

Pedalwheeling - 2000

The Newsletter of the Quad Cities Bicycle Club - June, 2001

Annual Spring Picnic—April 29th, 2001

Dean "Night Train" Mayne



After eight rainy Sunday's in a row, the picnic god's finally relented. The clouds parted, the sun shone through and we hit it big for the second year in a row. It was indeed, a grand and glorious day!

Seven riders showed up at 9:00 AM for a cool, breezy and hilly ride, while the FORC™ (Friends of Off Road Cycling) crew started preparing the grounds. **Len Guldenpfinning** single-handedly rented the big tent and erected it with help from **Dean Mayne** and **Quinn & Ann Kirkpatrick**. Barnum and Bailey would have needed a dozen elephants and two days to do the same job.

Quinn 'the Peddler' **Kirkpatrick** took time to fire up the vast array of grills, then arranged the tables and ran the swap meet. Quinn took inventory, stocked the tables and even operated the cash register. (The union will get you for this Quinn!)

The swap meet proved very costly to my budget. **Quinn Kirkpatrick** arranged some sweet deals for many of our treasures. Some of our garages gained a little storage space but mine did not. Door-busting bargains are few and far between these days and I took full advantage of these.

We had help at the grills from **Mike Frasier**, **Scot Schaar**, **Sydney Schaar**, **Karen Nord** and **Derek Henzen** ... all of whom lost the hair off of their knuckles working the hot grills.

Jason Miller and **Ricky Wren** headed up a hike consisting of a dozen hearty souls, one beautiful Romanian woman and her teensy dog **Roamie**. After struggling through a hilly section of the Loud Thunder Trail, they staggered back with sweat on their

brow and color in their cheeks—then ate and drank their way to recovery. **Joanna Miller** supplied her kickin' home-made salsa that knocked my socks off! Later, a second group repeated the hike with a few new QCBC members. Please be sure to welcome **William** and **Christina**—they make a mean cous cous.

As is usual within our cycling community, we all pulled together to put on an outstanding bike club memory. We had a picture perfect day with a comfortable breeze, plenty of food and drink, and tremendous amounts of good company to share it with. More than 70 people showed up to seize the day. Now that's a real shindig! It just doesn't get any better than this.

We even had our share of ceremonies; **Dickie Morrill** and **Joan Wren** were honored by being "vested." It's FORC's recognition ritual for those who contribute significantly to the club effort. Next, FORC presented the QCBC with a finely frosted Thank You cake. To wind up the official ceremonies, the Loud Thunder Tabernacle Choir struck up a rousing chorus of Happy Birthday in honor of a year older sag momma, **Joan Wren**.



Joan Wren

I'd like to thank the QCBC for allowing us [FORC] to share their Spring Picnic. Mainly, I'd like to say thank you to all my friends in FORC for pulling together to shop, set up, cook, and just hang out and have fun on a great Spring day. The FORC was truly with us!

Ed note: All the credit for this fun outing belongs to the Friends of Off Road Cycling. Rick and Dean did the shopping as well as making and posting the signs so the rest of us could find our way. Rick, Joan, Dean and a couple of pack mules hauled all the equipment out and back.

Update on New Club Jerseys

Kathy Storm

The jersey committee has been hard at work the past few months. On May 3rd, we sent in a check to Voler for 50% of the cost of the jerseys. We have ordered men's and women's short sleeve jerseys, men's and women's sleeveless jerseys and wind vests.

The design will feature a modified Heartland Century logo on the back (bike wheel with Iowa and Illinois) and the front will feature something unique to the QC area. The jerseys and wind vests will also feature 3M reflective stripes. Voler will be working with us to tweak the design and colors during May. (Yellow, Blue and White)

The jerseys will be arriving in the QC's around the first week of July. Once they arrive, floor samples will be placed in local area bike shops along with an order form. 125 pieces have been ordered and we will place a second order if warranted. The design will be featured on the club website by late May/early June.

For those of you coming into town for RAGBRAI in late July, there will be a display set up on Friday evening, July 20th during loading.

The jerseys will be priced at \$53.50 for both short sleeve and sleeveless, and the wind vests will be priced at \$46.00.

If you have any questions, please feel free to contact anyone on the jersey committee: Linda Barchman, Jim Merritt, Lisa Miotto, Vivian Norton, Kathy Storm, John Thier or Jan Treftz-Allen.

PS - if you still want to purchase an old QCBC jersey (red, purple and yellow), there are a few left in sizes: medium, small and extra small. 🚲

QCBC Information

The mission of the Quad Cities Bicycle Club is to promote, encourage, and support the safe participation in bicycle riding of all types of people of all ages and abilities; to anticipate and address the needs and interest of all aspects of bicycling in the Quad-Cities area.

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Pedalwheeling is published for distribution to the club's membership and to the general public at local bike shops. Submission of bicycle related articles is encouraged. Member may place free classified ads, notices of companions wanted, and reports of stolen bicycles.

The Quad Cities Bicycle Club was established in 1964 to encourage and promote bicycle riding and safety for its members and the general public.

Club meetings are held on the third Tuesday of each month during January, February, March, April, May, September and October. Check the newsletter and the QCBC web site for specifics.

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

Major activities of the club include the Tour of the Mississippi River Valley (TOMRV) in June, the Criterium on Memorial Day, the Heartland Century in September, and the club gives camping support to RAGBRAI riders in July. Other rides and activities occur every week of the year.

