



Pedalwheeling

Monthly Newsletter of the Quad Cities Bicycle Club – October 2005

News from the League of Illinois Bicyclists (www.bikelib.org)

Federal Transportation Bill Passes *Bike funding, policies strengthened*

On July 29, 2005, Congress passed the long-awaited SAFETEA-LU bill, outlining federal transportation spending for the next 5 years. Like the two previous multi-year bills, SAFETEA-LU benefits bicyclists through dedicated funding sources and favorable policies. This has acted as a top-down catalyst in getting more towns to plan and build for cycling.

LIB joined with other bike advocacy groups around the country to ensure that bike provisions fared well. Some highlights:

- Transportation Enhancements funding increases to \$3.25 Billion (or more) over five years. TE is the main funding source for bike projects – about half of its dollars have historically gone to bike/pedestrian improvements. For Illinois, this means \$15+ Million/year at an 80% federal, 20% local match.
- A new Safe Routes to School program is funded at \$612M over five years – about \$5M/year in Illinois. 70-90% of this would go to infrastructure improvements near primary and middle schools, the rest to education and promotion.
- Recreational Trails Program jumps to \$370M. This brings \$3M/year to Illinois for both non-motorized and motorized trails.
- The “CMAQ” category increases to \$8.6B. In Illinois, only the Chicago and St. Louis regions are eligible. Some CMAQ funds are used for bike projects and programs (Chicagoland averages \$4-5M/year), with an 80/20 match.
- Unfortunately, a “Complete Streets” amendment was not included, to strengthen existing (but largely inef-

fective) language that bikes and pedestrians “shall be considered” in new and reconstruction road projects. However, a Senate vote helped raise the issue for the future, and LIB is working on a state Complete Streets bill.

In addition, the bill included at least 25 specific bike/pedestrian projects for more than \$10M. LIB was directly involved with several and even organized the coalition requests for:

- A 15-mile trail closing the gap between the I&M (LaSalle) and Hennepin (Bureau) Canal Trails - \$800K for Stage 1
- (With CBF) Trail segments closing the gaps between the Old Plank Road Trail (Park Forest) and Burnham Greenway Trail (Chicago) - \$1.036M for Stage 1
- An 8-mile extension of the Willow Creek Trail from Loves Park/Rockford to the Long Prairie Trail (Caledonia) - \$160K for engineering

Three years of effort and lobbying trips to Washington paid off. Serious attempts to weaken or kill bike provisions failed – in fact, most of our policies were strengthened.

LIB would like to thank Illinois cyclists who helped. Contact LIB (630-978-0583) for help in advocating your town to use these funding sources and policies.

Support LIB's efforts to improve Illinois bicycling:
www.bikelib.org/join

Key Contacts

Officers:

President - Errol McCollum (309) 762-8252 or ecmeandd@netzero.net
Vice President – Phil Schubbe (563) 359-5057 or pshubbe@aol.com
Recording Secretary – open
Treasurer – Karen Grimm (563) 445-7797 or qcbc_treas@yahoo.com

Quad Cities Bicycle Club
P.O. Box 3575
Davenport, IA 52808
<http://www.qcbc.org>

Board Members:

Karen Baber (309) 796-2476	Jean Kelly (563) 359-9508	Steve Montgomery (563) 332-5963
Terry Burke (309) 797-3790	Deb Mathias (309) 787-6547	Charlie Sattler (563) 391-3422
Jim O. Hanson (309) 797-4883	Dean Mayne (563) 355-0995	John Wessel (563) 359-8350

Key Contacts: A complete listing of Committee Chairperson and Key Contacts is available on the club's web site and in the front of the hard copy Ride Schedule and Membership Directory booklet.

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 twice a year at 7pm on the third Tuesday of April and October at Rivermont Collegiate, 1821 Sunset Dr., Bettendorf, IA. (3 blocks north of K & K Hardware). Contact Phil Schubbe for program information: (563) 359-5057 or pshubbe@aol.com.

Submitting Articles for Newsletter: Deadline is the 10th of the month. Please try to limit your article to 1 page in length. Email to: qcbceditor@yahoo.com or send to: Kathy Storm, ATTN: QCBC Newsletter, 2708 Elm Street, Davenport, IA 52803. Free Want Ads are available for members. Commercial ads are available at the following rates: ¼ page - \$25, ½ page - \$50, and a full page - \$100. Call for details: (563) 355-2564.

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: 12 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 Heartland Century registration fees.

Affiliated With:



<http://www.iowabicyclecoalition.org>



<http://www.bikeleague.org/>



<http://www.bikelib.org/>

From The Headset
Errol McCollum

A short while back I was on a bike ride that was preceded with a philosophic discussion on why there seems to be more flats on the rear wheel of a bicycle than on the front. It isn't a matter of seems. There are more flats on rear wheels than fronts. After flatting yesterday, on a group ride, I thought this might be the right time to write this small article.

There are a number of reasons for this seemingly unfair and disproportionate flatting occurrence. First of all, there is more of the rider's weight on the rear tire than the front, approximately 70% depending on the bicycle. This fact alone counts for many more pinch flats on the rear. Additionally, the ability of an object to penetrate the tire casing is proportional to that extra pressure. Many times when seeing a potential tire-damaging object on the road surface one is able to steer around the object but the move causes the rear tire to shortcut the bike's path and consequently hit the ob-

ject.

Another fact to consider is that the tire casing is usually thinner on the rear than on the front. Either assuming starting with a new bike or just with a new pair of tires, the rubber on the rear wears at a faster rate than the front. The reason for this is that there is more tire deflection on the rear because of the higher load. This can be observed by the rate that the mold rib on the periphery of the rear tire disappears as compared to the front.

Also after a couple of thousand miles a flat surface appears on the rear tire while the front still looks round. Consequently, after any amount of miles the rear casing is going to be thinner than its front counterpart, the thinner the casing the more likely for penetration by a foreign object.

Last but not necessarily least, is the Murphy's Law corollary, if the rear is more difficult to change than it will be more likely to fail.

Proposed Officers for 2006
Errol McCollum

Before the first of July, three present and/or former officers of the Quad Cities Bicycle Club were assembled as the nominating committee for the vacancies of the board of directors and club officers. The committee, comprising of Dave Lefever, Warren Power and John Wessel agreed to select a slate of officers for the year of 2006.

