



Pedalwheeling

The Newsletter of the Quad Cities Bicycle Club – November 2002

24 Hr Challenge and 6 and 12-Hour Classics Dave Holmes, Race Director

The 13th running of the 6-12- 24 Hour Bike Challenge was held Sept. 21, 2002, in Eldridge, Iowa. We had a total of 77 riders competing for 6 to 24 hours. We had riders from Liechtenstein, Slovenia, Austria, Canada and 21 states.

The overall winner was Andrea Clavadetsher from Liechtenstein, with 480 miles. In 2000, Andrea won Race Across America. Nancy Pauw, Alberta, Canada was the women's overall winner with 395 miles. Dean Juntunen, Michigan, completed 240 miles on a handcycle. The tandem winners were George Thomas and Terri Gooch, Oregon, with 423 miles.

In the 12 hour race Dan McGehee, Arizona, took first place with 248 miles. The women's winner for the 12 hour was Connie Wiaczek, New Jersey, with 153 miles. William Shea, Illinois, completed 153 miles on a handcycle.

The 6 hour race was won by Alan Ariail, Illinois, with 133 miles.

Local riders that competed in the race were: Doug Truesdell, Steve Junge, Joe Mann, Robert Mutel, Dave Parker, Joe Jamison and Tim Dugan.

The weather for the day was mostly clear with highs in the 70's and winds out of the Northwest at 10-15 miles an hour. Nighttime lows were in the 50's and relatively cloudy.

Race facts: average miles ridden for the 24 hour were 314 miles, average miles ridden for the 12 hour were 211, and the average miles ridden for the 6 hour were 111. The average age of the 24 hour male rider was 48.8, and 52 for the female.

I would like to take this opportunity to thank the volunteers who helped me this year with the

event. They are as follows: Karen Truesdell, Doug Bierman, Michael Waskowiak, Mike Middlemiss, Kevin Wohlford, Bob and Kate

Rutledge, Rudy Claussen, Linda Barchman, Joy Bleuer, Burl Borcharding, Darlene Moritz, Kathy Storm, Paul and Jackie Aridson, Sam Norwood, Merle Schleusener, Shell Dhuyvetter, and Todd Lenig.

Next years race will be September 20, 2003, Eldridge, Iowa.

(Race Results on page 5)



Nancy Pauw from Alberta, Canada and Andrea Clavadetsher from Liechtenstein. Digital photo courtesy of Dave Holmes.

Key Contacts

Officers:

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Club Web Site:

www.qcbc.org

Board Members:

Terry Burke	Andy Horst	Joe Jamison
Jean Kelly	Dave Lefever	Deb Mathias
Karen Nord	Charlie Sattler	Bill Wiebel

Key Contacts:

Annual Dinner – John and Barb Wessel (563) 359-8350
 Competitive Events – Terry Burke (309) 797-3790
 Du-State-Du Duathlon – Kentley Loewenstein (563) 359-5974
 Endurance Rides – Joe Jamison (309) 755-6801
 Fall Foliage Ride – Deb and Dean Mathias (309) 787-6547
 Fast Rides – Bill Wiebel (309) 755-1859
 General Meetings – Warren Power (563) 391-5466
 Heartland Century – Bill Wiebel (309) 755-1859
 Leisure Rides – Jan Reynolds (309) 797-2072
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 TOMRV – Susie Laforce (563) 355-5530
 Website – Cy Galley (309) 788-3238

Membership Count: 9/1/02 # of Members by Membership Type

Individual	475
Couple	132
Family	531
Complimentary	22
Life	4
Total	1,164

Pedalwheeling:

¼ page	\$25.00
½ page	\$50.00
full page	\$100.00

Please email to: qbcbeditor@yahoo.com

Mission Statement: To promote, encourage, and support the safe participation in bicycle riding of all ages and abilities; to anticipate and address the needs and interests of all aspects of bicycling in the Quad Cities Area.

Club Meetings: are held at 7PM on the third Tuesday of every month during: January, February, March, April, May, September and October at Rivermont Collegiate, 1821 Sunset Dr., Bettendorf, IA. (3 blocks north of K & K Hardware.) Contact Warren Power for program.

Submitting Articles for newsletter: Deadline is the 10th of the month. Email to: qbcbeditor@yahoo.com or send to: Kathy Storm, ATTN: QCBC Newsletter, 2708 Elm Street, Davenport, IA 52803.

Major Activities of the Club Include: Tailwind Century in May, Criterium Bike Races on Memorial Day, Tour of the Mississippi River (TOMRV) in June, charter bus service on RAGBRAI in July, Du-State-Du Duathlon in August, Heartland Century in September and our Annual Dinner in November.

Benefits of Being a Club Member Include: 11 issues of Pedalwheeling per year, Annual Issue of Ride Schedule and Membership Directory booklet, 10% discount at QC Area Bike Shops, ability to use LAB “Bikes Fly Free” program on selected airlines and discounts on TOMRV and the Heartland Century.

From the Headset

Kathy Storm

The past month has been an active one for our club. The Heartland Century was held on Saturday, September 14th. Bill Wiebel, once again, put on a nice invitational for our members. The following weekend, September 21st, the QCBC helped out as a sponsor for the 6, 12 and 24 hour challenges hosted by Iowa Ultra Events in Eldridge.

Two “picnic rides” were held for the Leisure and MidPaced groups on the last weekend of September and the first weekend of October. Jan Reynolds and I both thought chili would go over well on the cooler fall days. These picnic rides are turning out to be a lot of fun for everyone involved. Look for these to return again next fall and be sure to sign up early.