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

From the Headset

Kathy Storm


The past month has brought lots of windy days and the continued flooding of the Mississippi River affecting not only our commutes to work but also our bike rides. It is during these days, that a great place to ride is the Duck Creek Trail in Davenport. It is pretty unusual that the Duck Creek and the Mississippi River flood at the same time.

I'm not a big trail rider when spring finally arrives, I prefer the open country roads, but when the winds are over 20 MPH, I seek a sheltered area so I can ride my bike upright. I am thankful to have this great 13-mile trail so close to my house.

For those of you who do not have email and are not on our Distribution List, you may have wondered why your May newsletter arrived about 10 days later than usual. It was due to the flooding of the Mississippi River. Our club has a Bulk Rate permit through the Davenport Post Office. The Davenport PO is located a few blocks from the Mississippi River and had to be moved to temporary quarters for about 4 weeks beginning in mid April. Bulk Mail was not being accepted and we had to do the mailing from the Regional Bulk Mail Center in Milan IL. Of course we were hoping the floodwaters would recede by May 1st or 2nd, but that didn't happen.

During the summer months (June, July and August), the QCBC does not hold regular General Meetings. It was felt that our members would rather be out riding in the summer evening hours instead of sitting inside a meeting room.

At the April Board Meeting, the Board approved a donation to the Davenport Police Bike Patrol Unit to help defray the cost of uniforms for new officers to the unit. It is exciting to see such good involvement with our local Police Departments in regard to Bike Patrol Units.

At the May Board Meeting, we accepted Charlie Swanson's resignation as newsletter editor of Pedalwheeling. We were all very appreciative of the time he has spent these past 15 months as newsletter editor. Beginning with the July issue, Judy Starceвич will be the new editor. Please send articles, ride reports, etc to her at: 821 Horizon Court B, Bettendorf, IA 52722. You can also reach her by telephone at: (563) 344-0716 or by email at: star@muscanet.com 


Tip of the Month – Baby Wipes!

Mary Smith

Have you ever needed a quick clean up when you're away from soap and water? Do away with that unsightly dirt, grease and grime instantly. Invest in some **Baby Wipes**. **Baby Wipes** are the perfect solution for cleaning the grease from your fingers after putting your chain back on. They'll remove that tell-tale black after changing a tire? These pre-moistened wipes are super for hands. They're even good for getting grease out of your riding clothes.

Have you ever wanted to remove one of those embarrassing chain-ring tattoos? Its **Baby Wipes** to the rescue! They're great for that quick sponge job on your expensive new bike. You can have that

fancy ride sparkling clean in just seconds—at home or away. Even if you ride with FORC™!

Buy a box and roll a half dozen or so in a zip-loc bag to keep 'em moist. You can stuff a pack this small in your jersey pocket or in your under-seat bag. You'll make points when you share them with your poorly equipped riding companions. You can even split the cost of the initial purchase with your friends. You'll never regret having **Baby Wipes** on hand. Use them to make your hands presentable at your favorite pancake joint—no more hiding your hands from that cute server. And...if they dry out, they make an extra strong Kleenex. 

Vintage Bike Rides



Bring your antique, vintage or classic bicycle out for a fun show & tell and bike ride. We will meet at historic locations and go for a very easy bike ride. The goal is to show off our antique, classic or just plain old bike. Here is a chance to talk about your prized bicycle to fellow collectors or cycling enthusiasts. Balloon tired Schwinn cruisers of the 1940's or a genuine antique 1870's highwheeler or pennyfarthing. Maybe that vintage 1973 Raleigh Sports 3 speed. Or perhaps a modern reproduction Schwinn Black Panther or a new classic like the Bianchi Milano. What ever you have that's collecting rust in your basement or garage. From Aerocycle to Aerowind, here is a reason to dust it off, air up the tires and take it for a spin. We will ride as a group at a leisurely pace so no one needs to break a sweat. And why not stop along the way for ice cream or refreshments. And of course, all cyclists are welcome no matter what kind of bicycle you have. Come just to admire some rolling bicycle history. Don't forget your helmet & camera.

Cedar Rapids — Friday — June 29, 2001 — 6:00 P.M.

Meet at Greene Square Park in downtown on 3rd Avenue & 5th Street SE. We will ride on the recently extended Cedar Rapids bike path. Very flat and about 6 miles end to end. This is during the Freedom Festival and the weekend of the Cedar Rapids bike race at Kirkwood Community College.

Davenport — Wednesday — July 4, 2001 — 6:00 P.M.

Meet in the historic Village of East Davenport at the intersection of East River Drive & Mound Street. We will ride the Davenport river front bike path to Credit Island and back. Along the river you can view the Colonel Davenport house on the Rock Island Arsenal, lock & dam #15 and many riverboats. This bike path is right on the shore of the Mississippi River and has no hills at all. You might want to bring some lights and stay around for the Independence Day fireworks. rick-paulos@uiowa.edu



For Sale or Trade

Bridgestone Road Bike

Red 22" frame, 27" tires with schrader valves
Included an extra rear wheel and spare tubes.

Triple crank and computer with cadence.

This bike is a RAGBRAI veteran.

\$100 Charlie 322-8486

Exploding Off The Back – Dropped!

Charlie's Swansong

The QCBC Board of Directors insisted that I resign as editor and I am complying with their wishes. This will be my final issue as editor of *Pedalwheeling 2000*. I had some grand ideas for the newsletter that I never got around to putting into effect. In retrospect, it took me a full year to get comfortable with meeting the schedules and making stuff fit on a page. Now that I'm ready to strut my stuff, I'm gone. It seems like I'm always a dollar short or a day late.

