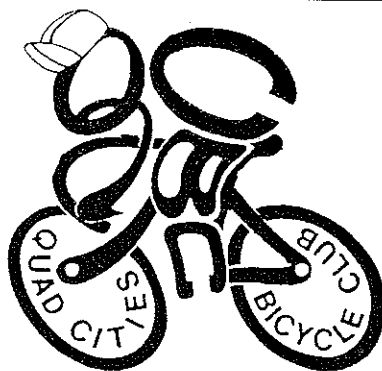


QUAD-CITIES BICYCLE CLUB

NOVEMBER 1990 ● Cindy Mohr - Editor
Deadline for Articles 10th of each month.



Board of Directors & Officers:

Griff Tucker, President
Dick Wagner, Vice President
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Jean Kelly, Linda Simander, Earl Strupp,
Gabe Verstraete, Jerry Yeast

ATTENTION: All Members & Their Guests

QUAD CITIES BICYCLE CLUB

ANNUAL MEETING

Sunday
November 18, 1990
5:00 p.m. - 9:00 p.m.
Velie's "Back Door"
3551 7th Street
Moline, Illinois

Installation of Directors and Officers

Food - Prizes - Awards - Drawing

\$0.75 Drafts - Cash Bar

Mileage Awards - Favors - Fellowship

D. J. Music

\$5.00 Tickets available through 11/15/90

@ Jerry & Sparky's/On-Two-Wheels/Bike N' Hike

No tickets available at the door.

Griff's Ramblings

This is it folks. The end to my ramblings. It seems like only yesterday that I was grinding out my first column for this newsletter. I think, if I remember correctly, that column was late for the deadline just like this one was.

So much has happened this past year - a few rough spots; but, all in all, I think this year has been fantastic.

First of all, I have to find some way to express my appreciation to those people that made all of our committees run smoothly. It is the worker, the armies of people that actually do the work, that I want to say thank you to. There is no way we can list all your names here because the list is great (triple digits). So, as small as it seems, it will have to suffice for me to say, THANK YOU, THANK YOU ONE AND ALL. Your help is what made everything we did as a club work so well to the enjoyment of all.

We are, as of this writing, in the process of installing a new slate of officers. This means a new name on this column, thank you very much. Believe it or not, this column is, for me, the hardest part of the job; and I won't miss it very much. Seriously now, with this passing of the reins, I can only wish my successor all the support that I was fortunate enough to enjoy. You, the people, are what makes this job fun, and I want to thank you for that.

On that note, I take my ramblings out of here.

**Your soon to be
x-press - Griff**

A Time Trial Thank You

This being the first year I ever rode the time trials, I want to thank Don and Molly for doing such a great job of organizing and making sure everyone was safe. Just in case anyone who rode the time trials didn't notice how clean all the corners were, we owe a special thanks to Wayne Marker for his extra efforts. Thanks again to all those fine people.

Betty Sears

QCBC Encourages Safety

The following statement was read at a Davenport City Council meeting where a discussion of safety on the bike trail was held.

"The Quad Cities Bicycle Club was founded in 1964, and its current membership of 1,650 strongly encourages safety. The two recent accidents on the Duck Creek Parkway have caused great concern to our organization, and we would like to offer our expertise in order to prevent this from happening again."

Richard Wagner, Vice-President
Quad Cities Bicycle Club

way to meet new people and get into riding gradually. Lemonade, brownies, chocolate chip bars, oatmeal cookies and lucky charm bars were served. A special thanks goes to Pat Bolton and Judy Karr for the treats they provided. Patches were given out to all who joined us.

Jan Burt Sears
Jerry Sears
Leon VanCamp
Christian Barchman
Linda Simander
Gayle Campbell
Mike Curran
Laurie Hopkins
Eppie Gutierrez
Pat Bolton
Judy Karr
Dan Barchman
Mike Barchman
Tom Bolton
Joe Jamison
Ron Schmidt
Margaret Paulos
Mary Ann Clark
Jack Clark
Mary Bruns
Charlie Sattler
Jesse Neitzel

As long as I am writing this report, I would like to mention that our grandson, Jesse Neitzel, made his first solo ride with the bike club from Duck Creek Park to McDonalds on Brady Street. He kept right up with his grandpa and the other guys in the group. I don't know who was prouder, Jesse or Grandpa Charlie.