Fall also begins our club’s return to indoor meetings. General Meetings are held on the third Tuesday of the month during: September, October, January, February, March, April and May. The Annual Dinner in November takes the place of the general meeting. At the General Meeting in September, a presentation was made by FORC founders, Dean Mayne and Rick Wren. 19 people attended this meeting and Lou Sonnevillie won the \$25 Gift Certificate to Jerry & Sparky’s.

Over the summer months, some of our members have alerted me (and other Board Members) to various types of “cycling” or “trail use” behavior that all of us need to be mindful of. The first one is attacks on the trail. In the past few years, some of our members have been attacked while they have been riding. If you or someone you know encounters problems with “bullies”, “attackers” or people just milling around the trail looking like they might pick on someone, call the police. If you don’t call the police, they can’t do anything. And while telling a QCBC Officer or Board Member about the incident a week or two later will help alert the cycling community, we are not the police.

The second area of concern that all of us need a “wake up” call on every so often, is sharing the trail and roads. When we ride the trails, we are the fastest moving vehicle and we need to be mindful of other trail users who are running, walking or rollerblading.

On the trail, please ride on the right side, ride single file when passing and let slower moving trail users know you are approaching.

When you are approaching other trail users, try to give a friendly call that you will be passing. If there are a numbers of riders, it is often helpful to let the walkers/runners know how many cyclists are approaching from the rear. And the last rider can offer a friendly, “Thank you – I’m the last one in our group.”

When riding on the county highways around the QC Area, please be advised that you are the slowest moving vehicle on the road and you are also the one with the least protection. I have never been hit by a car and I hope I never am.

When you are out riding by yourself, or with a group, ride near the right hand side of the road except to avoid an obstacle. Be aware of the vehicles coming towards you and approaching you from behind. Motorists will respect you more if you are predictable and observe the Rules of the Road. Riding in a pace line can be fun and challenging, but it can also get you killed or really irritate motorists if you think you are the king of the road.

Wearing bright clothes, stopping for stop signs (or at least slowing down a significant amount), signaling your turns and pulling off on the shoulder if there is a line of traffic behind you, will help you be viewed by motorists as a skilled rider.

In this issue you will also find a short article in regard to the health of Dave Lefever. He suffered a Brain Bleed 4 weeks ago and is now back in Davenport.

This will be my last “From the Headset” article. Thank you for your support during the past 2 years. Warren Power will be assuming the office of President after the Annual Dinner on November 8th.

Many of you have some great suggestions about future club activities. Don’t let those ideas fade away. One of the reasons our club has survived for 39 years is due to the fact that we have kept some of our well-run, well-attended activities while experimenting around with a few new ones each year. I hope all of you will continue to be active in the club, riding, volunteering or hopefully doing both.

Welcome New QCBC Members
Anne Fleischmann, Membership Coordinator

Mark Schweertman Forreton, IL 815-938-2292

“Ridden Hard and Put Away Wet”
The First Night Ride – October 1, 2002
Bill Storm

"It was a dark and stormy night" for the beginning of the first night ride on October 1. A brief, but hard storm came through at about 5:30 PM leaving the Duck Creek path wet and sloppy, but by 6:30 PM the weather cleared and four "hard core" night riders (Warren Power, Jerry Kruse, Jim Merritt, Bill Storm) left the Eastern Avenue parking lot.

By the time we reached Emeis Park, we were all covered with a wet grit, as were our bikes, with the riders in front depositing a "rooster tail" of moisture on the others. This was no doubt why Warren was staying in front.

After a short break, with some one-year-old rice crispy treats for nourishment, we were joined by Gary Jones and began the return trip. Our lighting systems cut a hole in the darkness and revealed startled deer on about four different occasions, as well as assorted raccoons, squirrels and rabbits. On the return trip from Bettendorf, several of the group split off to head home. The rest arrived back at Eastern, wet, dirty but happy to have made the trip.

Upon my arrival at home, I was greeted by the club President (my wife) with the threat of turning a hose on me. Eventually we both agreed that a shower was required before I got any dinner. My bike, however, was put away "wet but ready" for our next night ride adventure.

There Ought' a Be a Law!
Chuck Oestreich, League of Illinois Bicyclists

Well there is -- many of them, pertaining exclusively to biking in Illinois. Do you know them? Well, sure you do, but wouldn't it be great to have them on hand in print when something comes up that demands knowledge of the law?

To the rescue: the LIB, with the help of the SRAM Corporation, the makers of Gripshift. Together, they have printed 10,000 bike law cards, small enough to be carried in a wallet, containing selected Illinois bike laws. The cards will be distributed to bike clubs, shops, events, and other bicycling outlets. You can download it at www.bikelib.org/boubcase/bikelaws.pdf

The purpose of this card is for bicyclists' safety. Many bicyclists, motorists and law enforcement officers don't know the traffic law as it pertains to bicyclists. This card will help bicyclists:

- Understand their rights and responsibilities
- Explain the law to motorists who question bicyclists' right to ride on streets and roads, and

- Resolve minor disputes with law enforcement officials.

Major laws printed on the handy cards include the following:

- Bicyclist's status
- Lane positioning
- Left turns
- Riding two abreast
- Hand signals
- Use of sidewalks
- Lights and other equipment on bicycles
- Two or more on a bike, and
- Parental responsibility.

Also available from LIB is our "Recommended Bicycle Safety Education Materials", briefly listing our suggestions on bike safety books, videos, websites, classes, and bike rodeos. It's on-line at www.bikelib.org/Education/education2002.html

(Editors' Note: The QCBC has received about 50 of these cards for distribution at the general meetings and Annual Dinner.)