Officers - one year term:

- President Errol McCollum
- Vice President Phil Schubbe
- Recording Secretary Deb Mathias
- Treasurer Karen Grimm

Directors - three year term:

- Dave Georlett
- Terry Burke
- Dean Mayne

Directors - one year (to fill vacancies):

- Mike Desch
- Frank Beshears

The nominating committee has agreed to run the election of officers at the QCBC general membership meeting in October. Any club member wishing to run for any of the positions listed above may contact any present club officer or board member in advance of the October 18th General Meeting. A person so wishing to run for an office must submit this request in writing or be present at the October meeting.

2005 – 2006 Ride Schedule & Membership Directory Updates - Kathy Storm

- **Phil Schubbe, QCBC Vice President** - Please add in Phil's email address of Phschubbe@aol.com on

Page 1 of the Ride Schedule section and Page 113 of the Membership Directory section.

Quad Cities Bicycle Club Membership Application

(Please print using blue or black ink)

New Application

Membership Type: Individual \$15/Year

Renewal Application

Couple \$20/Year

Date of Application _____

Family \$20/Year

Name * _____ Address _____
 (Also list your name below)

City _____ State _____ Zip _____

Phone _____ Email _____

(Incl. Area Code)

NOTE: The QCBC normally publishes the name, city, state and telephone number for new members in the newsletter. We have found that this encourages existing members to welcome new members into the club. If you would prefer that this information not be listed in the hard copy and online copy of the newsletter, please indicate here:

Memberships in Other Cycling Organizations: League of Am. Bicyclists League of IL Bicyclists IA Bicycle Coalition FORC

Please List ALL Names Included Under This Membership Below			Riding Interests	I Can Help With	
Names Under This Appl. *	Birthdate	M/F	<input type="checkbox"/> B/Triathlons	<input type="checkbox"/> Annual Dinner	<input type="checkbox"/> Picnics
			<input type="checkbox"/> Camping	<input type="checkbox"/> Computer Work	<input type="checkbox"/> Race Events
			<input type="checkbox"/> Commuting	<input type="checkbox"/> Du-State-Du	<input type="checkbox"/> Ride Leader
			<input type="checkbox"/> Endurance	<input type="checkbox"/> Heartland Century	<input type="checkbox"/> Ride Schedule
			<input type="checkbox"/> Mountain Biking	<input type="checkbox"/> Membership	<input type="checkbox"/> Safety/Education
			<input type="checkbox"/> Racing	<input type="checkbox"/> Newsletter	<input type="checkbox"/> Telephone Calling
			<input type="checkbox"/> Recumbent	<input type="checkbox"/> QC Criterium	<input type="checkbox"/> TOMRV
			<input type="checkbox"/> Tandem	<input type="checkbox"/> Packet Stuffing	
			<input type="checkbox"/> Touring	<input type="checkbox"/> Other	

* Single adult children up to 22 years, using their parent's address as their primary address, may continue on their parents' membership.

The Quad Cities Bicycle Club assumes no responsibility for personal injury, damaged equipment, theft or loss taking place on any club rides or other activities, which it sponsors. All cyclists ride at their own risk. Anyone under age 16 must be accompanied by a responsible adult. A parent or guardian must sign for all applicants under age 18. All applications must be signed, and in signing the liability release, the applicant agrees to the above conditions.

Liability Release – Signature Required

Individual membership (self) _____ Date _____

Couple/Family Membership (self) _____ Date _____

Couple/Family Membership (spouse) _____ Date _____

Parent/Guardian for Children under 18 _____ Date _____

Make all checks payable to: Quad Cities Bicycle Club.

Mail completed form and check to: QCBC, ATTN: Membership, PO Box 3575, Davenport, IA 52808

Applications postmarked by the 10th of the month will be processed to insure delivery of the next month's newsletter. Please visit our website for a listing of club rides and other events: <http://www.qcbc.org>

Last Revised 9/5/05

Welcome New QCBC Members!

Charlie Sattler

<u>Name</u>	<u>City & State</u>	<u>Phone</u>
Jeff & Barbara Carr	Bettendorf, IA	563-332-7069
Robert Jurkowski	Bettendorf, IA	563-359-0273
Joshua Bartels	Davenport, IA	563-940-2799
Caroln Blair	Davenport, IA	563-386-9633
Beverly Bleigh	Davenport, IA	563-940-1102
Gary Christenson	Davenport, IA	563-355-0726
Scott Dahl	Davenport, IA	309-623-4693
Mary Howes	Davenport, IA	563-359-4279
David & Jenner Kealey	Davenport, IA	563-322-3431
Dana & Gail Lawrence	Davenport, IA	563-441-9191
Bob Thompson	Davenport, IA	563-386-3816
Erick & Katherine Weeks	Davenport, IA	563-324-4938
Daniel Reed	Eldridge, IA	563-285-7144
Lucy Chapman	LeClaire, IA	563-289-4772
Robert Hilsenbeck	Long Grove, IA	563-285-8544
David Strahl	Chicago, IL	630-377-6452
Chris Trefry	Milan, IL	309-787-2902
Dana Christensen	Moline, IL	309-757-0431
Wendell Edwards	Moline, IL	309-269-7228
Scott Stoll	Moline, IL	309-757-1804
Marty Brubaker	Savanna, IL	815-238-4315
Ken Schiess	Sherrard, IL	309-593-2543
John & Kay Grillot	Washington, IL	309-444-4664
Robert Brown	St. Anthony, MN	612-849-2999
Ted & Jeanne Urban	Pittsville, WI	715-884-6538

Membership Count: 9/11/05		
Number of:	Members	Memberships
Individual	401	401
Couple	274	137
Family	370	97
Complimentary	20	20
Life	6	3
Total	1,071	658

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

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

Ride Report – August 14th

Dave Round

Dave's surprise ride OR where on earth is Cable?

After months of hot, dry weather and a couple mornings of rain the weather on this Sunday turned perfect for cycling. Mike Stark, Susie Wolf, Dana Christianson, Kathy Storm, Mike Wilcox, Gerald Correthers, and Dave Round left Sunset Marina under overcast skies and cool temps.

Leaving Rock Island by bike means dealing with heavy traffic. We were speculating that the new bridge over the Rock River might unload some of the traffic from the existing 11th Street bridges and make the cycling in and out of RI more pleasant.

Road construction forced a change in the original routing. We had to use a short portion of Andalusia Road to get to Knoxville Road which turned out OK because it was Sunday morning and traffic was light.

Finally after 4 or so miles we were in the country and could really start rolling. It was onto Camp Creek Road near Swedona. One can almost miss Cable because of a very nice downhill. After some more hills and rough pavement we made a stop at a convenience store near Sherard and then it was a fast flat ride back into Milan.

