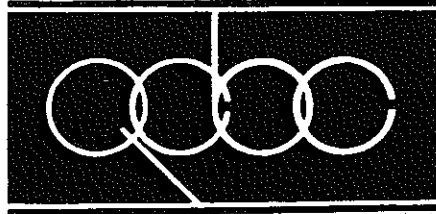


**1989 Board of Directors:
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Bill Langan, President
Griff Tucker, Vice President
Sue Dau, Secretary
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Terry Burke, Jan Burt, Joe Jamison, Jean Kelly,
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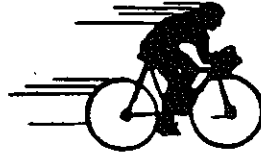
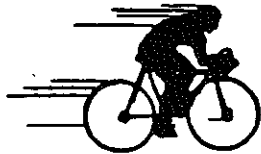


JUNE 1989

Editor - Cindy Mohr

QUAD-CITIES BICYCLE CLUB

IOWA 24 HOUR CHALLENGE '89



It's the newest offering for bicyclists by the Quad Cities Bicycle Club and an opportunity to challenge yourself to new limits of physical and mental endurance. An expansion of last year's QCBC Double Century, the Iowa 24-Hour Challenge is the first such event in the state of Iowa.

How much interest exists for such events? Inquiries from Kansas, Missouri, Wisconsin, Texas, California, Minnesota and Maryland provide a strong indication that demand exceeds the supply.

For Quad Citians interested in participating in endurance events, it has been necessary to travel to Grand Rapids, Michigan; St. Louis, Missouri, Capron, Illinois; Litchfield, Illinois or Bloomington. Located as we are in the center of this demand, our club has an excellent opportunity to develop a ride of status in its category.

It all comes together on June 24, 1989, in Eldridge, Iowa. See details and registration form elsewhere in this issue of the newsletter.

Despite the absence of established, organized endurance events in the immediate area, the Quad Cities has produced some very competitive riders. For example -

Steve Gay
1987 RAAM official finisher; past champion of the Ultra Marathon Cycling Association National Points Challenge

Bruce & Becky Perry
PAC Tour 1988; Organized crossing of U.S.A. in only 17 days by tandem; tandem record holders for QCBC Double Century; female record holder for QCBC Double Century; Paris-Brest-Paris participants; BAM (Bicycle Across Missouri); Double Trouble

David Holmes
Age group record holder for QCBC Double Century; Quad Century in 1988

John Thier
Quad Century in 1988; first in age group - RAW 1987 (Ride Across Wisconsin)

Jim Hanson
Age group record breaker - Double Trouble 1988; age group record holder for QCBC Double Century

Some notable riders from outside our area who are registered include -

Bob Harting
Chesterfield, Missouri
Creator of Central Double Century; past champion of U.M.C.A. National Points Challenge; 1989 RAAM qualifier and participant

Ron Saluski
Balingbrook, Illinois
PAC Tour 1988; Who's-Who's qualifier of 1988 National Points Challenge

Steve Daane
St. Joseph, Michigan
Who's-Who's qualifier of 1988 National Points Challenge

This provides a profile of some participants for this first Iowa 24-Hour Challenge. We all fit into this ride regardless of our achievement level thus far. Association with riders of this caliber can do a great deal for our progress. The experience will provide a year's worth of memories until 1990, and we'll do it again.

David Holmes
John Thier
Joe Jamison

JOIN THE CHALLENGE!

President's Notes

I hope everyone who is going on TOMRV is ready to go - if not, good luck. I am happy to relate that this is the largest TOMRV as a result of tons of work by many good people. The primary triad coordinating the tour should be noted. They are Dick Castner, chairman; Susie LaForce, secretary; and Dick Wagner, sag chairman. I would also like to thank all the volunteers who have and will work toward keeping TOMRV a super tour.

Again, I want to invite you to join in the excitement of TOMRV even if it is just driving out to Scott Community College early Saturday morning or Sunday afternoon. I can still remember the great feeling I had at my first TOMRV, even before I got on my bike.