Sharon Sattler

Fall Foliage

Sometimes getting there is half the fun. We thought so on the October 6 & 7 Fall Foliage Ride.

As we were leaving Davenport on I-74, Byron's bike tire had a blow out. Bang - hiss! Right there in the back seat of the car. Could it be that an old inner tube pumped full after spending a couple years in storage in the garage rafters

Ride Reports

Labor Day Patch Ride

The Labor Day patch ride was held on Sunday, September 1. We had a beautiful day for the ride, and quite a few people joined us at Duck Creek Park. This is a great

could produce such startling results?

Later, as we were cruising along at 65, a young fellow on a motorcycle passed us. We noticed him because he was going so fast, and he had no helmet on. But, he was wearing a back pack, which was partly unzipped. In less than a minute, Byron saw what looked like a sock on the left edge of the road. Wait! There was a pair of briefs on a little further. Byron figures that the wind was sucking the guy's clothes out of his back pack. A couple of minutes later we saw him parked on the shoulder rummaging through his back pack looking for his missing clothes.

Saturday was a glorious day for cycling - sunny; cool, but not chilly; breezy, but not fierce. We biked on miles of wonderful paths through woods, parks and towns and saw some beautiful fall foliage, even though it was a little early for the best colors. That evening we gathered for a banquet and some sharing of the day's experiences. It's always fun to see old friends and meet new ones. We were all sorry the promised band didn't materialize for dancing afterward. Now that our kids are gone, we've found time to take dancing lessons and were hoping to try out some steps.

Sunday's weather was nasty - cold and rainy. After breakfast we toured Fermilab, a nuclear particle accelerator in Batavia, and ran into several other QCBC members. The rain showed no signs of letting up, so we packed our stuff and headed home.

Thanks to Earl and Mary Ellen Strupp for organizing this fine event!

Margaret Baxter

Thanks, Earl

That Earl Strupp sure puts on a good ride! Things seem to get done in the QCBC when you give someone a job and let them do it. "It will be," said Earl, "a fine two day ride on the Fox River bicycle trail." Easy riding, this mostly paved trail winds and wanders for miles and passes through numerous small communities along the way.

Well, it sounded too good to pass up. And seventy plus people found Earl as good as his word. Marty and I joined the group at the Regal Motel in North Aurora on Saturday morning. Earl and Mary Ellen gave us our packet of information including a detailed cue sheet indicating important things like road turns and "... at traffic light, cross Wilson St. There is an ice cream store on your right." That's the kind of cue sheet cyclists need.

Our group of Thira Smith, Betty Sears, John and Kathy Bowman, Nora Becker, Mark and Kathy Sattizahn succumbed but then detoured into the deli and European bakery next door instead. While we tested a wonderful pastry called "beestings," Earl and Mary Ellen joined us.

That's the way the day went - warm and sunny, old and new friends to ride with. Hard to think of a way to improve it. We rode through Batavia, Geneva, St. Charles, and South Elgin before turning around to retrace our route back home. The trail ran along the Fox River, crisscrossing from one side to the other on interesting little suspension bridges. Ducks and geese wheeled in the air above us. In one rural setting, a gaggle of geese skimmed the water, paralleling our course. The hunter in me was reminded of a quote sent to me by a friend - "The bleating of the kid excites the tiger; but the cyclist in me was content to smell the flowers," and

the days newly fallen cottonwood leaves scattered along wooded sections of the trail.

In South Elgin, we paused at the trolley museum; in St. Charles, we explored a piano factory rehabilitated into an outlet center. A cold beer tasted fine at Eric & Me, a nice Norwegian restaurant. In the fading light of early evening, we hit the motel in time for a quick shower before the evening banquet.

Sunday dawned as ugly as Saturday was beautiful. Twenty mile an hour winds out of the northeast drove a cold rain that ended any thoughts of riding. Over a leisurely breakfast, we hatched Plan B.