24 Hour Challenge

Name	Age	Sex	State/Country	Miles
1. Andrea Clavadetscher	47	M	Liechtenstein	480
2. Marko Baloh	35	M	Slovinia	461
3. Sam Baugh	44	M	MO	441
4. Tom Buckley	47	M	IA	438
5. Kari Salomaa	25	M	AL	431
6. David Haase	34	M	WI	425
7. Horst Stoegmueller	31	M	Austria	420
8. Mark Patten	42	M	CA	417
9. Robert Fry	37	M	IA	410
10. Marc Pritchard	47	M	NY	404
11. Thomas Miller	51	M	CA	400
12. John Guth	48	M	VA	400
13. Nancy Pauw	44	F	Canada	395
14. John Gallovic	59	M	OH	389
15. Paul Pierce	62	M	IL	374
16. Steve Scholl	54	M	MN	374
17. James Cartwright	64	M	IN	363
18. Steven Lee	48	M	IA	360
19. Rick Whaley	50	M	MI	356
20. Dave Tanner	52	M	IN	354
21. Nancy Guth	51	F	VA	350
22. Bill Schwarz	57	M	NY	346
23. Merry VanderLinden	50	F	MI	345
24. Robert Mutel	56	M	IA	344
25. Nace Magner	46	M	KY	340
26. Robert Moore	42	M	WI	333
27. Mike Jamison	44	M	WI	327
28. Jeff Weible	45	M	MO	323
29. Jim Ryan	41	M	CO	323
30. Jim Rosa	45	M	IN	304
31. Tim Bruns	39	M	MI	304
32. Joe Mann	39	M	IA	304
33. Tony Goodnight	48	M	NC	266
34. Mark Lundgren	50	M	IN	247
35. Jim Amelung	48	M	MO	247
36. Ken Lundgren	59	M	NE	228
37. Pauline Lundgren	58	F	NE	228
38. Tom Liebing	56	M	IL	228
39. Steve Junge	51	M	IA	228
40. Aaron Rumble	40	M	MO	228
41. Joe Jamison	66	M	IL	189
42. Byron Rieper	53	M	KS	189
43. Doug Truesdell	51	M	IA	189
44. Bob Brown	59	M	AZ	170
45. Don Lichty	50	M	NC	170
46. Michael Morross	40	M	AZ	170
47. Bob Burns	61	M	MO	151

Name	Age	Sex	State/Country	Miles
48. Greg Roeder	47	M	MN	151
49. Marty Johnson	39	M	MI	151
50. Joesph Bird	73	M	MN	132
51. Carrie Bird	67	F	MN	132

12 Hour Classic

1. Brian Tober	35	M	IL	248
2. Dan McGehee	40	M	AZ	248
3. Steve Cottrell	48	M	MO	229
4. Dennis Grek	23	M	IA	229
5. Kevin Zelenka	45	M	MN	229
6. Virgil Moehsmer	53	M	MO	229
7. John Grunzke	47	M	AR	229
8. Dave Parker	51	M	IA	210
9. Terry Krall	44	M	IN	210
10. Jim Aldeman	49	M	IA	210
11. Micheal Forkenbrock	44	M	IL	210
12. Jay Tremble		M		210
13. Wayne Donohue	69	M	IA	191
14. Wayne Lencmeyer	54	M	IL	172
15. Clyde Slade	59	M	IL	172
16. Connie Wiaczek	42	F	NJ	153
17. William Shea	49	M	IL	153
18. Ed Johnson	54	M	IL	153
19. Jim Johnson	47	M	IL	153
20. Tim Dugan	36	M	IA	153

6 Hour Classic

1. Alan Ariail	47 M	IL	133
2. Michael McGehee	43 M	IL	114
3. David Lain	47 M	PA	114
4. Claudio Vacas	58 M	MI	114
5. Bruce Nelson	48 M	IA	114
6. Frank Geyser	34 M	MI	95
7. Don Smith	48 M	MI	95

See article on page 1. For additional information, contact Dave Holmes: (563) 320-6195.

QCBC Participants:

Tim Dugan – Long Grove, IA
 Joe Jamison – East Moline, IL
 Dave Parker – Davenport, IA
 Doug Truesdell – Bettendorf, IA

**Winter Riding
Charlie Sattler**

I have enjoyed many cool weather rides over the years by following some basic ideas

1. Layer your clothes- wear your riding shorts then if needed add breathable long under wear.
2. Tights will add extra comfort and come in various warmth's.
3. Jackets should be comfortable and shouldn't restrict your movement.
4. Hands can be kept warm by layering gloves or chemical hand warmers.

5. Feet can be protected by shoe covers or chemical warmers.
6. You lose most of your body heat through your head so I suggest a balaclava or some thing that will allow room for your helmet.
7. Check the weather forecast especially where the wind is.
8. Plan your route to allow for breaks if needed.

I hope I have encouraged you to enjoy our wonderful sport in the winter too.

Tour de Grand de Tour (revived)

August 24-25, 2002

Tom Hilderbrand

After 15 years, the ride was cancelled, not. The "Posey" is back in the saddle again to ride them hard, ride them down.

We launched in the Village of port Byron, IL. It amazes me how bikers can be so full of sarcasm at 6:30 in the morning. The paybacks are on the road, and I paid.

Lunch was great at Wallies in Rock Falls. The VFW Post 540 started rocken when we showed up. The race was on from the VFW to the Grand detour finish.

The overnight stay at the Brandywine hotel was great; good food, good pool party and a restful night of sleep.

As we pedaled on home Sunday, we relaxed and enjoyed the country-side. When you ride with the "Posey"; there are no outlaws!