Four of us needed breakfast so Milan Family Restaurant got our business. It was a good ride of 42 miles with a great group of riders.

Filling Out Membership Application

Charlie Sattler

Fellow members I need your help. When you renew your membership please take your time and be sure you put in all the information that is required. I process as many as 100 applications a month.

Please be sure to mark "renewal" if you are renewing or "new membership" if you are a new member. Please

use a membership application; don't just send a check. I know this sounds petty but the whole system is built around the membership application.

I know a lot of you have been members for a long time, such as me, and you think that it shouldn't be necessary to put in all the information but believe it saves me a lot of work and time when you do.

Thank You!

Copies of Adventure Cycling Magazine - FREE

Kathy Storm

Each month I receive 2 copies of the "Adventure Cyclist" magazine, a publication of Adventure Cycling. One of these copies is the club copy I receive as Newsletter Editor. If you would enjoy reading some of these

issues which pertain to longer distance recreational cycling, safety issues, development of bike routes and trails; contact me to make arrangements for a hand off. Once you read an issue, keep it for your reference or hand it off to another cyclist. 563-355-2564 or kbstorm@aol.com.

Try Skiing This Winter for a Change of Pace MVSC - Pat Ricketts, Publicity Committee

The Mississippi Valley Ski Club would like to invite QCBC members to come ski with them this winter. Their 2005/2006 schedule is as follows:

Monthly Meetings are held on the second Monday of the month at RJ Boars (private room), 4901 Utica Ridge Road, Davenport. Social time begins at 6:30pm with appetizers provided. The meeting begins at 7:00pm. Downhill and cross-country skiers, snowboarders, and snowshoers of all ages and abilities are welcome.

Monthly meetings are held September – February each year. Programs for upcoming meetings in 2005 are:

- October 10 - Kunkels will present a style show, new equipment and options for rental equipment.
- November 14 – National Parks presentation by Sierra Club member, Jerry Neff.

- December 12 – Christmas party. White elephant exchange. Complimentary appetizers. Bring caps and mittens for disadvantaged.

Two trips that we have planned this winter are:

- January 14-21, trip to Whistler/Blackcomb, British Columbia, Canada. RT air Moline/Vancouver, 7 nights at Stoney Creek Condos. Contacts: Cyndy at 563-386-9053 or Ed at 563-289-3521.
- February 10-12, trip to Afton Alps and Welch Village, Minnesota. RT charter bus, 2 nights at mericInn. Contacts: Carol at 563-381-2172, Kathy at 309-797-5939, or Lee at 309-523-3053.

For additional information on the Mississippi Valley Ski club or its' programs, contact Pat Ricketts, Publicity Committee, at 563-355-6675 or pat_ricketts@juno.com.

For Sale/Want Ads

- **Wanted to Buy** – used men's cross or hybrid bike for riding the local recreational trails. Approximate Frame size – 52-53 cm (30" pant inseam). Contact Paul at: (563) 340-7679

- Dura Ace 9 speed cassette 12-23 - low mileage - \$50 OBO. Contact Tom Robertson at tmrobertson@machlink.com or (563) 264-1974.

“Amish Harvest Century & Stagecoach Tour” 8/27/05 – Write-up by Bill Davison

August 27th, QCBC member John Pepke and I rode the AHCAS^T organized by the Iowa City bike club, Bicyclists of Iowa City (BIC). This was my second century ride, the first being the John Karras Loop into Bradgate during this year’s RAGBRAI.

For those members who haven’t tired this ride, I’d encourage you to do so. This is a two day ride, with the century offered on Saturday (as well as a 50 and 75 mile option) followed by an 86 mile ride offered on Sunday.

The route departs Hills, IA, south of Iowa City and heads westward through Frytown, North English, and Millersburg. Millersburg is the western most point of the ride. The route then heads back east with a jog north to Williamsburg and back south to Holbrook.

The Iowa City bike club did a great job with staffing five well stocked rest stops, so much so that I gained weight on this ride. Plenty of Cliff bars, oranges and bananas, cookies, PB&J sandwiches & more. The road surfaces were great and traffic was almost non-existent. The sun was out and temps stayed in the low 80’s.

The ride passes through an area populated by many Mennonite and Amish farms and we saw a number of farm families out in their gardens and fields. While I noted five or six buggies in yards with horses, we only

encountered one on the road.

North of Millersburg we came across the first cattle drive that I’ve seen in the Midwest. A large herd of cattle had been routed out onto V66 and herded north about two miles into a pasture on the west side of the road. We came up on them just as they were turning off. This 2mile stretch had us weaving in between and around what the cattle had left on the road. I’m glad it wasn’t raining!

While the overall route wasn’t too bad, at the 70 mile point, the century route turns back west at Frytown and this section of F62 had some pretty good long rollers. Last rest stop was at Lower Deer Creek Church (the first rest stop of the day). Take your pick, brats, pie or both.

Then east through Stringtown (cheese factory and Amish grocery store) and back to Hills, total distance 102 miles with 6 hrs 8mins pedal time. Showerguys were set up at Hills.

While we didn’t ride the Sunday route, we did follow it back through Lone Tree, Nichols, Moscow, and Wilton on our way back home in the Quad Cities. The Sunday route only had one hill between Hills and Wilton and is one that I hope to ride later this fall.

If you haven’t tried this ride consider doing so next year. The only other QCBCers we saw were Dean and Deb Mathias early in the morning.

Annual Awards Dinner John Wessel

If you like Lance Armstrong, like hearing about how he got started, and are interested in an inside look into his seven Tour de France victories, you will want to hear first hand from his very first sponsor and personal friend, Jim Hoyt, of Dallas, Texas. If you read Lance's first book, "It's Not About the Bike," you may recall it was Jim who threw Lance off of his race team, took back his car and taught young Lance a lifelong lesson.

Jim will entertain us with Lance stories and will be

happy to answer any questions you may have about Lance. I met Jim and his wife last spring on a ride through the Texas Hill Country. Recently, I called asking him to be our featured speaker. He doesn't do many of these types of engagements so we are very lucky in having him come to the Quad Cities.

I've told him what a great club we have and you can help to show this by attending this years' Awards Dinner. This is a once in a lifetime opportunity to hear about Lance from a very close friend.

Reservation form is located on page 16 of this issue.