By the time you read this, the Moline Criterium will have taken place and I am optimistic that it will be another great one. It can't miss with all the work going into it and with the highly successful race last year. The sponsors are really supporting it, so the prize list is about triple that of last year. Terry Burke and the organizers should be proud of the progress.

I would like to mention that Milan Fritz, an active, fellow club member, has been ill but seems to be on the road to recovery. Our thoughts and prayers are with Milan.

Thanks to Randy and Deb Huebner for making the Spring Picnic a lot of fun.

Nan and Chuck Higgins of Dubuque presented a nice program with some beautiful slides of their TransAmerica Bike Trek. I have a hard time attending those programs as there is a burning desire to tour our great country.

The QCBC helmet promotion is doing quite well according to the

bike shops. I have a personal goal to hit 1000 helmets being sold in the three promotions.

No matter where you ride, please be careful.

Bill

Welcome New Members!

John & Kay Meyer, Maquoketa, IA

From Bettendorf, IA:
Heather & Kay Cherry
Dennis Cohen
Jim DeGenova
Mark Hayes
Lynn Potter
Amy Vogel
Rodney Weaver

Jim Merritt, Eldridge, IA

From Davenport, IA:
David & Sherry Wyffels
Yvonne Harris
Robin Johnston
Kevin & Joan Ziegler
Jack & Lori Lafayette
Dennis Napel
Christine Tisinger
Earle Benjamin
Tom & Janet Bruchmann
David Gomley

From Rock Island, IL:
Don Arp
Greg Hansen

From East Moline, IL:
John & Teresa Dannenfeldt
Kevin Donaldson
Clint Gingerich

From Moline, IL:
Pam Camey
Wade & Linda Clarke
James Spore
Jack Thode

Sue Erredge, Silvis, IL

The Quad Cities Bicycle Club
advocates the use of a helmet whenever you are on a bicycle.

It's easy to crash - over half a million do every year.

It can happen anywhere, anytime, even in your own neighborhood.

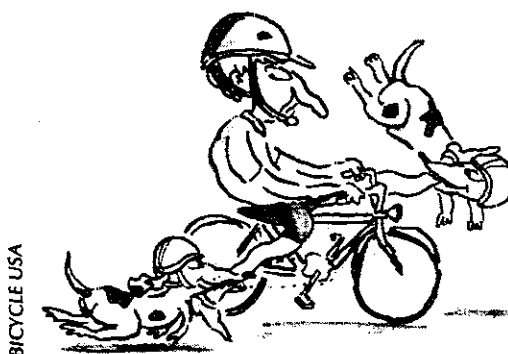
Broken bones heal - head injuries often lead to death or permanent disability such as epilepsy.

Your child needs the protection - you need the protection.

The cost of a helmet isn't comparable to medical or rehabilitation bills.

It's stylish now to wear a helmet.

Buy one! Wear it!



Do not feel eccentric. Helmet use cuts across class barriers.

The Naked Cyclist

More and more people are buckling up before driving and wearing helmets when riding motorcycles - so how is it that so many bicyclists continue to ride naked, without any protection for their heads? As a consequence, head injuries account for 85 percent of the nation's 1,000 annual cycling deaths, 34 percent of which claim the lives of children aged 5 to 14. Even if you're moving at only 20 miles an hour when your unprotected head hits something solid, you have little chance of surviving. And while a recent study found that 80 percent of all cyclists believe that helmets offer effective protection, only 2 percent to 10 percent of all cyclists, adults or children, actually wear them. Just one state, California, has passed legislation requiring children under five to wear this vital piece of equipment while cycling or riding as passengers. In recent years, young passengers have accounted for an increasingly greater proportion of all reported injuries (especially head injuries) in the state.