During the last year I tried to publish a newsletter that was both informative and interesting. I wanted it to appeal to the largest possible cross section of cyclists. I think I accomplished that. I believe I put out a pretty fair country newsletter. I printed some neat stuff and I printed some drivel. Information and interest—I still believe that's the key.

Tell you what. If you liked the last year's worth of newsletters, drop me a postcard and tell me so. It'll sure make **me** feel good. If you didn't like 'em, drop a card and tell me that too. It'll make **you** feel good. (See, no matter what happens, someone likes it.) If I don't get any cards it means no one reads the newsletter and it simply doesn't matter.

I'm going to give my thanks to the fine folk at **Artcraft Printing Company**. Without them we'd be limited to squinting at the www.qcbc.org cyber-news (flood or not) on a computer. Lets start with **Mildred Zare**; Mildred is the owner. Mildred runs the business like its her family. She seemed a lot like a mother to me—as she made sure my coat was buttoned up when I went out in the cold and she insisted that I eat all my yucky vegetables. (Well, not quite.) Mildred recently had a hip replaced and I hope this finds her feeling frisky again.

Mike Zare is the office manager. He's the one that proofed my "camera-ready" copy, called to tell me about the errors, and made me bring over some good pages. I had a real good month when Mike allowed me to get by with only two trips.

Robert Zare did the pre-press work. This means he had the task of making a silk purse out of a sow's ear. (No offense intended, you Iowa tandem riders.) So if any readers think that *Pedalwheeling 2000* is tacky looking, you should see it before Robert works it over.



Sandra Beaulieu said she doesn't have a formal title. We all know what that means—she does all the work! Many times I popped into Artcraft to find Sandra the only person there! She seemed to have a steady diet of no breaks, no lunch, no rest of any kind.

Bob Agy is a pressman and the man who loaded my car when I picked up the finished newsletters. Bob can lift and carry more than I can and he rides his bike in colder weather than I do. Bob also knows more jokes than I can remember.

Okay. I liked working with all of you, I really did! If you don't mind, I'd like to drop in when I'm in the neighborhood and say hello. You folks brighten my day!

Oh, one more small item; don't blame me or Artcraft Printing for the late delivery of the May issue. It was ready to mail on April 27th.

My riding adventures have suddenly begun with a climb out of the river valley. This is due solely to the restrictions caused by the high water because I still avoid climbing whenever I can. Climbing has its rewards because I keep meeting people who interest me. This past month it was **Mary Smith**. Mary rode a few April miles with me and relayed that she's been a QCBC member for almost four years. Her favorite ride is the Tuesday evening women's ride. (Sure... one that I can't go on.) Mary enjoys the club but is disappointed because we won't put her name in the *Ride Directory*. Okay, I promised her I'd ask permission to print her name and number here—so her friends can call her when they want to get together and ride. The number is: **MARY SMITH...359-7687**. And if you want to get a group ride up, I'll be happy to tag along. (Tuesday Women's Ride, indeed!)

I got a recent phone call from **Gary Pearson**. He was reading the on-line version of *Pedalwheeling 2000* and thought he'd make a comment or two. What? You haven't seen Gary on a ride recently? Well, he told me he's working two jobs now and just isn't able to fit them around the QCBC schedule. (Rub it in Gary, since I'm unemployed!) Yes, he misses the good ol' days and thinks about all of us. When you get the opportunity to ride again Gary, c'mon out. We're saving a pancake for you. ☺

My Paris Brest Paris Journey

PBP PART II

By Wayne Hanno

FOUGERES TO TINTENIAC

Onwards to the next control. The terrain from Fougères to Tinteniac was generally flat with some slight hills from time to time. At 54 km, this would be the shortest distance between controls. A couple of young girls were offering boissons (drinks) in what must have been the small village of Sens De Bretagne. One young girl yelled out “TIN-TEN-YAK, 16 km”, accenting each syllable quite loud and distinctively to several other riders. I stopped, took a few swigs, and topped off my water bottles. I gave the gal a few Francs for the boissons and said “merci”. As I rode off, I could hear “TIN-TEN-YAK, 16 km”. I remembered that over and over again throughout the ride.

Somewhere on a flat stretch of road I heard another noise as if something fell off my bike. I look back and notice nothing and continue riding. Later, I would find out what the noise was.

I made it to Tinteniac somewhere around 2030h. I didn't bother to write my time in my notebook since the computer was keeping track and my booklet had the information. After all, I didn't feel like wasting time with that anymore. I checked in and reviewed the computer printout that was posted on the outside of the building to look for names and times of others I might recognize. No luck. The self was nowhere to be found. Instead, I opted for a Coke and some water, mixed up some Cytomax, and refilled the Camelbak.

I put on my reflective vest, tights, glove liners, and arm warmers to prepare for night riding. I checked my lighting system and noticed the rack mounted taillight was missing along with the spare red light previously clipped to the Camelbak. There was only one red taillight remaining at this point. I panicked but could not do anything about it at this point. The loud noise I remembered from earlier in the day made perfect sense now. When the taillight fell off, the bike behind me ran over it. Come to think of it, the noise I heard just before Tinteniac on that flat stretch of road makes sense, too. That was my brand-new

taillight, clipped to the Camelbak, shattering into pieces as it hit the ground. What a waste. Now I know why the PBP requirements are so stringent.

