hearts were on fire, not to mention our thighs and lungs.

We did get some great hamburgers and fries at a tavern on the main street through McCausland. I can't remember the name of the place, but it's not the tavern on the corner, which, in McCausland, drastically narrows the possibilities.

Bad knees biathlon

Just out of curiosity, how many bicycle riders are former runners with bad knees? Probably more than a few. So, how come all these biathlon and triathlon events require running? What we need is a "Bad Knees Biathlon," an event in which the participants bike and swim. Let's do it.

Keep those cards and letters coming, folks, and let me renew my appeal for artwork to help illustrate the newsletter. Send your offerings to me at 313 Cherry Ct., Silvis, Ill 61282.

Iowa 12/24 Hour Challenge draws riders from 5 states

By Joe Jamison

It is mid-May as this article is being prepared, and already the following states are represented by entrants for the Iowa 12/24 Hour Challenge: Wisconsin, Illinois, Iowa, Michigan and Missouri.

As usual, most QCBC members wait for the weather forecast the preceding day to decide about registering. The history of this event, however, is one without rain. This goes back to the early 80's when the Dau's organized the first double century. Rain? Sorry — just isn't allowed. So, save yourself \$5 by having your registration in before June 16 (See the registration form elsewhere in this newsletter. Mail registrations or inquiries to Joe Jamison, 4518 Bunker Hill Drive, Bettendorf, Iowa 52722.

If good weather isn't what motivates you to participate, perhaps the possibility of a prize? There are several ways to accomplish this. Examples are for the riders recording the highest mileage totals, \$100 for first, \$85 for second, \$70 for third, \$50 for fourth, \$45 for fifth, \$40 for sixth,

\$35 for seventh, \$30 for eighth, \$25 for ninth, and \$20 for tenth. (Tandem awarded only one place; that is, if the top mileage is by tandem, the two riders split the \$100 prize for first place.

This year, riders may declare that they are competing for the top mileage for 12 hours. These prizes will not be cash, but rather merchandise. Riders choosing this option may continue riding beyond 12 hours, but become ineligible for cash prizes. Twelve-hour riders must declare themselves at the checkpoint by 6 p.m., 12 hours after the ride begins.

All riders who manage riding at least 200 miles will receive a distinctive patch, as will riders who reach 300 and 400 miles.

Finally, the first 75 registrants will receive a free T-shirt.

Each year the event has seen improved service to participants. We are expecting no less in 1991. So, join us and enjoy the company of the Midwest's finest endurance riders and experience the feeling of accomplishment of achieving personal goals.

QCBC classifieds

FOR SALE: Fuji tandem, 24/21 frames, 18-speed, top quality components and great condition. \$840. Dennis Warner 332-5199.

FOR SALE: Schwinn Super Sport, 25-inch frame, 18-speed, good condition. \$180. Dennis Warner 332-5199.

FOR SALE: Teesdale custom tandem. Direct lateral frame. Santana Sovereign tubeset. 22 1/2/21 1/2. Low mileage. Excellent condition. Suntour XC-9010 Accushift. Many extras. Your choice of 36-spoke "racing" wheels or 48-spoke "touring" wheels. Asking \$1800. Erling Larson 355-4882.

FOR SALE: Cannondale baby trailer-bugger. Will hold two children. Has spoke covers and rooftop. Padded seat with safety belts. \$150. Charlie Sattler 391-3422.

FOR SALE: Bicycle models hand-crafted out of solid wood on a scroll saw. Various sizes, models of bicycles and woods available. Prices start at \$9. Paul Light, 109 Wesley Drive N.W., Cedar Rapids, Iowa 52405 or call (319) 396-7365.

WANTED: Bugger for behind bike with cover. Call Lorri Gettes at 319-243-4946 after 5 p.m. or before 9 a.m.