Riders:
Larry
Hosford,
Mike
Atkins,
John &
Nancy
Lamb,
Dick
Casper, Bill
& Tom
Lovewell,
Tom
Hildebrand
and Tese
Atkins
(support
crew).



**Iowa 600 Report on Japanese Brevet Web-site
John Their**

(Editor's Note: John Their emailed me this message from a Japanese businessman. Earlier this summer, John, and some other Big Dogs rode with Hitoshi on a 600k brevet that crossed the WI/IL border on County Road O. Evidently John has developed the habit of getting off his bike and kissing the ground when he crosses over into Wisconsin on a bike ride. "Wisconsin is as good as it gets.")

Dear John,

It sounds like you enjoyed 5 days cycling with Tom.

Last weekend I enjoyed 300KM brevet in Japan with Big dogs jersey. It rained little because now it is autumn rainy season in Japan.

Did you see the attached picture in Japanese Brevet web-site? You are now known as very funny and strong American rider in Japan since I introduced you as so in that web-site with this picture.

Hitoshi YONAI



John Their kissing the pavement as he crosses from Illinois into Wisconsin on the 600k brevet. Observing this ritual was: Joe Jamison, Tom McCarthy, Paul Pierce, Hitoshi and Wayne Hanno.

**Renewing Your QCBC Membership
Kathy Storm, President**

Membership dues will increase on December 1st. Our club has "staggered" renewals based upon the month that you joined the club or last renewed your membership.

To find out when your membership expires, please check the address label on your newsletter. Anne Flesichman and Charlie Sattler have been working hard this past year to try to alert you as to when your membership expires by highlighting the dates on

address labels where the membership is due or has expired. Anne also sends reminder cards for lapsed memberships. This takes extra time and costs the club extra money for the reminder cards and postage.

Anne gets very busy during the later part of December with normal renewals, new members and RAGBRAI member renewals. Please help her out and renew your membership early in December if it expires in December or January.

Three 14 Thousand Footers “Bill and Ted’s Excellent Adventure” Bill Wiebel

My son, Ted, and I arrived in Frisco, Colorado on Monday, Aug 12. Frisco, at 9400’ elevation, is located in the “heart” of some of the best mountains in the country. This area, which is regularly visited by many other QCBC members, is a great place for bicycling. Paved bike trails are abundant and lead to the adjacent cities of Vail, Breckenridge and Keystone. Several mountain passes are also in close proximity and offer challenging climbs and scenic vistas.

Monday afternoon and Tuesday were spent in acclimating to the altitude. Easy rides around Lake Dillon, rides to Breckenridge and Keystone, a climb up to a town called Montezuma (Gary Jones recommended), and a hike up to Mt. Royal (overlooking Frisco), got us somewhat used to the altitude.

“First & Second 14 thousand Footers”. We assaulted the first 14 thousand footer on Wednesday. After discussing our plans with a forest ranger, we chose Gray’s Peak. At 14,270’ it is the 9th highest peak in Colorado and is less than an hour drive from Frisco. We proceeded, in the early morning hours, to the trailhead. The drive, however, proved to be a bit more challenging than anticipated. The last 4 miles were on an unmaintained road that went from bad to worse. After passing several exhaust systems on the side of the road, the last was still warm, we decided to park the car and hike the last 2 miles. Fortunately, a group in a jeep, passed us, and offered us a ride.

The hike to the summit went well. The trail was well marked, the weather was perfect, and the views were outstanding. While relaxing and enjoying the views, we met another hiker that was continuing on to the top of Torres Mountain. Never ones to pass up a challenge, we decided to summit another peak. At 14,267’, Torres is the 11th highest peak in Colorado and it’s summit is only 2 miles from the summit of Gray’s. The only problem is that you must descend 1000’, cross a ridge, and climb 1000’ feet back to the summit. Finally, after an easy descent, a scenic walk across the ridge, and much “huffing and puffing” to ascend, we reached the summit.

The hike back to the trailhead was a “long haul”. Even though you are walking downhill, it is actually

harder on the legs. On the descent we met a marathoner that was using the hike to train for the Pikes Peak Marathon. In our discussions, we made it a point to mention our “plight of the car being 2 miles from the trailhead”. He got the “hint” and offered us a ride in his jeep.

“The old man needed a rest day”. On Thursday we decided to act like tourists. We slept in, ate too much, and went for a drive.

“The best for last”. We woke up to another beautiful day on Friday. After getting a caffeine high at Starbuck’s, we loaded the bikes and headed for Mt. Evans. Mt. Evans at 14,264’ is the 14th highest peak in Colorado. It also has a paved road that goes to the summit. After unloading the bikes and enjoying the scenery around Echo Lake (11,000 feet elevation) we proceeded toward the summit.

The first ½ of the 14 mile climb was uneventful. It can best be described as a “slow grind”. Continually uphill, in the lowest gear. The second ½, however, can best be described as “breath-taking”. The views were “outstanding” and the gale-force winds, always in your face, would literally take “your breath away”. After 2 ½ hours of cycling, we finally made it to the summit. The spectacular views and the challenge of the climb made it quite rewarding.

The descent proved to be another challenge. I am normally a “fearless descender” and hate to waste the effect of gravity by braking. But the breath-taking winds that were “in our face” on the ascent were trying to blow us off the mountain, on the descent. After wearing out a set of brake pads and developing hand cramps, from continually squeezing the brakes, we made it down without mishap.

The ride up and down Mt Evans gave us the satisfaction of summiting our 3rd. 14 thousand footer in 5 days.