Old But Not Out To Pasture Adventure Cycling - “Bike Bits”

Here's a great little story we ran across about a 78-year-old Iowan who is in the process of riding from Canada to Mexico. Bob Mott, who started bicycling seriously in 1993, told the Waterloo-Cedar Falls Courier, "I con-

sider [bicycling] a lifesaver for me. When I quit working, I became the fastest fork in the West. I got on the bathroom scale one day and it said 281, so I got on a bike." Read the rest of Bob's story here: <http://www.wcfcourier.com/articles/2005/08/16/news/metro/295cedb743086cc58625705f0049a7df.txt>

**Fall Foliage Ride
Deb & Dean Mathias**

Just one more reminder about the 2005 QCBC Fall Foliage ride that will be held October 8th and 9th at Mt. Horeb, WI.

Check the August issues of Pedalwheeling for more details or contact Dean and Deb Mathias at 309-787-6547 or mathiasdebdean@mcleodusa.net. Please drop

us a line if you plan to join us so we can have a head count for dinner Saturday night.

Saturday's ride will start at 9:00am from the Military Ridge State Park Trail parking lot in Mount Horeb, Wisconsin, which is approximately 150 miles from Davenport. We will be riding approximately 34 miles Saturday morning before a lunch stop so you will probably want to eat some breakfast before starting.

Adventure Cycling Features QCBC Charter Member – Submitted by Joe Jamison

In the March minutes of one of the earliest Quad Cities Bicycle Club meetings, it is mentioned that Ian Hibell made a presentation to the membership on bicycling touring. Not to notable on its face except that this

Englishman was and continues to be a world bicycling tourist. He was a charter member of our club until moving on to his adventures on every continent of the globe. A remarkable story about this remarkable man and you can learn more from the July 2005 issue of Adventure Cycling.

**Doug Truesdell at BMB
Joe Jamison**

On August 18, 2005, Doug Truesdell capped off an outstanding season of endurance cycling by officially finishing one of the most challenging cycling events in the United States, Boston Montreal Boston, a 1200K (750 miles) randonnee which passes through the mountainous terrain of Vermont on the way to and into Canada and returns. Doug's time was 81 Hours 36

Minutes. (Riders must complete the course in 91 Hours to be classified as an official finisher.

Doug qualified to participate in BMB by completing his 200-300-400K brevets with the Great Lakes Randonneurs of Chicago, IL. His 600K brevet was completed in Rochester MN.

Doug quietly managed the difficult planning and training required to be successful in this strenuous challenge. Our congratulations go out to him.

**Programming Your Cell Phone with ICE Entries
Rita Boserup, Elmhurst Bicycle Club**

This idea was thought up by a paramedic who found that when they went to the scenes of accidents there were always mobile phones but they didn't know which numbers to call and he thought that it would be a good idea if there was a nationally recognized name to file "next of kin" under.

The idea is that you store the word "ICE" in your mobile phone Address Book, and against it enter the number of the person you would want to be contacted "In Case of Emergency."

In an emergency situation ambulance and hospital staff will then be able to quickly find out who your next of kin are and be able to contact them. It's so simple that everyone can do it. For more than one contact; name them ICE1, ICE2, ICE3, etc.

If you are riding in Scott County and see someone engaged in illegal dumping, please try to note their license plate number and the make and model of the vehicle they are driving.

Then call the "Scott County Illegal Dumping Hotline" at: 563-468-4219.

Let's help Scott County crack down on these litterbugs.

October 2005 Ride Schedule

- **Winter ride schedule—October - April**

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

- **Saturday, October 1**

9:00 a.m. – Fast-Paced Ride – “Riders’ Choice” – IA Meet at Eastern Ave entrance, Duck Creek Parkway.

9:00 a.m. Mid-Paced Ride, “Chili Lunch in the Park” – IA Meet at Middle Park Lagoon Shelter, Bettendorf. Ride to Le Claire, Princeton, and Argo. Return to park for a catered chili lunch. Please bring \$4 for your lunch. Call Bill or Kathy by 8 p.m. on Thursday, September 29, for lunch reservation or if you can help with getting the picnic set up at the park at 10:30a.m. 40 miles. Ride leaders: Bill & Kathy Storm, 563-355-2564.

- **Sunday, October 2**

9:00 a.m. – Fast-Paced Ride, “Riders’ Choice” – IL Meet at east end of Ben Butterworth Parkway near CNH.

9:00 a.m. Mid-Paced Ride – “Riders’ Choice” – IL Meet at Colona Grade School.

- **Monday, October 3**

5:30 p.m. - DOT Adopt a Highway Trash Pickup – IA Join other QCBC members for a community service project. This is the 13th year that the QCBC has maintained this two-mile section of Scott Park Rd (old Rt 61). Meet at the gravel parking lot just north of Mt Joy Rd in Davenport, between the soccer fields and Window Experts. Wear work clothes and gloves. Coordinators: Bill & Kathy Storm, 563-355-2564. Note: Rain date for this pickup will be Monday, October 10

- **Tuesday, October 4**

6:30 p.m. – Night Ride – IA Meet at Eastern Ave. entrance, Duck Creek Parkway. Headlights are required. Mountain or Hybrid bike is suggested. 23 miles. Ride leaders: Bill and Kathy Storm, 563-355-2564

- **Wednesday, October 5**

9:00 a.m. – Wednesday Morning Ride, “Riders’ Choice” – IA Meet at McDonald’s on Kimberly Rd & Eastern Ave., Davenport.

- **Thursday, October 6**

6:30 p.m. – Night Ride – IA Meet at Eastern Ave. entrance, Duck Creek Parkway. Headlights are required. Mountain or Hybrid bike is suggested. 23 miles. Ride leaders: Bill and Kathy Storm, 563-355-2564

- **Saturday, October 8 and Sunday, October 9**

Fall Foliage Ride - Mt. Horeb, WI - QCBC's annual ride to enjoy the fall colors will again be held in Mt. Horeb, WI. For more information see the section “QCBC Annual Rides” in the Ride Schedule Booklet or the August issue of *Pedalwheeling*. Dean & Deb Mathias are the contact persons, 309-787-6547.

- **Saturday, October 8**

9:00 a.m. – Fast-Paced Ride – “Riders’ Choice” – IA Meet at Eastern Ave entrance, Duck Creek Parkway.

- **Sunday, October 9**

9:00 a.m. – Fast-Paced Ride, “Riders’ Choice” – IL Meet at east end of Ben Butterworth Parkway near CNH.

9:00 a.m. Mid-Paced Ride, “North to Albany for Brunch – IL Meet at the boat landing along the Great River Trail in Rapids City. Ride the trail north to Albany. 42 miles. Ride leaders: Dennis & Karen Baber, 309-796-2476.