June means weddings, longer QCBC bicycle rides

Saturday, June 1 — The Witness Tree Ride

8 a.m. — Geneseo City Park East on Pearl St. to Chicago St.; right on Chicago St. 2 blocks to first left (C. D. Ford sign); left on hard surfaced road to Atkinson, staying north of the tracks; cross tracks at Church St to Rt. 6; left on Rt. 6; left on Spring St. (at sign to Rt. 92); right after one mile at 1920 N (Henry Cty. 22). At T go right on Rt. 78. In Annawan go left on Rt. 6 to Mineral; left at elevator on Bureau Cty. AA to Neponset. At T go right on North St.; cross Rt. 34; right after tracks; becomes 1st St.; continue on 1st and it becomes Bureau Cty. AA. Stay on AA until T at 750 N; go right on Bureau Cty. C, it becomes Henry Cty. 24 later. At Y intersection, go left on Rt. 34; continue on Rt. 34 to Rt. 78; right on Rt. 78 to Kewanee; left on Rt. 81 at Hardee's to Galva-Atkinson Rd.; right to Atkinson. In Atkinson, there is the option of going left on Rt. 6 to Geneseo and City Park or go straight across Rt. 6 through downtown Atkinson and return back way to Geneseo, as on the way out 68 miles.

Sunday, June 2 — Memorial Day Patch Ride & Novice Ride 7

This novice ride will be combined with the Memorial Day Patch Ride. Leaders: Don Davis, Gabe Verstraete, Chuck and Diane Oestreich 1 p.m. — Ben Butterworth Parkway, Moline. Meet at large shelter at east end of parkway, near Case/IH plant. Free patches to QCBC members who ride. Refreshments available. Watch newsletter for details.

Regular Ride — Laura's Morning Glory Ride

8 a.m. — McDonald's, Maquoketa, Iowa (park on side streets). East on Hwy. 64 to Hwy. 62; left on Hwy. 62 through Andrew to Y-61; left on Y-61 to LaMotte and D-55; right on D-55 to Hwy. 52; left on Hwy. 5 to St. Donatus. Return same route. 60 miles.

Wednesday, June 5 — Mid-Week Time Trial 2

6 p.m. — Old Edgetowner Restaurant, Mt Joy, Iowa. This is the second of five 20km./12.4 mi time trials. A 40km. option may be offered as preparation for the State Time Trials. Good opportunity for early season improvement.

Saturday, June 8 — Extended Novice Ride — TOMRV 14

7 a.m. — Scott Community College, Belmont Rd. Join the TOMRV riders! Right on Belmont Rd to old Rt. 67 (Valley Dr.); left on Valley Drive past the Davenport Country Club to Rt. 67; left on Rt. 67 through LeClaire to Princeton. Join the TOMRV riders for breakfast. Return same route. 30 miles.

Sunday, June 9 — TOMRV 14

10 a.m. — Eastern Ave. entrance, Davenport Bike Path. Meet the returning TOMRV riders by riding east on bike

path to first exit after the I-74 overpass; left onto Parkway Dr.; right on Parkway Dr. to Sycamore Terrace; left on Sycamore to Hillside Dr.; right to Linden Lane; left to Spruce Hills Dr.; left to Welshire Dr.; right on Welshire to Tanglefoot; left to Utica Ridge; right to F-45; right to Z-30; left on Z-30 through McCausland to Folletts and Z-36; left on Z-36 through Low Moor to Elvira. Return same route. 65 miles.

Saturday, June 15 — Novice Ride 8

8 a.m. — Meet at Eastern Ave. entrance, Davenport Bike Path. If there's a north wind, we'll ride to Eldridge; if there's a south wind, we'll ride to Buffalo. Total: 25 miles. Leaders: Jim Lange, Jerry Yeast, Joe Jamison.

QCBC Double Metric Century Patch Ride

8 a.m. — Case/IH end of Ben Butterworth Parkway, Moline. Free patches to QCBC members completing Double Metric Century. Sag service will be available, no charge to QCBC members. The route will include Hampton, Rapids City, Joslin, Cordova, Erie, Albany, Morrison and Hillsdale. Cue sheets will be available. 125 miles. This is the one that got rained out in 1990 — hope for no deluge!

Shorter Option

Shorter options will be available for those who wish to ride fewer miles.

Sunday, June 16 — One for Dad

8 a.m. — McCausland City Park and ball diamond. Left on Z-30 to Folletts and Z-36. Left on Z-36 through Low Moor and Elvira to Hwy. 136. Left on Hwy. 136 through Goose Lake to Charlotte and Z-24. Left on Z-24 through Villa Nova to F-12; left on F-12 to Elvira and Z-36; return to McCausland. 50 miles.