We are already making plans to go back next year. We are planning 7 days and doing 5, 14 thousand footers. I’ll let you know, next year, if I make it. In case you don’t hear from me, you’ll know that I got “blown off a mountain” **What a way to go!**

**America Bikes Leads “T-3” Effort
Ed Barsotti, Executive Director, League of
Illinois Bicyclists**

In 2001, about 1% of the federal transportation budget – or \$340 Million – was spent on bicycling. While that’s a tiny piece of the pie, it’s still a lot of bikeways and trails, bike racks, bike plans, and safety programs that cyclists can be thankful for.

Since 1991, the feds have led the way in bringing bikes back into the transportation equation. This leadership has begun to trickle down to state and local efforts. We as cyclists need to maintain this momentum when the next 6-year transportation bill is written in 2003.

That’s where America Bikes (www.americabikes.org) comes in. Consisting of the major national players from both bike advocacy and industry, the America Bikes coalition will lead the effort to protect and expand what has been achieved so far.

But the real action will be at the grassroots level, where state groups, local bike shops and clubs, and

even individual cyclists will play a big role.

Illinois is a key state, with 4 members on Congress on the House committee penning “T-3”. Through public events, brochures, and surveys, LIB is educating legislators on the issues and showing them how existing funds and policies have benefited their districts. Over the next year, we’ll be asking your help in making sure that the future of bicycling is bright.

What can you and your clubs do now, in the fall?

1. Have your Congressional candidates filled out the America Bikes survey at www.americabikes.org? If not, call and ask them to do so.
2. Go to the America Bikes website, endorse their agenda, and add your name to their legislative alert network. Cyclists are needed from each district.

Call your Representative and Senators to simply ask for better bicycling in the next transportation bill. Thank them for a bike project in your area.

**Update on Dave LeFever
Kathy Storm**

On Friday, September 13th, Dave LeFever headed out from Davenport for a bike ride before 7:30AM. I don’t know where he was headed. He may have been going out for a 100-mile ride to maintain his Big Dogs status.

By 7:50am, he had stopped his bike, taken out his cell phone and called his wife Adele asking her to pick him up at Lindsey Park near the Village of East Davenport, along the Mississippi River. Dave told Adele he had a really bad headache and didn’t think he could continue riding. Adele later told me he had rarely gotten headaches during their 30+-year marriage.

By the time Adele arrived, some users of the IA Riverfront Trail had already spotted Dave and called 911. Dave had suffered a brain bleed. He spent the next 3 weeks in Iowa City; 2 weeks were in Intensive Care.

He is back in Davenport now, living at home and attending physical and occupational therapy classes. He is experiencing some difficulty with his short-term memory and has double vision in one eye. At the present time, Dave is restricted from driving a car and riding a bike. Both Dave and Adele would enjoy some company at their home. You’ll want to call Adele first to make sure she and Dave are home before dropping by.

Please keep Dave and Adele in your thoughts and prayers. Additional information can be found on the QCBC web site in the upper left hand corner of the Home Page.

Adele and Dave can be reached at: (563) 355-6476 or 1735 Piccadilly Place, Davenport, IA 52807.

ALL MEMBERS ARE URGED TO WEAR HELMETS WHEN CYCLING

**Canada to California
Summer 2002
Lee Overbeck**

(Note from Warren Power: Lee and Gail Overbeck and Dick and Cheryl Mills are QCBC Members living in Ben Lomond, California. They became friends with several QCBC members on RAGBRAI many years ago. Since then they have done several tours with various members of club. Photo on page 13)

Not quite border to border but close enough, 16 days, 15 riding days, 870 miles and 42,000 feet of climbing. The riders were Tom and Pat Bolton, Lee and Gail Overbeck and Warren Power. Sheri Power drove the sag vehicle. Dick and Cheryl Mills accompanied us through the San Juan Islands.

Day 1, Birch Bay to Deception Pass, Saturday July 27. We leave Birch Bay Campground and head over flat roads to Bellingham, Washington. Riding into town a local cyclist catches us and asks, “where you going?” “California” “oh wow”! The local cyclist gives us a breakfast tip, which turns into our first stop. Leaving Bellingham the road gets hillier as we head around Chuckanut Bay. Unbeknownst to us this will be the closest to the water that we will be for much of the trip. This was a record breaking day, we are not sure who left those old 78’s on the roadside but there they were scattered over several miles. Most of the day was on lightly traveled roads until we got to Highway 20 and Deception Pass. It was an afternoon of Deception, trying to find the campground, which was finally located after some needless climbing and a long walk over Deception Pass bridge. We took the safe way after watching the traffic. Total miles: 67 with 2790 feet of climbing.

Day 2, we catch a ferry to San Juan Island and it is a lucky morning. Plan A is for vehicles and riders to catch the 11 am ferry but we all make the 8:30 am ferry, good luck is with us. After docking at Friday Harbor we ride to Lakedale Campground and set up tents within sight of Backroads Cycling. The afternoon ride is into Roche Harbor and to English Camp. Back at the campground Warren and Sheri buy the first bottle of wine sold at the resort motel in the campground, followed by dinner at the Front Street Ale House in Friday Harbor. Total miles: 37, but with 2610 feet of climbing. The elevation gain takes all of us by surprise and will continue throughout the tour.

Day 3 is a kick back day of 26 miles and a visit to Lime Kiln State Park for lunch. Allegedly this is the best place to see Orcas, unfortunately the Orcas were at Deception Pass, we have been deceived again. We did see a pileated woodpecker, a first sighting for Warren and Lee. The short ride around the island is hilly and filled with lakes. Views of Puget Sound were few.