- **Tuesday, October 11**

6:30 p.m. – Night Ride – IA Meet at Eastern Ave. entrance, Duck Creek Parkway. Headlights are required. Mountain or Hybrid bike is suggested. 23 miles. Ride leaders: Bill and Kathy Storm, 563-355-2564

- **Wednesday, October 12**

9:00 a.m. – Wednesday Morning Ride, “Riders’ Choice” – IA Meet at McDonald’s on Kimberly Rd & Eastern Ave., Davenport.

- **Thursday, October 13**

6:30 p.m. – Night Ride – IA Meet at Eastern Ave. entrance, Duck Creek Parkway. Headlights are required. Mountain or Hybrid bike is suggested. 23 miles. Ride leaders: Bill and Kathy Storm, 563-355-2564

October 2005 Ride Schedule (cont.)

- **Saturday, October 15 and Sunday October 16**

8:00 a.m. Campout at Thomson Causeway – IL
Join the QCBC for a no-frills ride along the Great River Trail from Sunset Park in Rock Island to the Thomson Causeway Recreation Area in Thomson, IL. Plan to leave on Saturday morning, camp overnight, and return on Sunday. The ride is 54 miles each way, all on the bike path. Baggage will be loaded between 8:00 - 9:00 a.m. and will be transported. This ride is free. Details on page 18 and the QCBC web site. Contact person is Dave Alftine, 563-332-8299.

- **Saturday, October 15**

9:00 a.m. – Fast-Paced Ride – “Riders’ Choice” – IA Meet at Eastern Ave entrance, Duck Creek Parkway.

- **Sunday, October 16**

9:00 a.m. – Fast-Paced Ride, “Riders’ Choice” – IL Meet at east end of Ben Butterworth Parkway near CNH.

9:00 a.m. Mid-Paced Ride, “Riders’ Choice” – IA Meet at Eastern Ave entrance, Duck Creek Parkway.

- **Tuesday, October 18**

7:00 P.M. - QCBC General Meeting – IA Meet in the auditorium of Rivermont Collegiate (formerly known as St. Katherine’s/St. Mark’s), 1821 Sunset Dr, Bettendorf. Elections of officers for 2006 will be held at this meeting. For information on the program this evening, contact Phil Schubbe 563-359-5057.

- **Wednesday, October 19**

9:00 a.m. – Wednesday Morning Ride, “Riders’ Choice” – IA Meet at McDonald’s on Kimberly Rd & Eastern Ave., Davenport.

- **Thursday, October 20**

6:30 p.m. – Night Ride – IA Meet at Eastern Ave. entrance, Duck Creek Parkway. Headlights are required. Mountain or Hybrid bike is suggested. 23 miles. Ride leaders: Bill and Kathy Storm, 563-355-2564

- **Saturday, October 22**

9:00 a.m. – Fast-Paced Ride – “Riders’ Choice” – IA Meet at Eastern Ave entrance, Duck Creek Parkway.

9:00 a.m. Mid-Paced Ride, “Going to Gramma’s” – IA Meet at Eastern Ave entrance to Duck Creek Parkway. Ride to: Maysville, Plainview and Gramma’s

Restaurant at Walcott Truck Stop. 46 miles. Ride leader: Ken Urban, 563-326-3427.

- **Sunday, October 23**

9:00 a.m. – Fast-Paced Ride, “Riders’ Choice” – IL Meet at east end of Ben Butterworth Parkway near CNH.

9:00 a.m. Mid-Paced Ride, “Riders’ Choice” – IA Meet at Eastern Ave entrance, Duck Creek Parkway.

- **Tuesday, October 25**

6:30 p.m. – Night Ride – IA Meet at Eastern Ave. entrance, Duck Creek Parkway. Headlights are required. Mountain or Hybrid bike is suggested. 23 miles. Ride leaders: Bill and Kathy Storm, 563-355-2564

- **Wednesday, October 26**

9:00 a.m. – Wednesday Morning Ride, “Riders’ Choice” – IA Meet at McDonald’s on Kimberly Rd & Eastern Ave., Davenport.

- **Thursday, October 27**

6:30 p.m. – Night Ride and Halloween Party – IA Meet at Eastern Ave. entrance, Duck Creek Parkway. Headlights are required. Mountain or Hybrid bike is suggested. 23 miles. The group will meet at McGuire’s (Harrison and 35th St) in Davenport for dinner after the ride. Please make a reservation with the ride leaders by October 26 if you plan to attend. Ride Leaders: Bill and Kathy Storm, 563-355-2564

- **Saturday, October 29**

9:00 a.m. – Fast-Paced Ride – “Riders’ Choice” – IA Meet at Eastern Ave entrance, Duck Creek Parkway.

9:00 a.m. – Mid-Paced Ride, “Hillsdale and Cordova Circuit” – IL Meet at Butterworth Parkway, Moline, near CNH. Ride to: Port Byron, Hillsdale and Cordova using county roads and Great River Trail and return. 55 miles. Ride leaders: Steve & Nancy Montgomery, 563-332-5963.

- **Sunday, October 30**

9:00 a.m. – Fast-Paced Ride, “Riders’ Choice” – IL Meet at east end of Ben Butterworth Parkway near CNH.

9:00 a.m. – Mid-Paced Ride, “Riding the Rollers Into Eldridge” – IA Meet at Eastern Ave entrance, Duck Creek Parkway. Ride to Eldridge using bike trail and county roads. 30 miles. Ride leader: Mike Middlemiss, 563-386-6690.

The Truth About America's First Bicycling Superstar - Delta Sky Magazine, July 2005

"I shall never forget the thunderous applause that greeted me as I rode my victorious lap of honor around the track with a huge bouquet of roses" - Marshall "Major" Taylor

The din of 12,000 spectators enveloped Marshall "Major" Taylor and his three rivals as they banked the final turn of the 1-mile world championship at Montreal's Queens Park velodrome in 1899. Two opponents, brothers Tom and Nat Butler of Boston, had the tactical advantage on the pitched oval, partnering to jam Taylor. But on this August afternoon, the 20-year-old African American was unstoppable.

Unleashing the furious finishing sprint that made him the most feared, most respected and most popular bicycle racer of his era, Taylor flew past the Butlers and France's Courbe d'Outreion to win by a tire-width. In victory, Taylor added a new title to his glittering resume: world champion.