Tuesday, June 18 — QCBC Monthly Meeting

7 p.m. — Ben Butterworth Parkway, Moline. Meet at large shelter at east end of parkway, near Case/IH plant. There will be a brief business meeting and social ride.

Saturday, June 22 — Where in the World is Sunbury?

8 a.m. — Northwest Park, Division St and Bike Path, Davenport. Bike path west to Pine St.; right to Hwy. 130; straight on Hwy. 130 through Maysville, Plainview and New Liberty to Bennett; left at Y-14 to F-44; left on F-44 through Sunbury; right on Y-26 to Durant; continue south on Y-26; left at stop sign through New Era to Wildcat Den State Park and Hwy. 22; left on Hwy. 22 to Y-40; left on Y-40 through Bluegrass to F-65; right on F-65 (Locust St.) to Wisconsin Ave.; left on Wisconsin past Emeis Golf Course to 39th St.; right to Hickory Grove Rd.; right on Hickory Grove to Hillandale and bike path; left to return to Northwest Park. 72 miles.

Sunday, June 23 — Novice Ride 9

8 a.m. — Meet at Orion High School (east edge of town). Ride on excellent roads through gently rolling farmland to Cambridge, with its historic Henry County Courthouse. Total: 25 miles. Leaders: Betty Sears, Don Davis.

Regular Ride — The Farm Express

8 a.m. — Colona Grade School. North on Rt. 84 to Cleveland Rd.; left to Wolf Rd.; continue straight across Rt. 82 on new Wolf Rd. extension to the Grange Rd.; right on the Grange Rd. to Chicago St.; left at C. D. Ford sign. Follow hard surfaced road to Atkinson, staying north of the tracks; cross tracks at Church St to Rt. 6; left on Rt. 6 to Atkinson-Galva Rd.; right on Galva Rd to Rt. 81; right on Rt. 81 through Cambridge to Osco Rd.; right on Osco Rd. through Osco and across Rt. 6 to first hard surfaced road to left; right by Colona Village Hall. Follow service road back to Colona Grade School. 62 miles.

Saturday, June 29 — Novice Ride 10

8 a.m. — Meet at Scott County Park main shelter. Ride through north end of park to old Highway 61, across the Wapsi River to DeWitt. Total: 20 miles. Leaders: Jerry Yeast, John Greve.

Regular Ride — Spring Hill Thrills

8 a.m. — Ben Butterworth Parkway, Moline, near Case/IH plant. Take bike path and exit right onto East Moline's 7th St.; left onto 12th Ave. to 13th St.; left on 13th to Morton Dr.; right on Morton to 40th St.; right to IL 5; cross 5 to Barstow Road through Barstow and Osborn to Rt. 92; right on Rt. 92 to Joslin and 50th Ave.; left on 50th Ave. to former Rt. 2; right on former Rt. 2 through Hillsdale to Erie and Erie Rd.; right on Erie Rd. to Spring Hill and Spring Hill Rd.; right on Spring Hill Rd. to Rt. 92; right on Rt. 92 through Joslin. Return to Butterworth Parkway. 63 miles.

Option — June 29-30 — QCBC Iowa 24 Hour Challenge

Ride 200, 300 or 400 miles in a 24-hour period. Maps and some sag support are provided. Only qualified riders should attempt this ride. It is your responsibility to determine your fitness. Patches awarded. Registration fee. Contact Joe Jamison or David Holmes if you wish to participate or volunteer. Watch newsletter for details.

Sunday, June 30 — Toronto Turn-around

8 a.m. — John Glenn Elementary School, Donahue, Iowa. North on Y-52 to Rt. 30; left on Rt. 30 through Calamus to old Rt. 30; take right fork onto old Rt. 30 to Wheatland and Y-32; right on Y-32 through Toronto to E-63; right on E-63 to Y-54; right on Y-54 through Grand Mound to F-21; right on F-21 to Y-52; left on Y-52 and return to start. 51 miles.