Down the rode a piece was the Fermi Lab, a government installation for atom smashing and scientific research. Although miles of quiet roads wind through the several thousand acre facility, we were content to tour by car after taking the self-guided tour around the 15-story building that is the core of the complex.

The ride was a pleasant weekend getaway. Interestingly, when John Bowman complimented Earl on his efforts, Earl's reply was that really Mary Ellen had done most of the work. But when John later thanked Mary Ellen, she said, "I

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Annual Meeting**

**Sunday
November 18
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**See Front Cover of
Newsletter for Details**

just helped a little. Earl did all the work.

From my perspective, we owe them both our gratitude for a job well done.

Jerry Yeast

Heartland's Annual Weekend of Centuries

Heartland's Annual Weekend of Centuries was a tremendous success with 329 registered cyclists on September 22, at Scott County Park, in less than ideal weather.

The routes proved to be invaluable as many cyclists shortened their mileage during the cold, wet and windy ride. This was one of those great character builder days.

The sag stops had plenty of food. In fact, leftovers will be seen at club meetings, at some school lunches, patch rides, at the John Lewis Coffee House, QCBC board meetings, and who knows where until everything is gone.

The Scott County Park was an excellent host, and the accommodations were super.

This century was developed to be a benefit to all QCBC members, since it only cost you \$10, and the actual expense was \$15. The Club did not lose money thanks to all the contributing sponsors. I would like for you to go out of your way a little and let them know how much we appreciated their support.

Bill & Pegi Langan

I would like to thank the following volunteers for making the Quad Cities bicycle Club's Heartland's Annual Weekend of Centuries so successful:

Elvira Sag:
Sheila Bloomer
Kay Verstraete

DeWitt Sag:
Randy Beyhl
Myumie "Beyhl"
Emily Beyhl
Ashley Beyhl

Delmar Sag
Adam Ticeno
Adam's Friend

Oxford Junction Sag:
Judie Boeckner
Thelma Lunsford

Wheatland Sag:
Sue Sharp Page
Marilyn Grey

Registration/Meal/Clean-up:
Leon Werthman
Griff Tucker
Maggie Paulos

Quarter Century Sweepers:
Verle Dau
Sue Dau
Brian Dau

Half Century Sweepers:
Gabe Verstraete
Jim Hanson
Russ Bloomer

Metric Century Sweepers:
Dave Lefever
Gayle Campbell
Linda Frischmeyer

Century Sweepers:
Warren Power
Brad Boeckner

Special thanks to Pegi's brother, family, and friends and her sister-in-law and family for bailing us out the night before the ride. I would also like to thank Pegi, Bryant, Justin and Kevin for making another one of my dreams come true.

Bill Langan



—BIKECENTENNIAL

If you are planning to move, please let us know. QCBC, P. O. Box 3575, Davenport, IA, 52808. Your newsletter will not be forwarded.



Boston-Montreal-Boston

We had read about it, this American version of Paris-Brest-Paris (P-B-P) and were somewhat in awe of the mystique that had grown around it during its short life. This was Boston-Montreal-Boston (B-M-B), a 750 mile event with a 91 hour limit.

The out and back route takes participants through Massachusetts, New Hampshire, Vermont, New York, and Quebec. It is easy to recall the natural beauty of New Hampshire, the Green Mountains and quaint villages of Vermont, Lake Champlain of New York and the "Olde World" feeling when crossing over into Quebec.

B-M-B and P-B-P requires applicants to complete a series of "brevets" to qualify for their events. B-M-B is somewhat more lenient of the two with this requirement but not by much as we would find. Kentley Loewenstein and I had completed our brevet and encountered no problems with our registration. John Thier and Tom McCarty, however, due to conflicts, had been unable to complete all the brevets. They were, after several calls, allowed to pay their \$110 on the following condition, and I quote, "If you guys from Iowa can't finish, we'll sag you to the nearest bus station. After that, you're on your own." Would you need much more motivation than that to show those Easterners what you were made of?

Kentley had established some personal goals for this event and would do the ride on his own schedule. John, Tom and I had agreed to ride as a team, in support of each other. Our objective was to challenge P-B-P in 1991 with the vision of B-M-B as a resource. Our team held together throughout.