The Fastest

Today, as Lance Armstrong eyes an unprecedented seventh Tour de France victory, one of the United States' first sports superstars, a cyclist no less, has been consigned to obscurity. The irony might be amusing if it weren't profoundly heartbreaking.

Taylor's landmark 1-mile world championship in 1899 came precisely 100 years before Armstrong's first miraculous Tour victory. It came a decade before a contemporary, Jack Johnson, became the first black American to win boxing's heavyweight title. It came 37 years before Jesse Owens debunked the notion of Aryan supremacy at the Olympic Games in Berlin. It came 46 years before Jackie Robinson broke baseball's color barrier. Taylor was only the second North American of color (after Canadian bantamweight boxer George Dixon) to win a world championship.

"You had to be impressed with the sheer speed, which was a huge deal in those days," says Lynne Tolman, board member of the Major Taylor Association (www.majortaylorassociation.org). "He titled his [1928] autobiography *The Fastest Bicycle Rider in the World*. But really, he was the fastest "human on the planet."

The memory of that victory lap may have stayed with Taylor forever, but his story forgot this heroic, deeply religious man. True, Taylor's star still shines in Europe and Australia, where he achieved his greatest professional success, and he is known among cycling aficio-

nados in the United States. But outside those circles, Taylor IS anonymous.

Signs of the Times

To appreciate Taylor's struggles and achievements, it's vital to understand the tenor of the times. The United States still ached from Civil War wounds. Between 1890 and 1900, more lynchings of black Americans were reported than in any decade before or since. Even the U.S. Supreme Court, in its unsavory 1896 *Plessy v. Ferguson* decision, ruled that the doctrine of "separate but equal" was a fair way to deal with the race question.

During the same decades, bicycles rose from oddities to a must-have form of sport and transportation. The new "safety" bicycle, similar in design to racing bicycles today, replaced precarious high-wheelers. The modern age of sport - when events began being staged in public with an audience of paying spectators - was dawning. By the 1890s, bicycle races were wildly popular, rivaling boxing, horse racing and baseball. Contests were held in grand, smoke-filled halls and velodromes, including the original Madison Square Garden in New York City.

"So here we have Taylor coming up at exactly the right moment to create that essential, crucial racial contest," says Scotsman Andrew Ritchie, author of the definitive biography on Taylor. "His timing was impeccable-obviously unconscious, but impeccable."

Rising in the Ranks

Born to descendants of slaves in 1878, Taylor possessed the intuition and intelligence to seize opportunity. Though he lived in the "free state" of Indiana, racial discrimination affected him at an early age. He wasn't allowed to join the YMCA.

When his father went to work for a wealthy white family in Indianapolis, Taylor and the family's young son became inseparable. Taylor had access to the youngster's tutor and his toys, including bicycles. As he grew, Taylor became accustomed to "white" society.

Later, he worked for several bicycle shops, performing stunts for customers in a soldier's outfit and earning the nickname "Major." He acquired his own bicycle, started racing and started winning, to the consternation of his white counterparts.

Eventually, Taylor met cycling fanatic Louis "Birdie" Munger. The encounter proved fortuitous for both. Munger would serve as a father figure, confidante, employer and manager. (cont. on page 12)

America's First Bicycling Superstar

(cont. from page 11)

When Taylor was discouraged from racing against white cyclists in Indiana, he joined Munger in Worcester, Massachusetts, where the racial climate was more accepting. Still, prejudice found Taylor.

The League of American Wheelmen (LAW), which sanctioned bicycle racing in the United States, was bitterly divided on the race issue. At the LAW's annual meeting in Kentucky, in 1894, a faction led by a Colonel Watts passed a "white only" rule (over the strenuous objections of the Massachusetts contingent), effectively excluding blacks.

With Munger's support, however, Taylor got a professional racing license from the LAW's New York board. Though a personal triumph, the decision was rife with controversy. The racer, only 17, became a lightning rod.

Taylor did stand out, not only because of the deep chestnut color of his skin, but also because of his talent and his regal bearing. "What grabbed me about Major Taylor was his aura of dignity, the way he endured," says Tolman. "He faced so many closed doors and so much open hostility with remarkable dignity. He didn't get up on a soapbox. He didn't get in your face, like a Jack Johnson or Muhammad Ali."

Taylor was reserved and respectful, without being submissive. "He was sharp enough to know that he couldn't have done it any other way, because he would have been dead," says Ritchie. "It worked for him because his personality predisposed him toward the "turn the other cheek" attitude."

Tolman adds, "There were times when the judges came down against him, and instead of saying "Not fair, not true," he simply said, "OK. Let's race again."

Though dignified and disciplined off the track, Taylor was a demon on it. Flailing elbows and crashes were common. Taylor often found himself "in the pocket," surrounded by riders bent on blocking his path to the finish. That tactic forced him to race from the front, an unenviable position for a sprinter hoping to save energy by riding in another racer's slipstream.

Once in Massachusetts, an opponent, incensed at losing to Taylor, choked him until he fell unconscious. Another time, during a training trip to Georgia, Taylor and his all-white crew were threatened by an anonymous letter, signed by "The White Riders." Taylor and

his entourage left immediately.

In 1897 and 1898, Taylor was prevented from challenging for the American Sprint Championship because he couldn't race the circuit's Southern events. In late 1898, a cadre "of top white professional racers" broke from the LAW, forming a renegade organization. Taylor, determined to compete against the best riders, joined the "outlaw" faction, but he was betrayed. His rivals conspired to set parameters, such as Sunday racing, that Taylor, a devout Baptist, wouldn't accept. Humbled, Taylor returned to the LAW. He finished 1898 with seven world records to his name, but he was focusing on the following year.

In 1899, at the age of 20, he captured his world championship in Montreal. Later that year, he also set the paced 1-mile world record in Chicago (averaging 45.5 miles per hour), 11 days before his 21st birthday. He was, in Ritchie's words, "the most hated, the most admired, the most controversial, the most talked about, quite simply the most famous athlete in America."

Success Overseas

Ultimately, Taylor must have tired of the constant struggles of racing in his homeland. Abroad, he was an object of fascination. "When he gets to Europe, it's like the sun coming out after the storm," says Ritchie. "There, race is an issue, but it isn't a question of white honor and the defense of white supremacy against the invading hordes."

Overseas, Taylor became a superstar. At the height of his prominence, he grossed well in excess of \$10,000 annually, while pro baseball stars of the time earned, at most, \$2,500.