TINTENIAC TO LOUDEAC

Off I went to Loudeac after a 30-45 minute stop. About 5 km out of Tinteniac, I turned on one of my two lights. It didn't work. Dead battery. The switch must have vibrated to the on position sometime during the day and drained a set of batteries. My three spare sets of AA batteries were planned to be enough without carrying any extra weight. I pulled out batteries from the rack pack and decided to try the set of lithium batteries that Joe Jamison traded me for a Cateye Micro II spare bulb the day before. I place the two sets of remaining batteries in my fanny pack to unknowingly prepare myself for another obstacle at the final control point, Nogent Le Roi, some 800 km down the road. Placing the batteries in the fanny pack was good, since I saved time by not fussing around to put them back where they should have been.

Actually, good and bad are relative terms. Mike Gergick, from Tonganoxie, Kansas, explained his good/bad theory to Joe Jamison and myself prior to the ride (Mike had completed PBP in 1995, and was always on the verge of missing the control closing times, but still sliding in under the 90h time limit being just “one flat tire away from not finishing”). What seems to be good or bad at the time may be indeterminate. Events that occur later really determine if a previous event was really good or bad. An example of an air plane crash points out this theory. If one misses the flight, that could be bad. Later, if the airplane crashes, missing the flight actually turns out good, at least for those who missed it to begin with. So one does not really know what the outcome will really mean until later.

As the sun sets further, there is graffiti on the road which was difficult to read in the near darkness. Names and words in big white letters. Can't really make it out, but notice “1997” and figure this section must have been part of the 1997 Tour De France. I

can't believe I'm here!

Not too far from Loudeac, I begin to see the 80h group leaders heading back to Paris. I can't make out who the leaders are or what country they are from, but notice there are three of them. I try to figure if Scott Dickson is one of them, to no avail. Others are strung out several km behind them. Wow is their pace fast! It must be around 27-28 hours into their ride by now.

LOUDEAC (OUTBOUND)

I arrive in Loudeac shortly after 0100h. My computer shows 460 km and I am 15 minutes ahead of my early goal. After the usual check-in routine and rider status report review, I head for the self and stand in the slow-moving food line. This time I have a Heineken along with my food. Man it goes down good. If the French riders can drink wine, eat a baguette, smoke a cigarette, and ride away to the next control, I can have a beer. I still wouldn't be able to keep up with them.

Claus Claussen, from Des Peres Travel, is there and I ask him about the bag drop and Hotel le France locations. He gives me directions. I find my bag and begin the short walk to the hotel, which is slightly uphill and to the left of a big church. I couldn't miss finding it.

After arriving at the front of Hotel le France, I wander from the street through a tunnel to the back parking area. The hotel looks closed, no one is around, and there appears to be no way to get inside. It takes me 10 minutes of retracing my steps and trying to figure out where to go and what to do before I find the entrance. It was back in the parking area, to the right. I inform the receptionist I am here to check in. He directs me to Room 42, saying the rest of my party is there already and there is only one key.

I take the elevator up to the room. The door is cracked open. I slowly enter and find Rick and Lisa Paulos, from Cedar Rapids, Iowa there. We were not planning to be at the hotel all at the same time. Rick drove the support vehicle for Lisa, while Lisa started with the 90h group. I shower and we compare notes before I sleep. Lisa and Rick quietly leave sometime well before I awake at 0500h after sleeping 3½ hours.

I dress, leave the bag in the room for the return stop, and walk down to the lobby. I grab a croissant and see how fast I can eat it while washing it down with a few glasses of orange juice from the hotel breakfast buffet. No one else was there. Too bad I have to hurry, since the food all looks good. I say to the receptionist

"merci" and away I go.

I see Joe Jamison for the second and last time on the ride as he makes repairs to his lighting system. Apparently, a light bracket has failed. I ask Joe if he has rested. He replies, "one hour". I sense a bit of tension and worry in Joe's tone of voice, but say nothing. And Mike Gergick, who started with the 90h group, is standing next to us, out of nowhere. Is this good or bad?

LOUDEAC TO CARHAIX

I hurry off with Mike after deciding not to wait for Joe. It seemed as if the repair would take more time than I wanted to spend. It was nearing four and a half hours at Loudeac, and I had planned for only four. My early goal was beginning to vanish.

To make matters worse, Mike and I take a left turn out of the control, bike for a few blocks before we begin to notice the white arrows leading out of Loudeac. White arrows mark the return course back to Paris. We turn around and head the other direction, following the pink arrows towards Brest. In a few minutes, Mike is behind me nowhere to be seen and later I find out he didn't make it to Brest. Mike said before the ride, if he does not make it all the way, he can not blame his training. His reason would be that he didn't do much training (2400 miles). For example, Mike doubled his mileage for the year upon completion of his first 200 km brevet qualifier.

The ride out of Loudeac towards Carhaix was difficult. Prior to the ride, Joe Jamison told me the ride really started after Loudeac. I now realized what he meant as I slowly climbed up several of the steepest hills so far. I could see signs of my goal beginning to slip even more at this pace. I now begin to wish I could have minimized my stay time at the previous controls to 30 minutes instead of what had become the usual 1 hour, and departed Loudeac on time.

At Corlay, somewhere halfway between Loudeac and Carhaix, an official waved the riders in to the first secret control. I hop off the bike, take care of business, and get back on the route in a matter of minutes. No need to waste any time.