The experts - the American Academy of Pediatrics, the National Safety Council, and the Bicycle Federation of America - are unconditionally in favor of helmets. Reasons for not wearing helmets are usually based on aesthetics or comfort. But such objections don't hold up when you consider the array of attractive lightweight designs now approved by the American National Standards Institute (ANSI) or the Snell Memorial Foundation, whose test standards are accepted nationwide. Whatever style you choose, check for the ANSI approval sticker. This tells you that the helmet meets reasonable laboratory standards for absorbing severe blows. An ANSI sticker should be adequate for most cyclists. A Snell sticker means the helmet meets even stricter standards (though it has not been

proved this makes the helmet any safer). Only about a dozen models have both stickers.

The average helmet weighs a pound or less these days. Children's neck muscles are strong enough to support a helmet from the age of eight months on. The popular new ultralight models (as light as 8.5 ounces) are made of very dense foam and have no outer shell, which makes them cool and comfortable. But such helmets may be less able to withstand daily wear and tear over the years than conventional helmets. Helmets should be replaced every five years. The plastics used in both their inner and outer layers deteriorate under the stress of weather and hard knocks. If you have an accident, send your helmet to the manufacturer for inspection, even if it appears undamaged. Many manufacturers will replace damaged helmets free of charge.

If you're still riding with one of the older hair-net type helmets or "skid-kids," you should definitely invest in something new. A good helmet may cost from \$30 to \$80. When you buy a helmet, look for the same features for yourself and your children:

Shock absorbency. The liner is as important as the shell. A good liner should be at least half an inch thick and made from crushable expanded polystyrene (the foam used for picnic coolers and packing material). Though it is stiff, it will give under impact, absorbing the shock of a collision or fall.

Comfort and fit. You (and your child) are less likely to wear an uncomfortable helmet. Sponge-rubber or fabric pads should hold the helmet firmly to your head. The helmet should allow for good ventilation, which is crucial on summer days.

Impenetrability. A rigid outer shell can stand up to abrasion and collision with sharp, hard objects like car doors and handles. The usual materials are polycarbonate or fiberglass.

Security. A snug-fitting chin strap, fastened with a D-ring or buckle, will keep the helmet from flying off.

Kids may like brightly colored or decorated helmets and hence be more likely to wear them.

For information on the most recently approved helmets, send a stamped self-addressed envelope to: Washington Area Bicyclists Association, 1015 31st St., NW, Third Floor, Washington, DC 20007; telephone 202-944-8567.

**taken from -
University of California,
Berkeley Wellness Letter,
March 1989**

Tandem Time On Owning A Tandem

There is something special about owning a tandem. Little kids just love them, while you're riding it seems like everyone you see has a smile or a wave for you.

My first experience riding with a tandem was on January 1, 1987. I had never ridden with a tandem before and was amazed at how a little teamwork could move you along at such a fast pace.

My only other look at a tandem on the road, prior to this, was from behind. They went by me like a rocket, with their customary wheelsucker in tow.

I must admit, after these two brief experiences, I was hooked. It only made sense that two people working together can go faster than they can working his or her butt off.

continued on last page - - - - -

Don Cuerdon, Bicycling Editor-at-Large - Finishes Iditabike

Don was our speaker at our last annual banquet and we were trying to get him to join us on TOMRV. He wanted to come this year, but it didn't work out. He is planning on TOMRV 13 and wants to do a feature story in Bicycling, so cross your fingers.

Don finished the torturous Iditabike in 55 hours and 45 minutes, in temperatures as low as 20 below. Out of 57 starters, 52 finished, and Don was number 28.

He said he wears his QCBC T-shirt all the time, and he is amazed at the number of people ask him if he is from the Quad Cities.

Bill Langan

March Program

Last fall, Dick Castner asked if I would be interested in presenting a program on fall and winter riding.

Foolishly I accepted. I started to research what I could talk about. I knew right away I needed help. I asked Joe Jamison if he would be interested in helping - he agreed.

Well, we threw our thoughts back and fourth and came up with about fifteen minutes for the program. We decided to seek the help of professionals, so we went to Jerry & Sparky's. What a life saver. They showed us that there were many different fabrics that keep out moisture but retain warmth. They loaned us a substantial amount of clothes so we could present an intelligent program.

Finding the models was the easy

part, but putting together a script and having a rehearsal was quite taxing. We were very pleased with the program and had a lot to be proud of.