We broke the 750 mile event into four segments:

Day 1
240 miles
departed Boston at 4:00 a.m.
arrived Middlebury, VT at 9:50 p.m.
Day 2
190 miles
departed Middlebury, VT at 5:00 a.m.
arrived Rausses Point, NY at 7:00 p.m.
Day 3
210 miles
departed Rausses Point, NY at 3:30 a.m.
arrived Battlesboro, NH at 10:30 p.m.
Day 4
110 miles
departed Battlesboro, NH at 6:45 a.m.
arrived Boston, MA at 4:30 p.m.

Day one was billed as the toughest we would encounter, and though it was the longest, and went through the mountains of Vermont, the weather was great, the adrenalin was flowing, there were new people to meet, and the day seemingly passed quickly despite our finishing in darkness. The discussion at this day's end would be about each rider's top speed on the downside of the mountain passes. We decided 58 m.p.h. took the prize although none of the QCBC riders could claim it (or wanted to). Our equipment held up well with only one flat tire. Everyone slept well this first night!!!

Day two was a nice respite from the many major climbs yesterday. This day would prove to be

overcast with moderate temperatures over reasonably flat terrain. After riding through the islands in Lake Champlain, we continued to the international border, crossing into Quebec and finally to Montreal. After some hot food, we were back in the saddle to leave this northernmost point on the route. Montreal was clean, vital and very French. Our team, by this time, had enlarged to four with the addition of a professional pilot from Rochester, Minnesota. With his trained sense of detail, we immediately turned over the map reading responsibilities to him. This was a wise decision. The ride from Montreal to Rausses Point, NY was a pleasant one and got us back with some time to eat and turn in early. As it turned out, we would need the sleep.

Day three was totally miserable. We started riding at 3:30 a.m., and the rain began about 45 minutes later. It poured!! John and Tom were caught wearing only jerseys and finally found a gas station where they talked the attendant into parting with trash bags to use as rain jackets and rain socks. Before starting again, we decided a hot breakfast would help establish the core temperature of our bodies so the next stop was a restaurant. It was here that John and Tom developed a relationship with the electric hand dryer in the restroom. This was the only source of heat as the air conditioning machine was working very well in the main room. Breakfast behind us, we continued the ride into the downpour, which was with us intermittently for the rest of the day. Throughout this day of rain, major climbs and, later, darkness we began to encounter physical and equipment problems. Three flats, two broken spokes, lost water bottle cages, handle bar palsey plus "hot foot," as nerve pressure began taking its toll. Our Minnesota rider would experience hallucinations late in the night on this ride. Vaseline was now in heavy demand after 200 miles on a wet saddle. Finally,

19 hours after beginning the day, we rested to end the day

Day four was the one we were looking for. Only 110 miles remained, over friendly terrain. We slept in and didn't start this day until 6:30 a.m., planning to ride about 10 miles before stopping to eat. However, we couldn't find a cafe until after forty miles. Having bonked at mile 35, I ordered a \$9.00 breakfast and ate every bite - genuine Vermont maple syrup!!

Finally, at 4:30 p.m., our adventure concluded as we pulled into the parking lot from which we left four days earlier. We were met by 30 to 40 volunteers and fellow riders, all cheering our arrival. Most endurance riders have never experienced this - it was great.

And, what about the opinion of Iowa riders by the eastern organizers? It appears the four Quad Cities Bicycle Club riders may represent the Club with the most official finishers. Let's just say they were impressed!!

This ride was a class act. There were 90 riders from all over the U.S.A. and other countries. This could, in the future, rival the Paris-Brest-Paris.

Joe Jamison



—BIKECENTENNIAL

Dave's Endurance Corner

As we move into fall and winter the days get shorter and many cyclists begin the hibernation period away from their bikes. Fall is one of the most rewarding times to get out on the bike and explore some old country roads you have never been on. Myself, I prefer to get out the mountain bike and hit the dirt roads. Riding an upright bike for 2 - 4 hours is also a good way for one to stay in shape. The larger tires on most mountain bikes are made to be ridden off-road and you find you can ride just about anywhere you care to go.