Further down the road, I reach Mael Carhaix. My computer showed around 520 km total distance so far. I thought this was the Carhaix where the next control would be located. I continued riding though

Carhaix looking for the control. The sign up ahead indicated we were leaving Carhaix. Did I miss the control? I stopped and asked a passing cyclist, “control”? He did not speak English, so I turned around and rode back into Mael Carhaix, about 1.5 km back. An American rider sat on the sidewalk near the village center. I stopped to ask about the control. He said “another 15 or so km”. He noticed my US-Postal-colored-but-not-US-Postal Trek 5200 and asked about the Rolf Vector Comp wheel set. Told him that I had between 8,000 – 9,000 miles on the wheels since purchasing the bike and had never needed to true the wheels, but the ride wasn’t over, either. Told him thanks for the information and wished him luck as I headed onwards to the control, at the next Carhaix.

Arrived at Carhaix at sometime after 0830h. Rick Paulos saw me as I headed to the get my booklet signed and card swiped. We talked after I checked in. He said Lisa was slowing up a bit and tiring. Also, Steve Junge, from Cedar Rapids, Iowa, who started with the 80h group, had already left Carhaix earlier on his way back to Paris. Told Rick I would see him later as I made my way to the self. As usual, the food line moved at a snails pace. By now, the hot potage (soup) really helped revitalize me. The potage had been a most welcomed food item throughout the ride.

CARHAIX TO BREST

Since leaving Loudeac, the weather had been a little cooler than previously experienced. The clouds were out in full force and there was a hint of moisture in the air as if it could rain at any time. I noticed a few occasional sprinkles. Shortly after leaving Carhaix, the occasional sprinkle turned into a light rain. I pulled off the road and ducked under cover at a petrol station along the busy highway to put on my rain jacket and tights. This would keep me from getting cold and wet from the rain, but did little to keep me dry. The plastic rain jacket kept the heat inside very well, coating my jersey with sweat. The rain lasted maybe 10-15 minutes before letting up.

The route took us along D769, a less traveled up-hill road through Huelgoat. The hilly scenery and forested landscape made for a rugged venture. A few km more the route changed to a busy highway D764 where the slow climb continued until intersecting with D785 at the top of the Monts d’Arree. Finally,

one could see for a good distance as the scenery opened up for quite a ways. I made it to the top of the hill. After passing the intersection, the ride proceeded on a lengthy downhill into the village of Sizun, which I remember having a very large old church visible for many kilometers.

I thought the Atlantic Ocean must be nearby as Brest neared. An old highway bridge meant only for pedestrians and bicycles led us over the bay into Brest. To the right was a newer beautiful bridge for the vehicular traffic. There were two large towers on each end of the bridge that had cables strung out in both directions to support the bridge deck. What a beautiful sight it was to see the bridge against a cloudless blue sky and water underneath.

There were several unknown km to the control. The odometer still did not correspond to the cue sheet due to early detours at the start. It seemed as if the hills were never ending as I climbed at a snails pace to reach the control. Finally, the ride was now officially half over.

I hopped of my bike and took a photograph of the control entrance. It was my first photo since just a few minutes before the ride started. Again, I did not record my time of arrival. At the control, they handed me a drink ticket and I wandered around to see if I recognized anyone. No luck.

I used the drink ticket to get a beer. I was hot and thirsty so the beer didn’t stand a chance to warm up any. The food line here was unusual since one had to purchase food tickets from a menu posted on a large stand. What did the food look like? No way to tell here. The self was actually located in another building and it took considerable navigation through a maze-like path to get there.

While feeling some effects of the beer, I sat down to eat at a nice slow pace. A few tables away, a cellular phone started ringing. I thought cell phone usage was sort of extreme back home in the USA, but here it was another world. Several times during the ride someone would be yacking away on the cell during the ride, or a phone would start ringing. I didn’t recall seeing any laptop computers mounted to bicycles. Maybe next time in PBP 2003.

BREST TO CARHAIX

I left the control and started the long journey back to Paris. I felt fine, but sort of tired. Duh! The sun

made for a rather warm afternoon. My target goal was now forecast around 68-70 hours. Somehow, I would have to find a way to cut some time if I wanted to do better.

I remember trying to stay on the wheels of some solo riders or a tandem or two. One stoker gal had a peculiar motion on the bike that drove me crazy. She had a serious case of head-bobbing and up-and-down shoulder action. It made me dizzy and I was happy to see them pedal away since I couldn't match their pace. Several wheel-sucking attempts later, I decided to do my own thing.

From this point on, I found riding easier by riding solo. Riding was hard if one tried to go at a slightly faster pace than the body could sustain. On the other hand, time was wasting away if I was with riders who were going just a tad bit slower than my body wanted to go. Continuing on the big climb out of Brest, I traded positions with other riders as we passed each other multiple times.

I stopped to take a few pictures of the big old church in Sizun. The photos would be the last during the ride. Guess I'm not much for photos when concentrating so much on the challenge. The church clock indicated 1630h.

It must have been near 1830h when I arrived in Carhaix. The odometer indicated just over 700 km. Maybe I could reach Loudeac before 2200h and conserve battery time and minimize night riding. That would put me on track for perhaps a sub-65 hour finish!

After the usual control check-in and a quick rider results review, I had a cafe, hot chocolate, and baguette. The boissions were served in bowls. I figured the cups were all dirty so bowls were all they had left. I found out after the ride, cafe and hot chocolate are traditionally served in bowls. My stop was short. I mixed some energy drink and refilled my Camelbak before departing.