Joe and I agreed to do a spring program with the feeling of a lot of cooperation from everyone involved. Jerry and Sparky's again rescued us by not only describing the different kinds of material, loaning us clothes, but the best part was that they talked a major distributor of bike clothes to come all the way from Minnesota. His name was Michael Herbert. Mike gave a very impartial demonstration by showing how to tell what to wear for what kind of riding. He also had prototypes of clothes for the future.

Joe and I both learned a lot and we were forever grateful that we didn't have to write a script. Our models were Linda Simander, Pat Bolton, Bob Coll, City Bottrell and Harry Harris.

For those of you who didn't attend the program, I truly feel sorry for you. Joe and I presented two programs with the intent of simply educating fellow members of what to wear.

I would like to thank all everyone who helped us make these programs informative and helpful for a lot of good time on the bike year around.

Charlie Sattler

Classifieds

Trailer - Box Size, 5' x 6' x 10" deep; steel floor with 10' wood sides; tire size 4:80 - 8; spare tire; 2 tail lights
Call Steward Frank, 319-359-8684

Bicycle Rack for 4 bikes
Racks for 2 canoes - \$300
Call Steward Frank, 319-359-8684

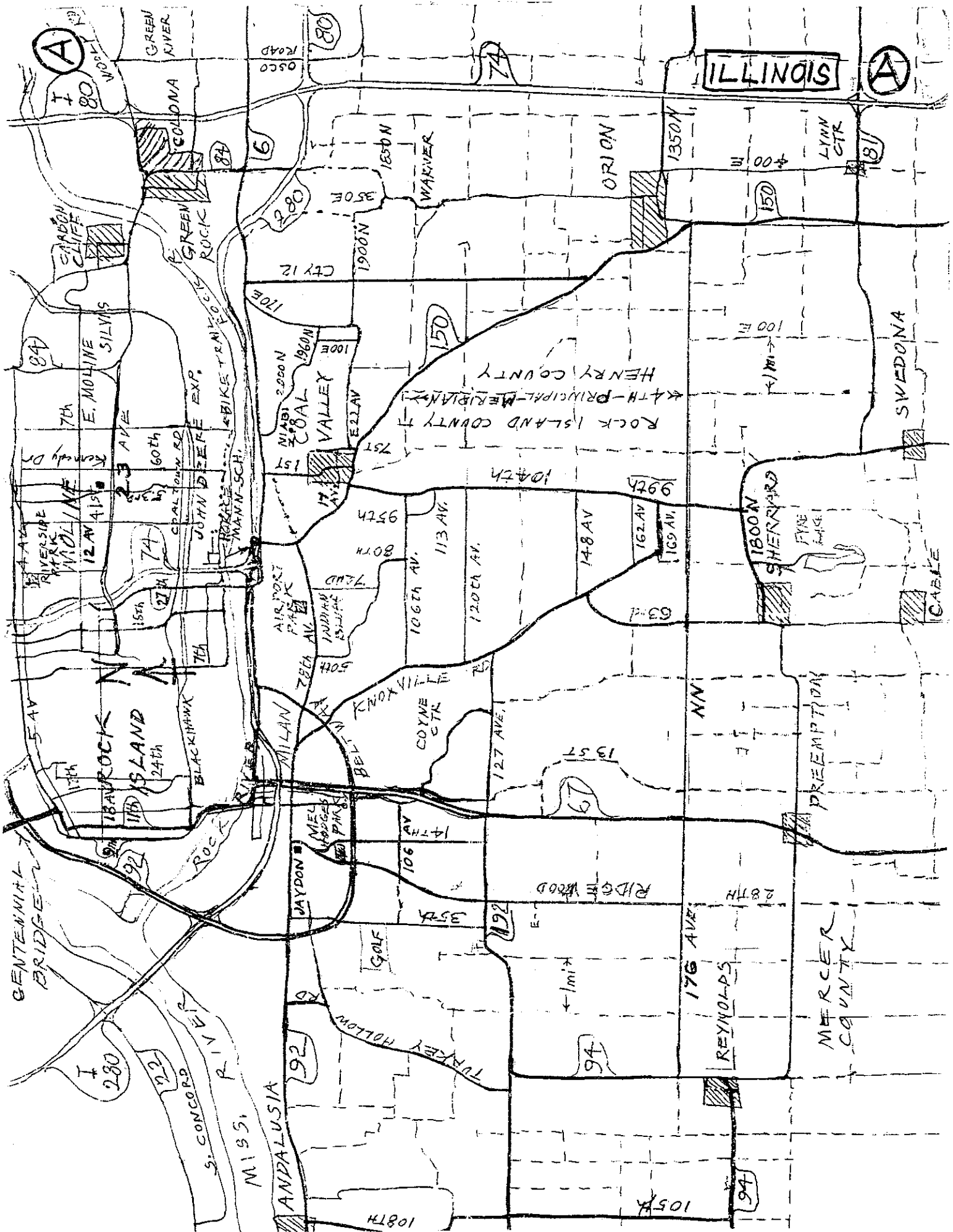
Motobecane Grand Record
10 speed, 23" men's frame
Very good condition
Many upgraded components
Extra set of wheels
Blackburn rack
Older Cateye computer and pump
\$150
Call Erling or Mary Larson
319-355-4882

