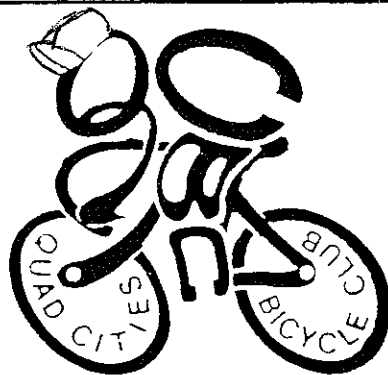


QUAD-CITIES BICYCLE CLUB

NOV. 1991 • Jim Deal — Editor
Deadline for Articles 10th of each month



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Hundreds ride the century

By Bill Langan

The Heartland's Second Annual Weekend of Centuries was a success thanks to sponsors, volunteers, law enforcement officials, Scott County Park, the weather and 597 cyclists.

That's right — 597 cyclists. That's compared to 330 last year! I was hoping to have more than last year (thought it might be around 450).

I would like to thank the following volunteers:

Sag Stops: Kay Verstraete and Shiela Bloomer (Elvira), Mel LaForce (Delmar), Randy, Emily and Ashley Beyhl (DeWitt), Theresa Grabosch and Lori Ridpath (Oxford Junction), Darlene Neff (Wheatland), and Pegi Langan (Long Grove).

Sweeper: Dave LeFever, Sue and Brian Dau (quarter), Brad Boeckner (half), Gabe Verstraete and Russ Bloomer (metric), Bill and Sharon Harrington (century), and Warren Power (double metric).

Registration, breakfast, food distribution and clean-up: Bonnie and Rodger Horst, John and Theresa Grabosch, Kathy Storn, Adele LeFever, Verle Dau, Steve Jacky, Leon Werthman and Bryant, Justin and Pegi Langan.

Packet stuffing, cue sheet and map marking, etc: Bryant, Justin, Kevin and Pegi Langan.

Sponsors: Compacker, Inc, Hy-Vee, Davenport Bank and Trust, Thom-Proestler, Whitey's Ice Cream, Wilson Graphics, Lovewell Fencing, St. Luke's

Hospital, The Printing Store, Eldridge Bike Shop, On Two Wheels, Bike 'N' Hike, Coca-Cola Bottling, and Jerry and Sparky's Bicycle Shop.

If it were not for the sponsors, this ride would cost \$20 not \$13, so let's support those who support us.

Special thanks to Griff Tucker (Compacker), Rodger and Bonnie Horst, John and Theresa Grabosch, Bill and Sharon Harrington, and my family.

A breakdown of the riders by place of residence, registration fee, and ride duration is as follows: 390 Iowa cyclists, 200 Illinois cyclists, 272 QCBC members, 105 with prior century experience, 457 registered for \$13, 134 rode the quarter century, 122 the half century, 101 the metric century, 132 the century and 36 the double metric.

After feasting on fowl, enjoy holiday bike ride

By Charlie Sattler

Here it is early October. The weather is still good, but the days are getting shorter.

It's time to think about fall and winter bike riding.

Fall is my favorite time of year, knowing that the short, social ride is in order. These are rides for fun.

Patch rides are that kind of social event. The only requirement for a patch is to be a club member and to show up.

If you come, you are able to enjoy hot chocolate and homemade treats as well as good companionship.

We meet at Duck Creek Park in Davenport. We are located at the bottom of the hill under the shelter if you come by car or at the end of the old bike trail if you ride. There is protection from the elements.

Children are especially welcome. We really like to think of these rides as family gatherings.