And then, in 1910, at age 32, he retired. "We talk today about people getting their 15 minutes of fame, and it seems it was the same back then," says Tolman. "Taylor was famous when he was racing, and when he retired, *poof!* His fame faded really quickly."

So did his good fortune. His marriage (to Daisy Morris in 1902) dissolved, his self-published autobiography flopped, illness and business failure sapped his wealth. Taylor died on June 21, 1932, in the charity ward of a Chicago hospital, and was buried in an unmarked grave. He was 53.

A Legacy Rediscovered

The sport and his country, simply let Taylor fade away. His disappearance from the public eye was dramatic and swift. (cont. on page 13)

America's First Bicycling Superstar

(cont. from page 12)

Something of the same fate befell the bicycle. "First, a whole generation of men went off to World War I, and then the automobile arrived," says Tolman. "That's all you have to know about cycling in this country."

Or, as Ritchie states in his biography of Taylor, "a dead sport does not remember its own past." Johnson and Robinson owe their legacy in part to the continuing popularity of boxing and baseball.

Following the triumphs of Armstrong and Greg LeMond (a three-time Tour de France winner) and the whirlwind success of mountain biking, today cycling is undergoing a U.S. revival. With that, Taylor is re-

emerging. "We like the idea that we can rescue forgotten heroes," adds Ritchie.

The Major Taylor Association plans to erect a statue of the racer at the Worcester Public Library in Massachusetts, and a velodrome in Indiana now bears his name. The recent UCI Track Cycling World Championships held near Los Angeles included a display honoring Taylor. It featured one of his lightweight racing bikes and his defining statement: "Life is too short for a man to hold bitterness in his heart."

(About the Author: Brian O'Connor, a freelance writer and avid cyclist living in Hamilton, Massachusetts, contributes to Sports Illustrated, ESPN the Magazine, Men's Journal, and Outdoor Explorer, among others.)

Trail Maintenance – A Call to Action

Kathy Storm

"Build it and they will come". This is what has happened and is still happening in the Quad Cities Area. Each year, we seem to have more sections of recreational trails open up in or near the Quad City area; the most recent addition being the bike/pedestrian bridge across Sylvan Slough to transport us from the Great River Trail in downtown Rock Island to the "sidewalk trail" on Arsenal Island. And yes, the sidewalk here needs to be widened to accommodate 2+ cyclists going in opposite directions. Barney Young started writing some letters to the local newspapers to bring attention to this situation.

At the official dedication of this new bridge crossing in late August, not only was the trail dedicated, but maintenance for this bridge was publicly assigned. (Maintenance will be performed by Arsenal employees. This represents a milestone in the Quad Cities; to actually figure out what organize should maintain the trail in the future.

Many cities around the United States are struggling with this issue as the recreational trails that were built in the past 10-20 years are in need of some long overdue maintenance. We see it here in the Quad City area on the Duck Creek Trail between Eastern Avenue and Forest Road. This section was to have been replaced

over 3 years ago.

The old concrete section of trail in Heritage Park in Hampton has huge cracks in some areas caused by repeated flooding and subsequent settling. (A few telephone calls and a letter to the Mayor last week finally got some asphalt patching put in place.) And the section of trail on the Illinois side of the River, just south of Rapids City that is right next to Route 84 gets a serious case of overgrown weeds every year starting in late July. (Again, a few telephone calls last week finally got those weeds cut.)

So what am I getting at here? We are the ones who ride the trails. If you see a situation that needs attention; asphalt patching, sink hole patching (a problem on the Duck Creek Trail where the groundhogs have numerous tunnels), weed trimming, tree limb removal to help visibility, etc., take some positive action.

Contact the municipality, contact your elected politicians, and/or write a letter to the editor at the QC Times or the RI Argus. If you do not speak up, the car driving public is not going to recognize there is a problem on the trail. Most of the people who plan the trails, write the grants to get funding for the trails, lay the asphalt for the trails, etc., are not cyclists. We are the ones who ride. Let's be the ones who take some action and get our trails back in great shape for safe riding.

"The best rides are the ones where you bite off much more than you can chew, and live through it."

Doug Bradbury, designer of the Manitou suspension fork

Overhydration and Hyponatremia

Lulu Weschler

Lulu Weschler is an ultracyclist who participated in the 1st International Exercise-Associated Hyponatremia Consensus Development Conference, Cape Town, South Africa 2005.

Overdrinking leading to hyponatremia is the suspected cause of the death of a young Washington DC policeman during a bicycle training program earlier this summer

Every death and every serious case of hyponatremia during or after exercise thus far reported has involved over-hydration. To be sure, you lose sodium during exercise, but by far the dominant factor in exercise-related hyponatremia is over-hydration.

Hyponatremia means that when you divide the amount of sodium by the volume of blood plasma the number you get is too small. This number is called *plasma sodium concentration*. (Hypo means too small; -natremia means sodium status.) Theoretically, there are two ways to make this number too small: by decreasing the amount of sodium or by increasing the volume of fluid. Thus far, in symptomatic exercise-related hyponatremia cases, the increased volume of fluid caused the hyponatremia, not the amount of sodium being too small.

Note that over-hydration all by itself (regardless of whether or not sodium is “washed out”) can cause hyponatremia by diluting the sodium. When the dilute blood gets to the brain, water seeps into brain cells and causes swelling. In hyponatremia deaths, brain swelling is the killer.

Overhydration can happen not only when you grossly overdrink, but also when you are moderately overdrinking, and for reasons that we are just now beginning to understand, retaining the overload that you would urinate at rest. Overdrinking a sports drink with electrolytes can cause overhydration and hyponatremia, because a sports drink has a much *lower* concentration of sodium than blood.

Therefore, take seriously any sign that you are putting

on water weight during a ride. Weighing yourself before and after a ride is a good way to sort out your hydration needs. You should *never* finish with a weight higher than when you started. Other signs of overhydration include evidence of bloating: puffiness in the hands or feet (at the sock line, watch, rings) or short line, “boggy” feeling flesh at the ankles, headache (especially noticeable when you ride on a bumpy road), looking like and/or feeling like the Michelin Man.

Since it is the brain swelling that kills, signs of weight gain *plus* any change in mental status (confusion, memory loss, disorientation) or any neurological symptom (incoordination, speech slurring) give a presumptive diagnosis of hyponatremia and represent a dire medical emergency. One other warning sign: nausea and vomiting are very often seen early in the development of hyponatremia.