The month of truth arrives

By Dave Holmes

Well, the month of truth has finally arrived for folks who will be doing this year's Iowa 12/24 Hour Challenge race. Notice it is 12/24 Hour. Not everyone wanted to go for 24 hours, so a 12-hour division has been added this year. This race will be held along with the 24-hour but will really be separate in that results will be final at 6 p.m. Saturday.

At the start of the 12/24 hour race, riders must decide which race they will be in, for if they ride in the 12-hour race, they can still ride after 6 p.m., but miles will be applied only toward getting a 200- or 300-mile patch.

For the 12-hour race, we will be giving away merchandise that has been donated by Jerry and Sparky's, Bike 'n' Hike, and the Eldridge Bike Shop. We have over \$300 worth of merchandise to be distributed among the top 15 places.

All riders should set a goal. If you are trying for 200 miles, then the 12-hour race would work fine.

If riders are going for 300 miles, then they are better off in the 24-hour race. So what happens if you are in the 12-hour race and really feel good after 6 p.m. you are more than welcomed to keep on riding until you feel you have met your goal or just had enough. If you go the full 24 hours, you still will get prizes only from the 12-hour, but you could get a 300- or 400-mile patch.

There are many options to be considered this year. One thing is for certain, if you are one of the first 75 entries, you will be the proud owner of one of the sharpest T-shirts available at any biking event.

With this year being a Paris-Brest-Paris year plus our prize money, it should be a very good turnout, so come out and enjoy the ride. Even if you don't race, come and support the local riders. It would be great to see more people ride out and cheer on riding buddies. Most riders should come in around 3 p.m., so let's have a crowd out in Eldridge to see the finish of the 12-hour race. The race headquarters will be at North Scott High School.

Training for the Challenge

Well, you have less than 29 days to get that body ready. If you have been following the advice of this columnist, the ride should be a piece of cake. But, if you have decided to start this month, then it may be a long day for you come June 29. Last month, we were riding 150-200 miles a week. This month, get in at least one ride close to 150-170 miles. This can be done on a nice weekend. I've said it before, the day loop is a long 175 miles, and you must

conquer this before getting back to Eldridge. One week before the race do easy rides and enjoy the bike, and start carbo loading three days before.

I have a goal this year — get more 200-mile riders this year at the 12/24 Hour Challenge. Last year, we had 42 riders start. Of that number, we had only nine double centuries. I feel it is people who ride in this mileage range who hold the future of ultra-distance cycling, for the people going for that first double will get a taste for ultra riding, and it may lead to more interest. Last year, we had six people get 400 or more miles.

To people just trying for 200, it seems like a long way, but you can learn a lot from these 400-mile people. Watch them in a race, and they will hardly ever get off their bike. They drink all the time and seem to be eating all the time too. Why? They know that you have to keep putting gas in that engine, your body. Just because you are not going as fast, you, too, have to keep your supplies up just like the big boys. You are no different than they are. Al Muldoon may have a gift for speed, but he is also a master of nutrition. Al uses a liquid diet in races. This is expensive and isn't for everyone, but common foods can also be used to keep the body fueled just like Muldoon's.

An article in a recent issue of "Bicycling" magazine compared bananas and performance drinks. For the cost of bananas, it pays to carry some with you. The drinks are still easier to use but cost considerably more, so don't forget those bananas. This year, we are providing sag stops at three locations. At 50 miles, the stop is Nichols. At 100 miles, the stop is Hills, and around 140 the stop will be in Tipton. Be sure to fill up at these stops.

Ride Reports

April 27 saw a large turnout in Harvard, Ill., for the 200K PBP qualifier. Approximately 200 riders braved the wet and windy elements. Riders present from the Quad-Cities were Dave Holmes, Joe Jamison, Tom McCarthy, Kentley Lowenstein, John Thier, and the Perrys. Sorry if I forgot anyone. With 200 riders, the packs were spread out pretty far. The Halderman express was ever present at the front.

Shortly after the ride began, the clouds darkened. Rain arrived and doused everyone, but with a 20 mph tailwind, the rain seemed tolerable. The turnaround was in Evansville, Wis. The rain had stopped for the trip back to Harvard, but the wind didn't. Most people were huddled in packs to break the wind and the sun even came out to warm up the wet bodies.