The bike club likes to open every avenue for participants. We try very hard to

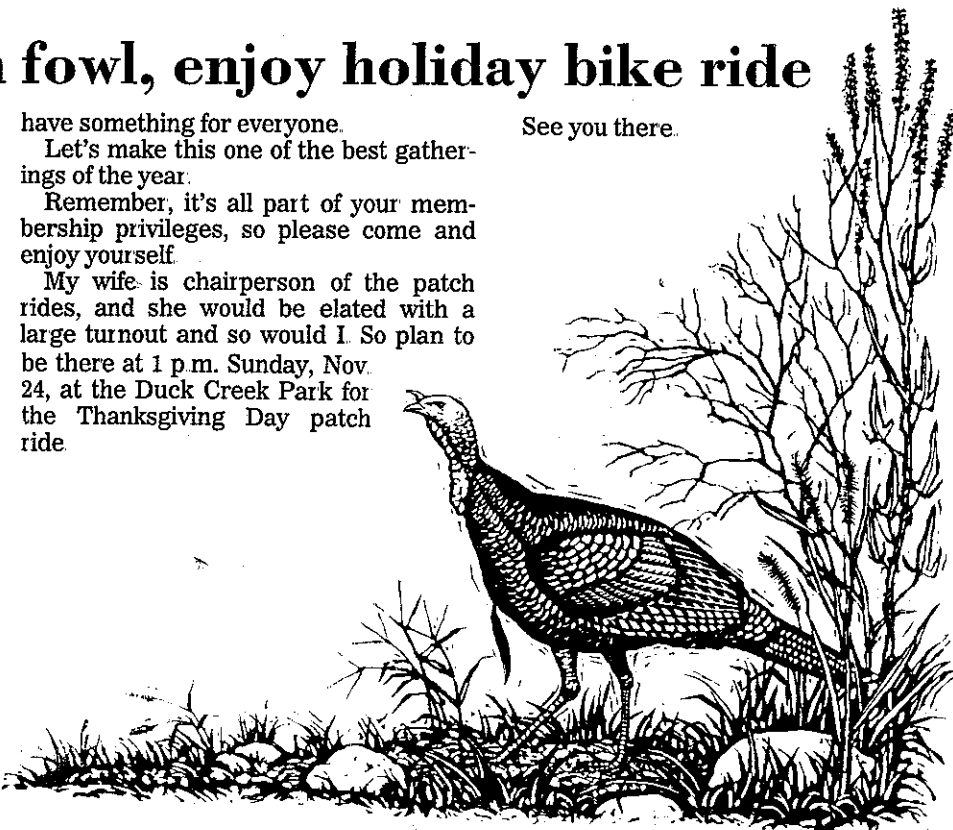
have something for everyone.

Let's make this one of the best gatherings of the year.

Remember, it's all part of your membership privileges, so please come and enjoy yourself.

My wife is chairperson of the patch rides, and she would be elated with a large turnout and so would I. So plan to be there at 1 p.m. Sunday, Nov. 24, at the Duck Creek Park for the Thanksgiving Day patch ride.

See you there.



Be a better rider; buy new stuff

By Jim Deal

With experience comes wisdom, the old saying goes, so I should be a bit wiser about equipment.

I made the decision about the middle of the summer to switch to clipless pedals. I felt the old clips were costing me some energy on the upstroke and my tennis-shoe-clad feet were brutalized on long rides

My feet tend to turn out as I ride and my battle-scared knees are very sensitive, so I felt I would need a system with a lot of float or allowance for foot rotation.

The Time system offers feet a lot of freedom to rotate. I like having happy feet, so, on the advice of Errol McCullum of On Two Wheels, I got a pair of Time sport model pedals and a pair of New Balance shoes with adaptors for the pedals

Now this is where Errol and I have a difference of opinion. He strongly recommended tight shoes for efficient pedaling, and he's right — riders pedal more efficiently in tight shoes, basically because they're in so much pain they pedal at record-breaking speeds to finish rides and rip the shoes off their feet.

I went back for a pair of Time shoes that are a little sloppy, a little less efficient and a whole lot more comfortable.

The pedals work well. I'm a more efficient rider now, getting full benefit out of each portion of the stroke. But the pedals have also brought me some of the more exciting times in my cycling life.

When I approach a stop, there is a certain amount of uncertainty about whether I will get my foot out of the pedal before the bike stops and I fall. This can be particularly exciting in traffic as you're struggling to free your foot from the pedal and your bike is slowing down and cars are snuggling way too close for comfort.

I have fallen twice when I was unable to get my foot free for a landing. Once, I was coming down the hill from the Daventport Country Club to U.S. 67 outside of LeClaire. Several riders had stopped in front of me at the stop sign, and I was hoping to do the same, but my pedals refused to cooperate. As I struggled to free my foot, the bicycle kept slowing and slowing. There was a moment when the bike stood perfectly still. Then gravity took its toll, and I slowly fell to my right, my feet still locked in the pedals. If you recall the little character who kept falling off his tricycle in the old "Laugh In" show, that's pretty much how it went. My pudgy body cushioned the fall sufficiently to prevent injury, but my ego suffered terribly.