CARHAIX TO LOUDEAC

The ride between Carhaix and Loudeac turned into a very strong and aggressive effort. I felt sky-high as I hammered the hills, passing anyone that I could catch and dropping anyone who attempted to follow along. It was as if I had been fully rested and equipped with a fresh pair of legs. My average for this, the most challenging section of the ride, was about 28 km/hr.

Not bad considering the rugged terrain and total distance traveled up to this point, a distance exceeding 700 km, which is farther than I had ever ridden before.

Around 2100h, I pulled off on the side of the road to put on my night riding gear, turn on the red rear light, and check the headlights. An official vehicle was out on the course, apparently monitoring and ensuring riders were equipped for the upcoming darkness. I hammered some more to see how much darkness I could out ride.

I arrived in Loudeac just minutes before 2200h. Ed Pavelka, from Alburdis, Pennsylvania, and I arrived at exactly the same time. We exchanged greetings. Ed was one of two riders I teamed up with on a 100 km training ride on Saturday before PBP. I did not know at that time who he was, other than Ed from Pennsylvania. After the ride, I found out he was on the editorial staff of *Bicycling Magazine*. Not to mention a very strong rider. My early goal of 65 hours looked pretty good by now. I checked in at the control and once again reviewed rider results. Recognized a few names and wondered about the others that I could not locate.

I ate a plentiful meal after the usual slow trek through the self. A Heineken beer topped it off as I wandered up to the Hotel Le France.

Lisa and Rick Paulos were wide awake in Room 42 when I arrived close to 2300h. Once again, we had not planned on being there together. They had plenty of snacks laid out on the small desk. I noticed Rick had purchased a jar of cornchicons (dill pickles). I took a bite to sample the quality. Better than USA pickles! I told Lisa and Rick they taste just like home-made as I ate every last one. Lisa snapped a picture as I drank some of the cornchicon juice. We talked about the ride, but for the most part, I was pumped up and could not stop talking. Rick prompted me to shut up, take a shower, and get some sleep.

I set my Ironman alarm for 0145h so I could be on my way no later than 0230h so I could be finished by midnight. As it turned out, my alarm failed to go off, but I still awoke eight minutes later. Rick and Lisa were still sound asleep when I left. Rick had instructions to take my bag to the drop site near the control.

...TO BE CONTINUED

Sylvan Island Cleanup

Michael Frasier

I was out of town the end of April so I wasn't aware of the *Sylvan Island Clean Up* being canceled. So, Rick and Jason and I put that lack of knowledge to good use and worked the trails on Sylvan Island. (Quinn was momentarily fooled by the notice, but he made it down as well.)

Jason "Thor" Miller brought his acetylene outfit and cut about two dozen re-bar sections off to remove the risk of being impaled during an untimely dagger.

Rick "Hacksaw" Wren wielded his Stihl to open several trails that had been closed by fallen trees.

Quinn "The Hammer" Kirkpatrick moved rails and buried other obstacles.

Jason and I took the opportunity to appreciate the efforts after we were finished and rode about 12 miles on the trails--a big improvement! Sylvan Island will be a great close-in place to ride trails. Thanks for all the work! 🚲

QCBC Participates in Safety Link Zone

Vivian Norton.

Mid American Energy invited Quad Cities Bicycle Club to participate in its SAFETY ZONE fair on April 26, 27, 28th.. The fair included many local service agencies, fire departments, police departments, EMS Medics, the Humane Society of Scott County, the Corn Belt Running Club, and a trick bike riding demonstration.

The general public and school groups from area schools observed the exhibits. At the QCBC booth, students were shown how to fit their helmets. We stressed the importance of wearing helmets and general bike safety. We also fitted and gave out 23 bike helmets in drawings and gave all participants a reflective sticker and a small Tootsie roll. The turnout on Thursday was light but there were many spectators on Friday and Saturday.

Thanks to the following QCBC members who volunteered their time: **Jan Reynolds, Dodie Robers, Darlene Moritz, Joy Bleuer, Bill and Mary Scott, Terry Burke, Cy Galley, Kathy Storm, and Vivian Norton.** 🚲

Century Challenge Update

by Wayne Hanno

Paul Pierce (Hamilton, IL) tops the overall leader board with 26 centuries. 25 riders have logged 284 centuries year to date (last year 14 riders totaled 127). To complete the challenge, each rider must log a century in every month of the year. Miss any month and you are finished!

QCBC member data (as of 05 May) for month ending April 2001 -

14*	Jim Hanson (#),	Moline, IL	7*	Dave Lefever,	Davenport, IA
12*	Wayne Hanno,	Davenport, IA	7*	Tom McCarthy,	Davenport, IA
12*	Joe Jamison,	East Moline, IL	6	John Thier,	Parkview, IA
10*	Greg Zaborac,	Canton, IL	4	Bob Replinger,	Rock Island, IL
8*	Dave Parker,	Davenport, IA			

* - Steve Bagby (14 - Knoxville, IA) and Joe Camp (9 -Farmington, IL) round out the list of nine confirmed "Last Man" contest participants (a century every month since January 2000). (#) - QCBC and overall Big Dog Century Challenge 2000 champion. 🚲

Circle Theory (M.E.N.S.S.)