June Rides

June 5: Time Trial, Mt. Joy

June 8: Litchfield 24hr ride, Litchfield,

Ill

600K Brevett, Harvard, Ill

Double Trouble North, Harvard,

Ill

June 15: Michigan National 24hr Race.

Arrow Rock 24hr Race, Mo

June 29: Iowa 12/24 Hour Challenge, Eldridge, Iowa.

Challenge Records

In the 200-mile category, record holders are as follows: Men age 16-19, Mark Lowenstein at 10:02; age 20-29, Dave Holmes at 10:00; age 30-39, Al Muldoon at 9:33; age 40-49, Paul Black at 11:02; age 50-59, Jim Hanson at 11:17; age 60-plus, Jim Hanson at 12:27. Women age 20-29, Jan Vanni at 11:05; age 30-39, Susan Notorangelo at 10:13; age 40-49, Nancy Oachs at 14:48. Mixed tandem is Bruce and Becky Perry at 10:37.

In the 300-mile category, record holders are as follows: Men age 20-29, Dave Holmes at 16:14; age 30-39, Al Muldoon at 14:29; age 40-49 Paul Black at 16:30; age 50-59, Jim Hanson at 19:43; age 60-plus, Jim Hanson at 20:30. Women age 20-29, Jan Vanni at 17:55; age 30-39, Susan Notorangelo at 16:15; age 40-49, Jan Sears at 23:30. Mixed tandem is Bruck and Becky Perry at 17:20.

In the 400-mile category, record holders are as follows: Men age 20-29, Dave Holmes at 22:22; age 30-39, Al Muldoon at 20:12; age 40-49, Paul Black at 22:15.

QCBC Double Metric Century set June 15

By Ron Schmidt

The QCBC Double Metric Century will begin 8 a.m. Saturday, June 15, at the Case IH end of the Ben Butterworth Parkway in Moline. Registration starts at 7 a.m., and the ride is free to QCBC members.

The ride will follow the same route this year as last. We will have club sag stops, and there will be numerous small towns along the way for some serious carbo loading.

If your knees still hurt from the previous weekend's TOMRV, here's a good chance to work out some of the kinks. This ride should be fairly flat with the route passing through Osborn, Prophetstown, Rock Falls, Geneseo, Colona, and Carbon Cliff.

Rain break allowed apple fritter delight

By Carter LeBeau

This report covers the April 14 ride — "Over Hill and Dale." My reason for covering this ride is twofold: First, there is effort that goes into someone arranging a ride from the Colona Grade School and returning via a well-planned route. For this reason, I want the planner to know that it is a good one, and while it wasn't well attended, it should be repeated. Second, without any question, no one in their right mind should have ventured out because the forecast was 80 percent rain, and, indeed, it was raining at 7:30 when

this rider left his home to head out to Colona.

At 8 o'clock, it was still raining, but I knew the territory and was aware that one of the finest bakeries in the Midwest is right across the street from the Colona Grade School. So, it really didn't matter that it was raining because I enjoyed coffee and the best apple fritters that I have been exposed to any place in the country. I read the newspaper, and, lo and behold, it stopped raining.

I took off on the scheduled route to Geneseo after assuring myself that no one else was going to show. Had another

nice breakfast at the Palace in Geneseo and returned home on a day that turned out to be perfect from 8:45 on. This is a great Sunday morning ride because there is no traffic to speak of and both Wolf Road and Route 6 offer good surfaces for bicycling.

You just can't depend on weather forecasts. The best advice given to me by my mentor, Jim Hanson, who rode to Geneseo with me on weekends for several years before he turned into a Biking Rambo, was to commit, and you will be surprised how many times the weather works in your favor.

Riders must obey rules to protect rights to road

By Charlie Sattler

A few years ago, we had bumper stickers made up which simply stated, "Share the Road — QCBC."

Please remember, it is our responsibility as cyclists to obey the rules of the road.

When a group of cyclists ride three or four abreast or refuse to yield to vehicular traffic, they make every one of us look bad for just riding a bicycle.

You say we have a right to be in the road, but don't forget we are a minority.