Motobecane Grand Touring
10 speed, 21" men's frame
Very good condition
\$100
Call Erling or Mary Larson
319-355-4882

Inversion Boots and Gravity Guiding System
Excellent condition
\$75 or best offer
Free to anyone buying both the above bikes
Call Mary Larson 319-355-4882

Wanted:
Bell Biker Helmet, Small
Call Bill - 386-3058

Bicycle Use in 1988		
Total U.S. bicyclists	88 million	
Adults (16 years and over)	47 million (53%)	
Children	41 million (47%)	
Male/Female ratio (adults)	45%/55%	
<u>Category of Use:</u>	<u>1988</u>	<u>88-89</u>
Adults cycling regularly (average once a week)	20 million	+20%
Commuters	2.7 million	+20%
Adults racing	180,000	+20%
All-terrain bike users	7.5 million	+40%
Touring	1 million	+10%
Recreational events partic.	2.4 million	+10%



COME RIDE WITH US!

QUAD CITIES BICYCLE CLUB

Dentists' Rides:

Rides are held on Wednesdays of each week starting from McDonalds, Davenport Bike Path on JUNE 14 and Village Inn Pancake House, 53rd St & 23rd Ave., Moline on JUNE 21 - alternate starting place each week thereafter. Starting time is 8:00 a.m.

Saturday Rides:

June 10 - TOMRV 12

8:00 a.m. - Eastern Ave. entrance, Davenport Bike Path. Join TOMRV riders in Princeton for breakfast.
40 miles

June 17 -

DOUBLE METRIC CENTURY PATCH RIDE

8:00 a.m. - Riverside Park, Moline
Patches to QCBC members completing Double Metric Century, NO SAGS, NO CHARGE,
125 miles

June 24 -

QCBC 24-HOUR CHALLENGE

Ride between sunrise and sunset, 200, 300, 400 miles starting in Eldridge. See details elsewhere in this newsletter.

July 1 -

MOSEY TO MAQUOKETA

8:00 a.m. - Eastern Ave. entrance, Davenport Bike Path.
40 miles

July 8 -

CHIEF BLACKHAWK CIRCLE TOUR

8:00 a.m. - Jaydon Distributing Co., Andalusia Rd., Milan.
48 miles

Sunday Rides:

June 11 TOMRV 12

10:00 a.m. - Eastern Ave.
Meet returning TOMRV riders.
65 miles

June 18 -

WAPSI WATUSI

10:00 a.m. - Allen's Grove Park, Y52 at the Wapsi River (3 miles north of Donahue, IA)
45 miles


June 25 -

RUSHIN' TO MOSCOW

8:00 a.m. - Eastern Ave. entrance, Davenport Bike Path.
34 miles
Option - 66 miles

SAFE RIDING!!