Day 4 we catch another ferry to Orcas Island and our campsite at Moran State Park. Lee does his Fred Leonard imitation and falls off his bike twice and slides a hill once, damaging his ego. Lunch was in the village of Eastsound and we sampled “world famous” blackberry pie and other desserts in Olga. We took the 2000+ foot climb to Mt. Constitution in a car which was a good choice. From the top you could see Canada, Mt. Baker and many of the San Juan Islands. Tricky Dick’s tent became a bird cage and we had a deer walk right by the campsite. We rode 27 miles and climbed 1850 feet. This is a hilly island.

Day 5 and another ferry takes us to Lopez Island and the rain forest of Spencer Spit State Park. It was a beautiful campground but with tent sites closer than RAGBRAI. A maze led you to the bathroom and Pat marked the route with sticks and leaves. The cold outdoor shower was another reminder of RAGBRAI. Lunch was a picnic by the Sound, dinner was at a harbor restaurant. We kept losing Tom whenever there were boats to check out. Lopez Island Winery provided wine tasting. Other than the ride to the ferry on Orcas Island this was an easy day, 28 miles and 1970 feet of climbing.

Day 6 and we catch the ferry back to Anacortes (continually mispronounced as Anaconda by one of our members). A very steep hill takes us to the road back to Deception Pass, no Orcas in sight. This time we ride as a group over Deception Pass Bridge. The ride takes us down Whidbey Island and the towns of Oak Harbor and Coupeville. The local Naval Air Station is quite busy. Local Highway 20 is quite busy but our Adventure Cycling maps take us on back roads.

ROAD RULE #1 Adventure Cycling will find lightly traveled roads with HILLS.

(cont. on page 12)

Canada to California

(cont. from page 11)

After a picnic lunch at Libby Street Park, we ride to Keystone and catch another ferry to Port Townsend and our campground at Fort Worden. This time we have a campsite right on the sound with a view of a lighthouse. Dinner is in Port Townsend; Dick Mills shares his free birthday dessert with the group. The mileage begins to stretch out, 48 today and more on the way, with 3070 feet of climbing.

Day 7, the morning starts on lightly traveled roads with a short side trip for breakfast at Chimacum. Most of the riders have breakfast while Lee samples two of their famous pies.

A map reading error leads onto a heavily traveled road, which fortunately has very wide shoulders. Unfortunately it leads us to the Hood Canal Bridge, which is on our route. This bridge crossing was not the most pleasant mile of the ride. After a picnic lunch at Kitsap Memorial State Park we head on to Bremerton. Roads were lightly traveled but hills were prevalent. We enter Bremerton expecting city streets and get routed up a very steep hill leaving us all thinking there had to be a better route through town.

The last miles into Belfair State Park are on a busy road. This must be the weekend, the campground next to the Hood Canal is crowded and everyone has campfires. Dinner tonight is Pizza in Belfair. A local cyclist gives us some helpful information on the next days ride to avoid a major climb (see Road Rule #1). Mileage for the day is 76 with 3970 feet of climbing

ROAD RULE #2 Route directions from “serious” cyclist can be very helpful.

Day 8 from Belfair State Park to Centralia, Washington, this will be our longest day. Since it is Sunday morning we chance taking a major road and it is a good choice. After breakfast in Elma we head south out of town and make a slight map error. An old man in a pickup truck asks us where we are going and tells us the road we want is the wrong way to go. We take our Adventure Cycling road anyway and it turns out to be a very nice road. We have an easy long downhill ride through forest and clear cuts. This is the first we have seen clear cuts and some can be pretty ugly, but traffic is light. The last 40 miles are flat and a tailwind blows us into Centralia, Washington. The campground for the next two nights is the King Oscar Motel, after 8 days it is time to do laundry and

rest. Mileage for the day is 90 with 2950 feet of climbing but we average over 14 miles per hour.

ROAD RULE #3 Route directions from an old man in a pickup who has not been on a bicycle in 50 years are not to be trusted.

Day 9 the only rest day of the trip. We get to play typical tourists and visit Mt. St. Helens. So far we have been blessed with no rain. Today it rains on the mountain. Returning to Centralia we stop to visit the world’s largest collection of “box car art” and get to meet the artist, Richard. You have to see the pictures to believe it. This yard is totally filled with “art”. It sort of reminds me of one big bad yard sale.

Day 10 was a dog day, we stirred up every yard dog in central Washington. Fortunately most were behind fences. A long climb in the morning, Logan Hill Road, leads to a fairly flat ride. There was a photo-op next to the barn painting of Dr. Pearce’s Magic Elixir for Weak Women. None of those in this group, our Women were strong riders. We ride by the Denture Cup Inn for old folks, none of those is this group either.

Castle Rock provides a lunch stop at Hattie’s, which was featured on the Christopher Lowell Show that very day. A group picture was taken featuring the many women’s hats on display. The campsite this night is the Super 8 Motel in Longview. As we settled into the hot tub with beverage refreshment the rain started. Perfect timing! Total mileage: 58 with 2200 feet of climbing.

Day 11, we get a send off from Lee’s cousins who were born in Elkador, Iowa. Logging trucks will be prevalent the next few days, fortunately the unloaded trucks are going our way. At Cathlamet, a name no one can pronounce correctly, we take our last ferry of the trip.

It is a short ride across the Columbia River to Westport, Oregon. Lunch is at the Berry Patch and another Marion Berry pie is sampled. Highway 30 leads us to Astoria and the end of our Adventure Cycling map. From here we will be following the Oregon Coast cycling map that we picked up at the visitor center. The first experience is another busy bridge about a mile long. After that the route can only get better. Tonight the campsite is the Colonial Inn in the resort town of Seaside.