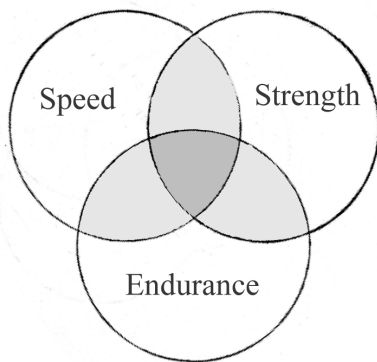
By Wayne Hanno

Several weeks ago there appeared some articles in the local newspaper that for a couple of hundred bucks one could get a crash course and some advise in training for an upcoming early summer triathlon. Spend \$15 for a QCBC (Quad Cities Bicycle Club) membership, join UMCA (Ultra Marathon Cycling Association) for \$35 and RUSA (Randonneurs USA) for \$20, and you could get a year's worth of training, advise, fitness tips, and sharing ideas with the cycling experts. And laugh all the way to the bank (via bicycle) with the savings.

Remember back to those good old days in Geometry class and learning about intersections of different shapes and the significance behind the madness? Well, there was a purpose to the stuff after all. So pay attention this time around.

Imagine two circles that intersect. The common area shared between two intersecting circles has meaning in the world of fitness. For example, say one circle represents speed while the other represents strength. The common shared area indicates an increased level of fitness. Each circle complements the other. The attributes of one helps magnify the effects of the other. The larger the area and the greater the intersection, the larger the combined speed-strength fitness level.

Now expand the picture to include an additional circle that intersects the others. Let this circle represent endurance. The common area shared between the three circles now represents an even greater level of fitness.



Fitness Circle

Most would think speed, strength, and endurance would just about be the ultimate combination of ingredients for a perfect fitness level. But not for the endurance cyclist. There are two additional pieces to the puzzle that are vital to making it all come together. These are the mental and nutritional aspects and without them, the other three offer little benefit.

The fitness circles are an ever-changing entity - constantly expanding, contracting (in some cases), and shifting about. The common area of intersection between the circles changes as well based on the fitness goals of the individual, current training routine, and overall fitness goals. The best overall fitness plan should focus on increasing the size of all five fitness circles, as well as maximizing the common area shared between them.

To aid in recalling the five fitness circles, think MENS~~S~~S:

Mental – The glue that holds it all together.

Endurance – How much farther can you push it? Remember there is no limit.

Nutrition – If your Mercedes runs out of gas, what good is it?

Strength – Can't make it up the hill or hammer the headwinds without it.

Speed – Can you chase down the rabbit up ahead or keep one off your wheel?

The ultra distance cyclist is a classic example of how all five of the fitness circles work together to achieve the ultimate in fitness. Test yourself. Try a century, double century, or one of the locally run brevets. Remember, if you don't believe something is possible - you won't spend any time thinking about it. 🚲

So that's how they test helmets

by Ken Hoff

Remember the time when you had your first bicycle accident? Or perhaps you know of someone who crashed and bounced their head off the road? I had a buddy that did and to this day, he claims to have no affects of drain damage. Eventually, most of us who love to ride our bikes will fall. If you are fortunate, only your ego will get bruised. If you are less fortunate, well, let us hope that you are wearing a good helmet and can heal quickly.

All of us in the club wear a helmet and I bet your loved ones wear one too. Sadly, 96% of all bicycle riders do not own a helmet let alone strap it to their melon. If you know of someone in this group, give them this article. Then take them to the local bike shop and help them pick out one.

A few years ago, while attending classes at the University of Southern California, I visited the USC Head Protection Research Laboratory and it's Director, Dr. David R. Thom. Dave is an avid cyclist and the kind of guy who really loves his work. After spending about an hour visiting with Dave and watching him conduct a couple of tests, it became clear as to the ramifications of not wearing a good helmet. Let me tell you about the Head Protection Research Lab and what the good doctor does.

This facility does primarily two things: First, evaluate damaged helmets from the "Returns Program" sponsored by several of the leading bicycle helmet manufacturers in the United States. (So this is where my Bell Helmet went when I sent it back.) Second, replicate helmet damages using the new helmets provided by the manufacturers. This involved recreating or replicating the damage documented on the impacted helmet using an identical helmet supplied by the manufacturer. All testing was done in accordance with ANSI and Snell standards and strict scientific testing practices.

The drop apparatus used for these tests consisted of a twin-wire guided free-fall apparatus fitted with an

appropriate size ISO headform. In order to monitor headform accelerations, an accelerometer was located at the center of gravity of the headform assembly and fed into a dedicated charge amplifier, which in turn was input into a PC-based data acquisition system. An infrared beam velocimeter system was used to monitor impact velocity immediately prior to impact. Does reading this make your head hurt? If not, read on.

The helmet and headform are oriented in such a way to replicate the direction of impact and was raised to an approximate height that the typical cyclist head sits while riding. This is about five feet for the average rider.

The helmet is then released into free-fall, and immediately prior to impact, the computer began digitizing the accelerometer signal at a rate of 10,000 Hz. Upon completion of the impact, the digitized signal was then filtered and calibrated to determine peak headform acceleration and plotted the acceleration-time curve.

The data collected by this laboratory over the past 12 years using approximately 800 helmets show that most helmet impacts occur at the forward left half of your helmet. And when you hit the ground, expect the average impact to be near 180 G's. This of course is the Readers Digest version of a very detailed and much complicated testing program. The variances found in accident investigations reveal that riders have sustained impacts between 20 and 300 G's without hurting their protected heads. Remember, this high force can only be absorbed over a very short period of time, measured in milliseconds. Any falling force longer than a tenth of a second, and your brain will be like the proverbial melon that was dropped on the sidewalk.