Now bikers can be choosers.

10 MODELS		17 FRAME SIZE
70 COLOR DESIGNS	Panasonic	3 WEEK DELIVERY
INDIVIDUAL CUSTOM SYSTEM		
COMPLETE BIKES STARTING @ \$700.00		
R.W. ANDERSON CO. MOLINE-309-762-7640		

QCBC Policy Statement & Instructions

- 1) The Club provides a starting time, a starting place, and a destination for most club rides. Arrive at the starting place early. Take this opportunity to introduce yourself to other riders. Ask how they're going and what pace they're going to ride. Knowing your fellow riders will make your ride more enjoyable. Rides scheduled at 8:00 a.m. leave at 8:00 a.m., etc.
- 2) Almost all the scheduled rides have been ridden many times by our club members.
- 3) We do not normally designate ride captains or marshals, but experienced club members will be present on almost every ride.
- 4) Due to the fact that bicycling is an activity which appeals to every degree of cycling capability, it will be very unusual for everyone on the ride to be satisfied with the pace and distance that has been set. Riders are strongly urged not to exceed their capabilities. If you are unsure of your abilities, we recommend testing for your limitations by using the area bike paths. Times and distance should be recorded and compared to the Club's average speed of 12 mph. This average includes a short stop every 6 to 12 miles. Speed maintained between stops is usually 14 to 18 mph. See if you can comfortably complete a lap on the Davenport Bike Path (12 miles) in one hour. Please note that most Club rides exceed 12 miles. Cycling is for fun - not for pain and suffering.
- 5) Many of the Club's rides attract riders who ride only a small portion of the ride due to time limitations, etc. All riders are urged to ride as many rides as possible, even if they can ride only a short time or distance.
- 6) Rides can be made as short or as long as you wish - the bike club actually only guarantees a starting time and place. Those who have enjoyed these rides throughout the years have found that being flexible and understanding adds greatly to the enjoyment of all riders.
- 7) For most rides we recommend bringing something to eat and having breakfast before the ride begins. Restaurants are usually available on the routes but cannot be depended upon to be open - this is especially true for Sunday rides. Carrying a water bottle and money is also recommended. Cellular telephones are handy for some, but are not necessary for most "regular" folk.
- 8) Young riders are especially urged to come on the rides as they are the future of bicycling; however, **THOSE UNDER 16 YEARS OF AGE MUST BE ACCOMPANIED BY A RESPONSIBLE ADULT.**

IOWA 24-HOUR CHALLENGE

Prizes, Drawings, Discounts

The business persons of Eldridge, Iowa have gone all out to support the Quad Cities Bicycle Club's "Iowa 24-Hour Challenge."

Happy Joe's is offering a "carbo-loading" dinner the night preceding their ride. Participants are encouraged to attend for the opportunity to meet other riders. Expect a discount if you're a rider and look for coupons in your packet on other items.

Eldridge Bike Shop is providing some nice prizes for top finishers in certain categories as well as prizes to be given during drawings

The North Scott Fitness Center is opening its doors to showers, sauna and hot tub for participants.

AM I READY?

What if I don't finish? Who does these rides?

These thoughts often cross my mind when I take "a step up" toward higher levels of achievement. However, after completing the event, I reflect on why I was so concerned and am pleased with having been a part of the adventure. For that's what it is when you go beyond that with which you are comfortable.

That's why we call it "The Challenge." It's you against your personal comfort zone.

Here are some facts about last year's Double Century. These participants faced their challenge. Maybe you can learn from them.



	Males	Females
Entrants	28	9
Finishers	20	9
Average Age	38	38
Youngest	25	30
Oldest	58	47
From Quad Cities Area	18	8
Fastest Time	11:10	11:40
Slowest Time	15:25	15:30

What do you think?