(cont. on page 13)

Canada to California

(cont. from page 12)

Through the wonders of email Warren and Sheri get to see pictures of their new grandchild. Dinner is at Norma's and declared to have the best clam chowder of the trip. Total miles: 74 and 2570 feet of climbing.

Day 12, we open Riley's for breakfast and hit the road. Three climbs and a tunnel lead us past Cannon Beach (upscale homes), Nehalem, Rockaway Beach and into Tillamook for a stop at the cheese factory. Early morning traffic is light, picking up by 11am. The tailwinds also pick up by 11am and help us along.

A side road takes us to our campsite at Cape Lookout. We are next to the ocean but a berm hides the view. Throughout the ride the campsites have been very nice, there are few insects and plenty of cawing crows. No need for an alarm clock, tent zippers (zipper bugs) and crows announce the morning. A total of 61 miles and 2570 feet of climbing.

Day 13, we get a steep wakeup climb before we breakfast at the Pelican Bay Brew Pub. We will have to return another day to sample the specialty. Pat gets a surprise when she puts her helmet on after breakfast. The ride takes us through Neskowin, busy Lincoln City and Newport to our campsite at South Beach State Park. Sheri manages to talk our way into a "full" campground. The local foghorn reminds us all night we are close to the ocean. Total miles: 66 with 3020 feet of climbing.

Oregon Road Rule: Don't leave your helmet upside down in seagull territory.

Day 14 a day of ten bridges and one tunnel. Most of the bridges had wide shoulders and were very scenic. South of Waldport and Yachats we view the most photographed lighthouse on the coast at Heceta Head. This is easily the most scenic day of the ride. Much of the road has been through forest. Today we

get views of the coastline. As usual a tailwind gives us a nice push into Reedsport. Tonight the campsite is a private campground with questionable tent sites. In the morning distant chainsaws help the crows signal the sunrise. Total miles: 74 with 3170 feet of climbing.

Day 15 we leave early in a slight drizzle and fog. Breakfast is 22 miles down the road at Grandma's in North Bend. We need the nourishment for the Seven Devils Road. Avoiding Highway 101 we face steep climbs. According to Pat there were more than seven devils. You want your triple chain ring for this climb. At least the clear cuts at the top give us an ocean view. After the climb the rest of the day is a fairly flat ride into Port Orford.

It has been a long ride today but campsites dictate the distance. We set up camp in the Seacrest Motel. It is a good choice safe from the howling wind with an ocean view from the room. Total miles: 81 with 3710 feet of climbing.

Day 16 is the last day. We could all use a rest day but pedal on with the end in sight. This is one of the most scenic days with much of the ride along the coastline. We had breakfast in Port Orford with an ocean view and lunch was by the river mouth in Gold Beach. South of Gold Beach our tired legs take us up the tallest climb on the coast followed by several smaller climbs. After 54 miles and 3210 feet of climbing we end in Brookings. Fire crews are lounging at the rest area as we finish and repack cars for an R and R trip to Tahoe. 15 days of riding, 5 flat tires, 5 ferry rides and many pieces of pie consumed.

R and R is in South Lake Tahoe. Warren gets a sore tooth checked out. Fred Leonard drives up from Tucson and spends a few days. We take a few local rides close to the Lake and along Fallen Leaf Lake. We have a picnic by the lake, dinner at the top of Harrah's and enjoy the moderate heat and low humidity. (Photo on page 14.)

Additional TOMRV Volunteers:

Marion and Diana DePover of McCausland, IA, were accidentally left off the list of TOMRV Rest Stop volunteers in the August issue of Pedalwheeling.



Midwest Tandem Rally – 2002 in the Kansas City Area: Dennis Baber and Karen Stinson (pictured on the left) share some riding fun with Mike and Betty Seavy from Cedar Rapids. The article on the rally appeared in the October issue of Pedalwheeling. You can download back issues of Pedalwheeling from the QCBC web site.



Canada to California Ride, Summer 2002. From left to right: Warren Power, Pat Bolton, Tom Bolton, Gail Overbeck, Lee Overbeck and Shari Power. Photo was taken at "Hatties" on

November Night Rides
Jim Merritt

NEW for November 2002!! The popular October Night Rides are switching to the Illinois side during the month of November. Join me and other QCBC

members for a 15+ mile ride on Tuesday and Thursday evenings along the Great River Trail in Illinois. We will meet in the parking lot at TGI Friday's in Moline (next to The Mark) at 6:30PM.

Heartland Century
Saturday, September 14
Bill Wiebel, Chairman

Overcast skies, pleasant temperatures, and a light wind greeted the 250+ riders that participated in the Heartland Century. With the exception of a light rain, that briefly fell at mid-day, it was an excellent day for a bike ride.

Again this year, the Heartland route began and ended at the Illiniwek Forest Preserve. Along with having a wonderful shelter, the Preserve is located directly on the Great River Bicycle Trail. Thusly, the riders are able to enjoy riding some of the trail, along with riding some of the best rural roads in the country.

If any of the riders went home hungry, it was their fault. A record amount of goodies; ranging from fruits and cookies, to hot soup, were consumed by the riders. Also, almost ½ of the riders enjoyed an optional pork chop sandwich afterwards.

Approximately ½ of the riders completed the 100 mile Century route. Along with enjoying a great route, they achieved the satisfaction of “going the distance”. For several of them it was their first time, to ride 100 miles. “Quite an Accomplishment”!

This year, all riders received a customized water bottle, and most riders received a customized Heartland t-shirt. We apologize to a few that registered on the day of the ride that did not receive a

shirt. Due to the fact that it is impossible to predict the correct number and correct sizes, t-shirts will only be guaranteed to pre-registered riders in the future.