For the endurance riders, it's almost required that one stays on the bike through the winter. For one who rides double centuries, it's a real waste if one goes inactive for the colder months. You've worked so hard to achieve a level of fitness and to let it go is a real shame. That's why I see many of the top athletes go into other activities during winter. Around here if we get the right amount of snow, cross country skiing is one of the best cardiovascular workouts, and it's also mentally rewarding to be out in the woods on a crisp morning making tracks out in Scott County Park. If the snow is not that good around here, like in the past few years, a drive 2 to 5 hours north will normally provide good conditions for skiing. Black River Falls in Wisconsin is a mountain biker's and skier's heaven. One of the most popular bike trails is Elroy/Sparta, about three hours north of the Quad Cities. This is a trail that has been converted from an old railroad to a recreation trail.

The following is a short rundown on RAAM 1990. On August 5, 27 men, 6 women, and 3 tandem teams left Irvine, California for the trip to Savannah, Georgia. Riders

that were familiar to the QCBC were Rich Fedigon, Al Mouldoon and Dave Meridith. The main factor in this year's race was the wind. Rich Fedigon was in the lead off and on throughout the race, and his average after 500 miles, was a mere 14.5 m.p.h., compared to the normal 17.5 m.p.h. The wind lasted into day 2, when the riders got to Colorado. This time the mountains slowed the riders, and by day 4 the projected pace was 15 hours behind last year's. On day 4, Rich Fedigon nearly dropped from the race. He was suffering a severe case of exercise induced asthma. Rich held on strong to finish a respectable 3rd place, with fellow midwesterner, Al Mouldoon, 4th.

The big news of this race was the expected showdown between the tandem duels of Pete Penseyres/Lon Haldeman and Bob Breedlove/Roger Charleville. The tandems left 24 hours behind the other riders, and it was just four days before they had caught most of the other riders. But, for Pete Penseyres it was not a fun ride. After 952 miles, he dropped out due to acute mountain sickness and saddle sores. Lon was still in good shape but had to drop also.

The real race came down to riders Bob Fourney of Denver, Colorado and Rob Kish from Florida. The two exchanged the lead all the way across with little time separating them. In the end, it was Bob Fourney who won in record time of 8 days, 11 hours, 26 minutes, with Rob a scant one hour behind with a crossing of 8 days, 12 hours, 37 minutes. This was the closest race ever. For the local midwesterners, Rich finished in 9 days, 6 hours, 51 minutes, and Al was 9 days, 13 hours, 5 minutes. Also present this year was rookie Dave Meridith, who did our own AIR ride last year, finishing in 10 days, 4 hours, 1 minute. The women's winner was Nancy Raposo in 10 days, 10 hours, 6 minutes. The tandem of Breedlove/Charleville came in at 8

days, 10 hours, 40 minutes.

Right now, I am looking at 1992 as the year I would like to do RAAM. Of course, I still have to qualify in 1991, but I will try a different course than the one I did last year out in California. The midwest qualifier is looking for a new home next year, so the course used in Capron will probably not be used. It's hard to find a 500 - 600 mile course to run a race on, but I am sure the race will turn up somewhere next year.

Also, in next year's RAAM, there will be a new division for any man or woman over 55 who can finish within 72 hours of their divisions winner's time will be an official finisher. To qualify the entrant must do a RAAM qualifier and finish within 25 percent of their divisional winner's time. I can think of two QCBC riders who could qualify - Jim Hanson and Joe Jamison - how about it guys?

Also, in September, the Quad Cities was treated to one of the best century rides put on around here. Bill Langan should be congratulated on putting together a first class ride. The winds were the only low point of the ride, but the tailwind was a joy on the way back. Over 350 riders completed 25 to 125 miles on well-marked roads. It was topped off with a fine pasta dinner.