There has been legislation discussed in several states, trying to ban cyclists from

using secondary roads.

I would like to list some simple rules that would make it possible for both cars and bikes to share the road:

- When riding in a group, make sure that you communicate with the cyclist in front reporting road hazards and the person in back should warn of approaching traffic.
- Never ride more than two abreast.
- Ride to the right of the flow of traffic approximately three feet if possible.
- When approaching a crest of a hill, you should ride single file, due to the fact that when you go over the top, approaching traffic can't see you.
- Let the driver know your intentions.

REMINDER

**Club meeting
is 7 p.m. June 18
at parking lot
near Case IH
on Great River Trail**

Ride to Ice Cream Palace
in Silvis
follows for consumption of
frozen treats

★ Iowa 12/24 Hour Challenge Registration Form ★

Name _____ Address _____

City _____ State _____ Zip _____ PH # (____) _____

Age (as of 6/23/90) _____ Sex M F Will you have a support vehicle? Yes No

Make Check or Money Order payable to: Quad City Bicycle Club
4518 Bunker Hill Drive

Fee: \$20.00 before 6/15/91
\$25.00 after 6/15/91

Free Iowa 12/24 Hour Ride T-Shirts to first 75 riders registered

Iowa 12/24 Hour Challenge "91" Release:

In signing this release for myself or the named registrant, I hereby assume any and all risks which may be associated with the Iowa 12/24 Hours Challenge "91". I realize and accept that there are unpredictable risks I may encounter as a participant of this event. Therefore, I waive any and all rights and claims for damages or injuries I may have against the organizers, businesses, or associations connected with the Iowa 12/24 Hour Challenge "91" or any city or town in which I may participate. I hereby also consent to and permit emergency medical treatment in the event of injury or illness. I have read, fully understand, and will abide by the rules of the Iowa 12/24 Hour Challenge "91" and the Iowa state traffic laws.

SIGNATURE _____ DATE _____

Parent must sign if registrant is under 18. ALL REGISTRANTS UNDER 18 MUST HAVE A PERSONAL SUPPORT CREW WITH AT LEAST ONE PARENT PRESENT AT ALL TIMES!

TOMRV's mysterious appeal

By Chuck and Diane Oestreich

What is it that draws us to TOMRV, our killer weekend bike tour put on by the group of sadists known as the QCBC? Is it the 100-plus-miles Saturday ride, invariably straight into a hot, humid, and blustery wind? Is it the Mississippi bluff hills with their agony (going up) and ecstasy (those short downhill)? Or is it the fact that the wind invariably changes over Saturday night; what was a strong wind-in-the-face on the trip up to Dubuque becomes a full blown, north blowing, headwind on Sunday.

Yes, we have a rightly based love-hate relationship to what we trumpet as "the best weekend bicycle tour in the midwest." Actually, there's much more love involved than hate, although every tour brings out at least one moment of sheer, unmitigated rage. But there are aspects of TOMRV which are indelible in our memory. So come along with us for some of our personal highs, and a couple of the lows. (Chuck has been doing TOMRV for a number of years, and Diane did it for the first time last year.)

The start

Enjoy that ride down Belmont Road; tomorrow at the end of the tour, it will have grown mysteriously in height, degree of slope, and especially in heat radiating from its surface

Belmont to 67

This ride over Valley Drive is one of the most delightful stretches in the immediate Quad-Cities. You follow a ridge, with the Mississippi River on one side and the softly rolling hills of housing and the Daventport Country Club on the other. In the cool morning, with the early June dew rising, this is a gem — especially since you're still primed with energy and zest

Vally Drive to Elvira

Long and straight, the road takes us through Princeton, with a possible breakfast stop, to Low Moor, over Highway 30's four lanes, and into the first sag stop at the Elvira Church. This is a fun stop because, for some reason, you meet everyone here. They weren't at the start; you didn't see them on the road; but there they are, lying on the lawn at Elvira.