IOWA 24-HOUR CHALLENGE REGISTRATION FORM

Name _____ Address _____

City _____ State _____ Zip _____ Ph# _____

Age (as of 6/24/89) _____ Sex M F Will you have support? Yes No

Fee: \$10.00 before 6/20/89
\$15.00 after 6/20/89

Make check payable to Quad Cities Bicycle Club
4518 Bunker Hill Drive
Bettendorf, IA 52722

IOWA 24-HOUR CHALLENGE "89" RELEASE:

In signing this release for myself or the named registrant, I hereby assume any and all risks which may be associated with the Iowa 24-Hour Challenge "89." I realize and accept that there are unpredictable risks I may encounter as a participant of this event. Therefore, I waive any and all rights and claims for damages or injuries I may have against the organizers, businesses, or associations connected with the Iowa 24-Hour Challenge "89," or any city or town in which I may participate. I hereby also consent to and permit emergency medical treatment in the event of injury or illness. I have read, fully understand, and will abide by the rules of the Iowa 24-Hour Challenge "89" and the Iowa state traffic laws.

SIGNATURE _____

DATE _____

Parent must sign if registrant is under 18. ALL REGISTRANTS UNDER 18 MUST HAVE A PERSONAL SUPPORT

IOWA 24-HOUR CHALLENGE

Records of the QCBC Double Century

Let's not forget that the Iowa 24-Hour Challenge is also a double century, and the records for that

distance are still subject to challenge. Again, those records are:

Age Group	Name	Males	Time
16 - 19	open		---
20 - 29	Dave Holmes		11:15
30 - 39	Dave DeBok		11:15
40 - 49	Mike Hagerty		11:10
50 - 59	Jim Hanson		12:55
60 +	open		---
<u>Females</u>			
16 - 19	open		---
20 - 29	open		---
30 - 39	Lynn Cox		11:40
40 - 49	Jan Burt		14:55
50 - 59	open		---
60 +	open		---
<u>Tandem</u>			
2 males	open		---
2 females	open		---
Mixed	Bruce & Becky Perry		11:15

IOWA 24-HOUR CHALLENGE

Pacing To Finish

How fast should one ride to complete a double century? How fast does the "regular" endurance bicyclist ride when participating in double centuries.

Of course, the answer is as varied as the number of participants involved. But, some figures used by the organizers of "Double Trouble," a prestigious ride out of Crystal Lake, Illinois, to qualify participants as "outstanding finishers," suggest these times for 200 miles.

Age	Male	Female
- 19	12:08	13:08
20 - 29	12:00	13:00
30 - 34	12:40	13:40
35 - 39	13:15	14:15
40 - 44	13:52	14:52
45 - 49	14:30	15:30
50 - 54	15:07	16:07
55 - 60	15:30	16:30



I tried to talk Tona (my wife) into a tandem, but at the time, the cost didn't outweigh the pleasure. She had never ridden on a tandem and had no idea of how awesome they could be on the road.

I forgot the idea of buying a tandem until spring we went on our first club ride together, bot of us a little out of shape from winter.

When I saw a tandem, the feelings started all over again. I talked to Tona about the virtues of owning a tandem - - She wouldn't have to shift gears. She could look around and enjoy the scenery. And she wouldn't have to worry about steering around pot holes (ha ha). But she still wasn't convinced.

We had a nice ride going out to Hadley, but the return trip was terrible. The wind was out of the southwest and we had about 12 miles to go, all of it into the wind. Tona's speed was down to about 8 mph, and because of the hills, she was struggling with the shifters about every 3 or 4 minutes.

The ride leader, who was on the tandem, was very patient with our slow progress. We finally limped home, beat to a pulp. We began to talk about the advantages of a tandem: one less profile riding into the wind, being able to talk to each other while we rode, not having to worry about keeping up, or if both were in the proper gear for the terrain and wind conditions.

We finally made the decision to go look at tandems. Jeff, the owner of Kinetic Systems, was very helpful. He just happened to have a red one in our size. We looked at it, we looked at the price tag, we sat on it, we looked at the price tag, we talked about it, we looked at the price tag. NO SALE.

When we got home, we talked about the advantages of tandem riding, and decided that maybe the pleasures would/could outweigh the dollar cost. We went back. We haven't been sorry.