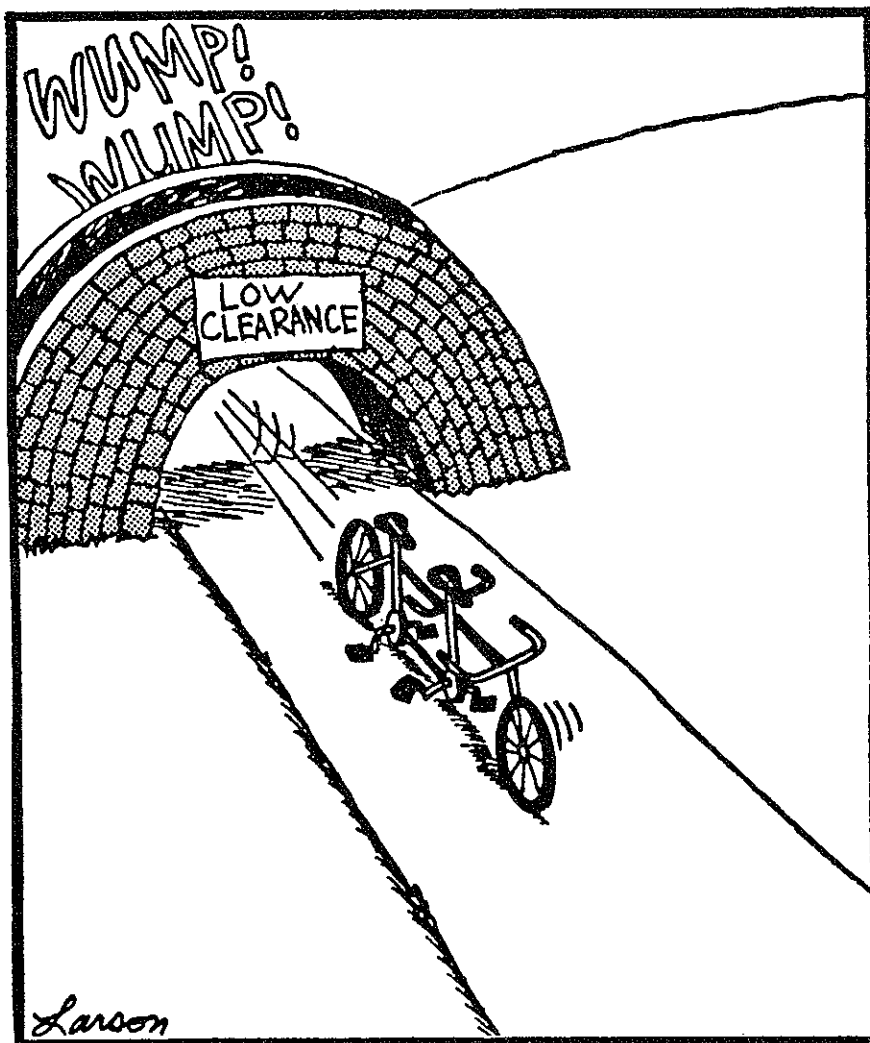
There is a 24-hour ride in Oklahoma. Otherwise things are slowing. The ride in Oklahoma is called the Iron Butt. In October you would have to have an Iron Butt just to sit on a bike for 24 hours. So till next month, get out and enjoy the fall colors and find some new roads!

Dave Holmes

1990 Across Iowa Ride Results

David Holmes *	15 hours, 38 minutes	Davenport, IA
Bob Cadwallader	16 hours, 8 minutes	Sioux City, IA
Rich Vining	18 hours, 15 minutes	Clinton, IA
James Hanson	18 hours, 30 minutes	Moline, IL
Joe Jamison	18 hours, 30 minutes	Bettendorf, IA
Brian Seago	19 hours, 44 minutes	Rosce, IL
Carie Dann	20 hours, 20 minutes	Davenport, IA
Jean Roeder	20 hours, 20 minutes	Clinton, IA
David Parker	20 hours, 47 minutes	Davenport, IA
Eileen Wasoba	21 hours, 47 minutes	Coal Valley
Judy Allen	not known	Newton, IA
Randy Johnson	not known	Yorkville, IL
Chad Johnson	no t known	Yorkville, IL
Dean Stonner	no finish	Newton, IA

* New state record.



Contributed by
Linda Simander