Elvira to Miles

This straight north road out of Elvira is pure Iowa — rolling treeless hills bisecting pig farms and strawberry patches. We love the vista of bikers reaching out as far as the eye can see. And when we round the curve at Highway 136 and look back and see the long colorful line of riders stretched out almost as far as Elvira, it sends proud thrills up and down our de-raleurs

Miles to Hanover

The downhill to Sabula is great, but we always ride straight through the island town in anticipation of the long causeway through Mississippi sloughs and the narrow bridge with the see-through floor over the river proper. Forget Illinois Highway 84 underneath the Palisades — it's a highway to hell, filled with speeders, fishermen, that little old lady in tennis shoes driving slowly home to Dubuque, and, to be honest, a little badly needed shade.

Hanover

This little town goes all out for TOMRV. In fact, it's a little bit of RAGBRAI in Illinois — main street swarming with people, a jumping bar, food concessions on the sidewalks, and friendly people.

Black Jack Road

on weekend riding

The group met as usual at McDonald's and headed North to our destination at the Springbrook Country Club north of DeWitt. This country club has recently opened up its elegant dining facility to the public. You can't beat that location for elegance and scenery. We were treated very well, and all agreed that we'd make it a regular stop in the future.

After lunch, we continued through McCausland and on to LeClaire. A little longer ride than normal for our Wednesday group, but the weather was perfect and no one wanted to quit. Had dessert at

Ah, yes, love-hate. But once you're up the hill, you're in ridge heaven, with an incomparable bi-state view and the delicious prospect of that terrific descent into Galena.

Galena

It's fun to strut around this "antique" town in our neon biking clothes, looking with disdain on harried vacationers whom we know are secretly envious of us because we've gone almost 100 miles and can legitimately wear these sexy clothes. (In reality, behind their dark shades, they're laughing their heads off at these biking fools.)

Galena to Dubuque

This section, the Wisconsin section, has to be the nadir of the entire trip. Please, let's go back to Highway 20 with its long, long hills and comfortable shoulder.

Through Dubuque

We know, we know, there's no way to get to Clarke College except up, but why such a big "up" at the very end when we're totally exhausted?

Clarke College

Total rapture — a shower, a nap (perhaps), and then that famous Clarke College buffet complete with sparkling service, a plethora of desserts, and camaraderie galore. Then there are the drawings and our always unlucky numbers. Why is it that sleep draws us so early on this beautiful June evening? Is it the 106 miles of biking? the hills? the beautiful ridges? the... Whatever, we're off to love-ly, honestly earned slumber of the heartiest kind, with no dreams except, perhaps, of what Sunday has in store for us as we do the second leg of TOMRV. (To be continued, perhaps, next year.)

Midweek ride outdraws the weekend

By Carter LeBeau

The Wednesday, April 17, ride had more participants than the preceding weekend ride and the following weekend ride. In attendance were Carter LeBeau, Fred Blessin, Mary Blessin, Barney Young, Mary Dorch, Gayle Campbell, Earl Strupp, Mary Ellen Strupp, Mike Middlemiss, Leon Van Camp, Gary Pierson, Fred Leonard, Leon Werthmann, Pat Bolton, Charlie Sattler, and Frank Crowe.

Maybe we ought to put more emphasis on middle-of-the-week riding than we do

another new place, called the Faithful Pilot. Interesting story about the couple running it who lived all their life in New York City and discovered LeClaire on a vacation that took them to the Midwest. Great endorsement for Iowa, and we hope they are successful in their venture.

I realize this sounds like another eating tour, but believe it or not, those that made the entire ride finished with 75 miles, so we must have done some bicycling.

Join the Wednesday Group any time you feel like playing hookey or you have bitten the bullet and decided to retire.

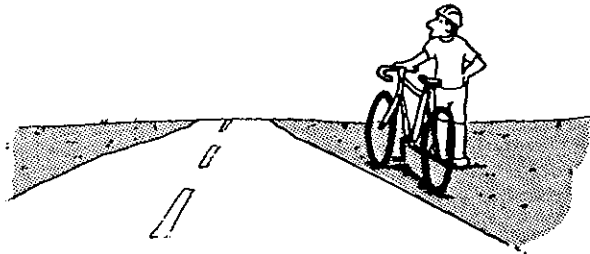
RAGBRAI

How to Ride RAGBRAI Safely:

1 OBEY TRAFFIC LAWS — In Iowa, bicyclists enjoy the same rights as motorists. In accepting those rights, bicyclists also assume the responsibilities for riding in a safe and legal manner by:

- stopping completely at stop signs.
- obeying yield signs.
- not crossing yellow lines in your lane.
- riding to the right.
- signaling for turns.
- not cutting corners.
- riding in a respectable manner.