Dr. David Thom has seen vast improvements in helmet design over the past four years. One of the most notable improvements is the incorporation of

improved crushable material that make up the body of the helmet. The addition of the aft helmet stabilizing system which prevent the helmet from shifting forward and aft will significantly reduce the forward blunt trauma.

When asked about the helmet visors that are popular among mountain bicyclists, he commented that he sees this as a safety improvement, however no testing methodology has been developed to verify their safety value.

Dr. Dave declined to comment on what brand of helmet he preferred, however he did warn against choosing any helmet on gimmick criteria. Even the best helmet manufacturers have marketing departments which do not have our safety as a primary interest.

Distribution of Primary Impact Location

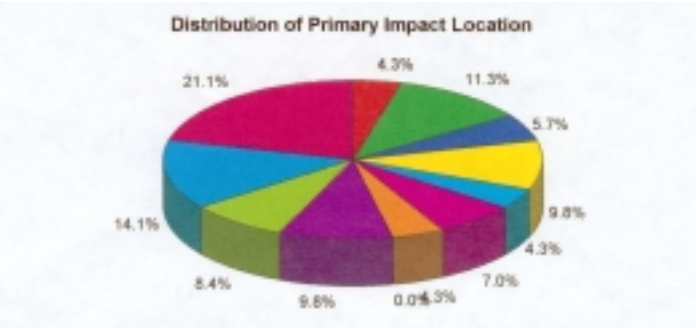


Figure I illustrates the distribution of the primary impact locations. The data indicates that the most

prominent impact locations are the front left quarter location. (10 and 11 o'clock)

Acceleration (G's) vs. Time (ms)

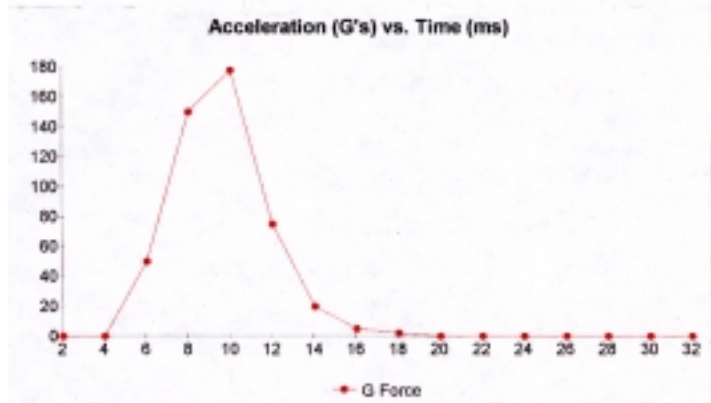


Figure 2 shows that the typical fall from approximately 5 feet. The human head, in this test sustained 178.73 G's over a span of approximately 2 milliseconds, enough to crack the helmet from side base to the top. However, the head would be protected as long as the helmet they were riding met current Snell or ANSI standards.

It is difficult to summarize this experience without sounding preachy. The choice to wear a helmet is yours and yours alone. Falling and sustaining injury can happen to anyone whether you are the local Cat 11 racer sprinting to the finish line or just out for a spin to the neighbors house. Knowing what can happen will allow you to make the right choice.



New Members

- | | |
|------------------------|-----------------|
| Peggy Newman | Bettendorf, IA |
| Mark Davis | Davenport, IA |
| Jerry & Susan Stoenfen | Davenport, IA |
| Mary Vance-Smith | Davenport, IA |
| Thomas & Ann Price | Carbondale, IL |
| Cindy & Jim De Wulf | Coal Valley, IL |

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What is a "Du"?

Kentley Loewenstein

A Du (or Duathlon) is an athletic event consisting (usually) of a short run followed by a relatively short bike ride followed by a repeat of the first run. It can be done either as an individual, or as a team of two, where one person does the runs, and the other does the bike ride. It can be done as competitively as you want; either striving to maximize your performance, or just being out there with others enjoying the activity.

You have the opportunity to participate in such an event, the "Du State Du", being held on Sunday, August 19, 2001 at 8:00 AM in the beautiful Loud Thunder Forest Preserve southwest of Andalusia, IL. This fun event is a flat two mile run followed by a scenic (and hilly) 14 mile bike ride and ending with a repeat of the two mile run. You can do it solo or as part of a team. If you want to participate and need a teammate, the race organizers will help you find one.

For those who aren't super competitive, this is a great event to experience, since a significant number of the participants are low key also, and you won't feel out of place. Also, there is a fun post-race party where you can refuel and socialize. Come give it a try.

Wednesday to Geneseo

Dennis Buckley, Jan Fitzgerald, Cy Galley, Roger Horst, Jim Karr, Jerry Kruse, Lisa Miotto, Darlene Moritz, Dick Morrill, Jeanne O'Melia, Kathy Storm met May 2nd at the Hardee's near Case/IH in Moline for the 1st Illinois Wednesday morning ride. After coffee and discussion of wind and weather, the destination was to Geneseo with breakfast at the Sunrise Café. Enroute to Geneseo and back many roads were used to minimize heavy traffic, including a completed portion of the Hennepin Canal bike trail. The 47 mile ride ended with views of the flooded Ben Butterworth Parkway. (Hey Cy. How many flats can you have on one bike ride?)

So, You think this has been a windy spring?



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This photograph, contributed by Cat Skinner of Laramie, WY makes me feel a whole lot better about our blustery Midwest spring days.