What to do? *Stop drinking*. What you want is for urination to dump the fluid overload. Ingesting some concentrated salt could help get urination started. The recipe used by the Medical Staff at the Boston Marathon uses concentrated bouillon, one bouillon cube per ounce of water. This is the one exception to the no-drinking rule: use a very small amount of water as a delivery vehicle for salt. Other remedies include V-8 or tomato juice to which salt is added. Improvise ways to get some salt in. Then wait eagerly for urination to start.

Do not drink any sports drink: the concentration of sodium in sports drinks is too low, and the additional fluid will make the water overload worse. Do not resume drinking until you are certain that you have gotten rid of the overload of water.

More information at http://www.ultracycling.com/nutrition/drinking_too_much.html

Lulu is an author of the Exercise-Induced Hyponatremia Consensus Statement, which is available at www.cjsportmed.com (July, 2005).

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Passing The Bicycling Baton Adventure Cycling - “Bike Bits”

Saturday, October 1 is the International Mountain Bicycling Association's second annual Take a Kid Mountain Biking Day. At the IMBA website you can learn

how to organize an event, find out about events already planned, and more. A great promotion this is, and what a worthwhile use of one's time--taking a youngster out to share the joys of a mountain bike ride. Who knows? You might end up having some fun to boot. <http://www.imba.com/resources/kids/index.html>

Ride Report – September 11th

Kathy Storm

This 66 mile ride on the Iowa side of the river, took place the day after the Heartland Century. I was outnumbered in my preference for riding a shorter 42 mile option of this route, after riding the Metric Century the day before. Highs in the low 90's and 14 – 17mph southwesterly winds were expected later in the day.

Our group of 5 (Kathy Storm, Ken Urban Gerald & Mathew Correthers, and Dan Reed, see photo taken at New Liberty) set off for the Red Arrow Café in Lowden at 8am. Our route from North Scott High School in Eldridge, would take us in a northwesterly direction through the small towns of Donahue, Dixon, Big Rock, and Wheatland.

One of the features of this ride is that you get to travel on two roads that are named after US Presidents: the Lincoln Highway (old route 30) between Wheatland and Lowden and the Herbert Hoover Highway (between Lowden and Highway 130). Lincoln Highway was in excellent shape this year. This is a fairly flat road and it offers great views of the countryside while the faster traffic uses the new Route 30.



After our breakfast stop at the Red Arrow Café in Lowden, we started our ride back to Eldridge heading straight south on the Herbert Hoover Highway. This road has a lot less traffic on it than one might expect since it serves as a shortcut between highways 130 and Route 30. We all knew what we were in for as the winds were getting stronger out of the south/southwest.

We were fortunate and rarely had direct headwinds. Our route back using Highway 130, worked out well since this road angles southeast. We took frequent stops for beverages and shade in Bennett, New Liberty, and Plainview. From Plainview back into Eldridge, we were often passed by small groups of very courteous motorcyclists who were on a “Poker Run” as a fund raiser for local fire departments in memory of 9-11. This event was organized by the Riverview Road House in LeClaire.

Most of us were pretty “beat” after the ride today due to the heat and wind. Mathew Correthers, Gerald’s 12 year old son, did very well on the ride today. This was his first QCBC club ride. Hopefully we’ll see more of him, perhaps next spring after he finishes with football and basketball this fall and winter.



Eastern Iowa Rendezvous Century/Dave Holmes Memorial Ride – August 6, 2005. This photo, submitted by Mike Bennett, came in just after the deadline for the last issue of the newsletter.

Taking a Rest Stop in New Liberty, Iowa, during their 100 mile ride are: Peg Newman (Melon City Bike Club), Rick Buller (Bike Burlington), Mike Bennett, Rob Tyler (Melon City Bike Club), Denise McDermott, and Theresa Wesise.

**Quad Cities Bicycle Club
Annual Awards Dinner
Friday, November 11, 2005**

**Please join us for a special evening
at The Lodge**

**located at Spruce Hills Drive and Utica Ridge Road,
in Bettendorf, Iowa**

6:00 Social Hour – Cash Bar

7:00 A Buffet Dinner will be Served

Speaker: Jim Hoyt, a friend of Lance Armstrong's

Awards program following dinner

Dinner Reservation Form

Name: _____

Name: _____

Name: _____

Name: _____

Daytime phone number: _____

Cost is 24.00 per person.

Please make checks payable to: Quad Cities Bicycle Club

Mail check and form to: John Wessel, 333 - 9th Street, Moline, Illinois 61265

If you have a question, please contact Jewel Bryan at 309-762-4762 or email her at jewel@wpcco.com

Healthy Habits is moving!

**We'll be moving to our
new location at:
3441 Devils Glen Road
at the end of October, 2005.**

**We'll be about 2-3 blocks
north of Middle Road
from the old location.**

**Bring this Ad in for 25%
off any 1 accessory in the
new store, including sale
items, or 15% off of retail
on any bike in the shop!**

Store Hours: Monday - Friday 10-7, Saturday 10-5, and Sunday 12-4

Ph. 563-332-5145 or visit www.healthyhabitsqc.com

Limited to one purchase per customer

Expires November 30, 2005

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ALL MEMBERS ARE URGED TO WEAR HELMETS WHEN CYCLING

**Thomson Causeway Weekend Camp-Out IV
Dave Alftine**

This club activity is FREE!

We will ride the Great River Bike Trail in Illinois from Rock Island's Sunset Park to the Thomson Causeway Park on Saturday October 15, and return on Sunday October 16.

You can leave your car overnight at Sunset. (Please park in one of the lots along the East side of Sunset Lane.) Riders, their families, and guests are welcome to camp along the Mississippi River at the Thomson Causeway or find indoor accommodations locally.

Showers are available for campers. Campers are responsible for paying their own camping fee. Tent sites are about \$10, and we are allowed (2) tents per site. There are also RV sites for slightly more.

We will have a bonfire and most of us will cookout at the campground on Saturday night; however, there is usually auto transportation available for those wishing to eat in a restaurant.

Bring your tent, sleeping bag(s), camp chair, food, and drinks to Sunset Park. We will provide a van to carry your gear to Thomson and return. We will load the van from 8:00 - 9:00 a.m. on Saturday. On the way there are several small towns where we can obtain breakfast, lunch, or whatever you may need. The route is about 54 miles on designated bicycle trail with no hills. However, there are many very good roads with low traffic along the way and near Thomson for riders wishing to ride farther.

Each year of this event has been a lot of fun. Don't miss it this year. RIDE.....CAMP.....RIDE. Contact Dave Alftine 563-332-8299 or dalftine@aol.com with any questions.