2 STOP OFF THE ROAD SURFACE — When stopping along the RAGBRAI route, let those behind know of your plans. Stop at the right edge of the roadway and immediately move to the shoulder. Stay clear of the roadway. Stopping is especially dangerous at the crest of a hill or on a curve.



3 BE CONSIDERATE — The bicycling skills of those participating in RAGBRAI cover the full range of the spectrum. Each rider must look out for everyone else, as well as himself. These tips will help:

- **Don't weave.** Ride in a straight line to make it easier for those riding behind you.
- **Make sure no bicycles or motor vehicles are immediately behind you** when you stop.
- **Signal turns and stops.** The law says you must, but this point can't be emphasized enough. Most accidents on RAGBRAI involve two or more bicycles, and most are the result of riders not letting others know of their intentions.
- **Sound off when passing.** Use phrases such as "On your left," "On your right," or "Coming through the middle."
- **Ride to the right,** leaving room to pass on your left. There have been many close calls and at least one serious accident because a passing rider was forced into the opposite lane.
- **Keep your bicycle in good repair.** Have your bicycle readied for RAGBRAI, and then keep it in good shape. It is especially important to make sure your brakes work well.
- **Be a predictable rider.** Don't keep other bicyclists and motorists guessing about what your next move will be. A predictable rider is a safe rider.

- **Turn left from the center of the roadway.** Turn right from along the curb or shoulder and stay to the right.
- **Park completely off the roadway** to make repairs, rest, visit, etc.
- **Be courteous to passing vehicles and other bicyclists.** Instead of riding several abreast, go single file and let those behind you pass.

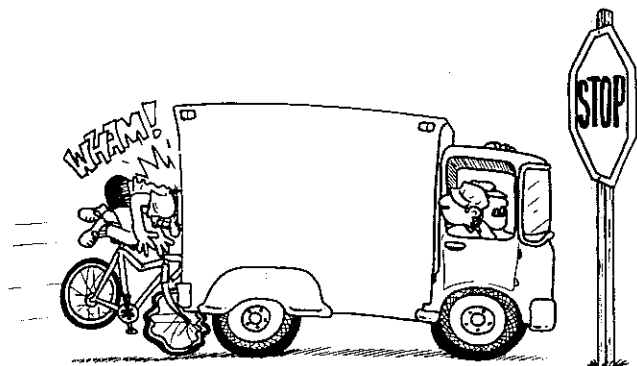
4 WEAR A HELMET — It is estimated that 85% of bicycling accidents result in injury to the face or head. Wear a good protective bicycling helmet.



5. CROSS RAILROAD TRACKS AT RIGHT ANGLES — There are fewer tracks these days, but there are still rough tracks and some at bad angles. Raise yourself off your seat and stand on your pedals to absorb the shock and lower the center of gravity. Watch out for other riders and let those behind know of your intentions. Angled tracks and low shoulders are major causes of accidents.

6. BEWARE OF LOOSE GRAVEL — Trucks carrying sand, gravel and rock often spill some at intersections. Watch for debris on the pavement. It is sometimes necessary for RAGBRAI to take unpaved stretches of road in order to avoid busy highways. Take extra care on unpaved roads, watching for loose gravel and rock, soft spots, holes and ruts.

7 AVOID WIDE CRACKS IN PAVEMENT — Narrow bicycle tires can easily get caught in wide cracks. Be especially careful on roadways paved with concrete. Center cracks on concrete roadways can be very dangerous.



8. DON'T DRAFT — Drafting in a crowd is dangerous to yourself and others around you. There is no place for it on RAGBRAI. Likewise, drafting vehicles is also dangerous and will not be tolerated on RAGBRAI.

9. WEAR BRIGHT CLOTHING — Be noticed. At night, wear light-colored clothing and have a bright headlight and taillight. Better yet, don't ride at night on RAGBRAI.