Again this year, the volunteers really came through for us. The Heartland Century is known for it's “friendly volunteers” and they proved it again this year. Also, without them, the Heartland Century would not be possible. A special thanks to: Dan DeMay, Bob and Kate Rutledge, Walt DePoorter, Jack and Debby Slater, Keith Holst, George and Millie VanThorre, Walt Lysell, Cathy Wiebe, Vivian Norton, Linda Work, John Punkiewicz

The Heartland Century is also fortunate to have Great Sponsors, many of which, have been sponsors for many years. These sponsors allow us to put on a “High Quality” bike ride for a “Really Low” price.: Active Endeavors, Jerry & Sparky's, Color Works Screen Printing, Lovewell Fencing, Fitzgerald, Campagna and Asso., On Two Wheels, Healthy Habits, Quad Cities Bicycle Club, Hy-Vee and Zickuhr Lawn and Landscaping

The 2003 event is already in the planning stages. It will again be held in the mid-September time period. There are a few changes and improvements, in-the-works.

If you have ridden the Heartland before, you won't be disappointed. If you ride it for the first time, you'll find out what you have been missing.

Annual Dinner Update
Kathy Storm

This year's Annual Dinner will be held on Friday, November 8th at The Abbey in Bettendorf. The deadline for reservations is November 1st. Please contact John Wessel if you would still like to attend: (309) 762-4762. You can also download a reservation form from the QCBC web site (www.qcbc.org).

At the Annual Dinner, the “Around the World” awards will be presented for lifetime mileage achievements. Please see the October issue of

Pedalwheeling for details or contact Jim Merritt at: (563) 285-4284 or jimm@revealed.net. He will need your lifetime mileage numbers by November 3rd at the latest so a plaque can be ordered in time for the presentation at the Annual Dinner.

There will also be a signup sheet for those of you who have a good estimate of what your actual annual mileage will be for 2002. These mileages will be listed in the January 2003 newsletter as well.

And we are always looking for Ride Leaders, especially for the Leisure and MidPaced rides. Signup sheets will be available at the dinner as well.

Sharing The Fun

Lisa Paulos

(Editor's Note: Lisa and her husband Rick are members of both the QCBC and the Hawkeye Cycling Association. Rick grew up in Davenport, where his mother, Margaret, still lives and rides.)

I've been asked to introduce QCBC members to a ride I have been hosting for several years in Cedar Rapids, IA. I call it the Midnight Century. The ride is 100 miles and usually departs from my house at 5pm on a Saturday in July. The Hawkeye Bicycle Association in Cedar Rapids doesn't have a lot of variety in their weekend ride schedule, so my objective was to get people to do something different and fun.

It was a struggle at first to get this idea included as a club ride. I heard every excuse. "It's too dangerous!" "Why would you want to do that?" "You're leaving at 5am, right?" The board members probably thought no one would show up, so I was reluctantly allowed to have the Midnight Century listed on the ride schedule. I said up front that I didn't want anyone to come who had reservations about safety. No one was allowed to bring a gun or have someone in a car follow us after sundown. It's a bike ride. Headlights and tail lights manufactured for bicycle use were required at the start of the ride, the more the better. No lanterns or flashlights with duct tape. I encouraged reflective clothing.

I suggested interested parties manage at least a 13mph average. I chose a route north and east of Cedar Rapids, with Monticello as the 50 mile point. This continues to be the standard route. We stop at a convenience store at mile 25 and regroup. We stop in

Monticello for supper at Happy Joe's or Subway. The 5pm start time allows us to get to Monticello just before dark and back to Cedar Rapids before 2am when the bars close. After eating and resting, we all set out with lights on for the remaining 50 miles. People tend to ride as fast as they like the first half, then stay pretty much together for the second half. This is especially nice for those not accustomed to night riding. It's easier to see in the dark with more headlights, and I think we are more visible from behind with many flashing red lights. We stop again once or twice before getting back to my house.

The ride is fun for many reasons. Quite often we have a tailwind to Monticello and no wind on the return. The quietness of night riding is a wonderful experience. The sights are memorable: firefly's by the millions, the moon rising, fireworks in the distance from several locations, helping a friend change a flat tire.

Concerns of safety are a roadblock to many who want to participate. I will answer that in four years of Midnight Century's, there have been no serious accidents or injuries, no crashes due to animal encounters or cracks in the pavement and very little harassment from motorists. There are more crashes on the Cedar Valley Nature Trail ride that Rick organizes than on the Midnight Century.

Rides I organize have no entry fee, no sag stops requiring volunteers, and no awards. I think of it as me going on a fun ride and inviting anyone who wants to broaden the

ir horizons and share the experience. Participation the first year was 6 people, and has grown to double digits! Popular demand usually brings a second ride in August. I consider that a sure sign of success.

Submitting Articles for the Newsletter

Kathy Storm, Editor

Pedalwheeling continues to be a newsletter admired by other bicycle clubs due to the wide variety of articles submitted and the number of pages. We have a large club, over 1,000 members, and therefore our cycling interests variety.

I will try to print all articles submitted when a club member writes them. My first preference is to write-ups written about club activities and then to rides

where there was more than 1 club member participating on the ride. Articles of 1 page in length are preferable so more authors can be included in each issue.

The deadline for submitting articles is the 10th of the month. Please try to submit all outstanding articles for 2002 rides/events by December 31st. There will be both a January and a February issue of Pedalwheeling in 2003 to help accommodate RAGBRAI registrations. Please email articles to: qbceditor@yahoo.com