The other time I fell was in my own driveway after a ride. I hit the gravel and struggled to get my foot free for the stop, but the gravel stopped the bike long before my foot escaped. My neighbor's face reflected both amusement and bemusement, finding the incident funny and wondering why an adult would do such things. Again, my body was uninjured,

but the old ego was severely bruised. Falling is embarrassing.

I'm hoping with time the cleats on my shoes will wear down a bit and the pedals will loosen up a bit, and my feet will be more easily freed. Until then, it's important that I maintain this well-padded body to absorb any jolts I might experience falling off the bicycle. Got that! I'm not really fat. I'm just well-padded.

The other new items in my inventory are gel-padded riding shorts and gel-padded gloves. I used both on the club century ride in September. Both performed well. The gel seemed to eliminate pressure points by evenly spreading the load. I felt none of the soreness in my tushy and hands usually associated with long rides. The riding shorts came from Performance, and the gloves are Spenco from Nashbar.

Also, welcome news for us full-figured guys — both Performance and Nashbar are carrying more items in the XXL size range. I noticed the new Performance catalog had a riding jacket and cold-weather jersey in the bigger size range. Even Bill Langan offered some jumbo-sized shirts on the century ride. I know I speak for all hefty fellows when I mention how much we appreciate such consideration.

Hey, gang, the November mailbag was pretty sparse. I can't fill this newsletter by myself. Help me out, and write about your cycling experiences. Send your stories to me at 313 Cherry Ct., Silvis, Ill 61282.

Local seniors take Olympic honors

By John Greve

Over the past months, I have read in this journal about rides from mountains to lake shores. I would like to report on a special group of local bikers who deserve recognition. They are the riders who participate in the Senior Olympics.

The Senior Olympics has been held in Illinois for the past 15 years. The games have progressed until they now encompass air pistol to trap shoot. This year, the state meet was held in Springfield and attracted about 200 bikers from age 55 to 85.

To give perspective to the accomplishments of the seniors, some records are offered. The course is a closed loop in a local park and is not unlike the local Criterium route. The races are all mass start with riders limited to about 15 per heat. There was a 5-kilometer race for women and men ages 60 to 64. The 5K record for women was 11:49 and for men 8:49. A 10-kilometer race for women and men ages 55 to 59 had record times of 39:14 and

36:08 respectively.

I heard of the event after participating in the local Sr. Olympics earlier this year. It was attended by about 25 bikers. Two were members of QCBC. Jack Chichester took a first in the 5K and John Greve took a first in the 10K cycling events.

The local or regional meets are good preparation for the state meets which are qualifiers for the national meet which is held every two years. The next national meet will be held in 1993. Qualification will occur in Springfield, Ill., September 1992.

This year's state meet attracted riders from 12 states and two Canadian provinces. One rider from Minnesota remarked that he had to come to Illinois and to Kansas since there were no Senior Olympic meets in his state. A number of riders from Indiana also attended to get practice in competition.

If you are male or female, 55 or over, still crave competition and can ride 5, 10 or 20 kilometers, plan to participate in both the local and state meets next year.

REMEMBER!

Next regular club meeting is Jan. 21

Watch for details on "Snowtime for a picnic, but we're having one anyway."

QCBC Classifieds

FOR SALE: Burley Lite trailer. Like new \$250. Call Jim at 755-7554.

Plan for brisk riding in November

Saturday, Nov. 2 — Fireside Flapjacks

8 a.m. — Ben Butterworth Parkway, Moline, near Case/IH plant Take Great River Trail north to Hampton; right to Rt. 84; left on Rt. 84 through Rapids City and Port Byron to Cordova and the Fireside Restaurant. Return same route 40 miles.

Sunday, Nov. 3 — November Roll

8 a.m. — Eastern Ave. entrance Davenport bike path. East on bike path to end at Hollowview Dr.; straight to Lundy Lane; right to Devils Glen Rd.; left to Middle Rd.; right on Middle Rd. to Belmont Rd.; right to old Rt. 67 (Valley Dr.); left on Valley Dr. past the Davenport Country Club to Rt 67; left on Rt 67 through LeClaire to Princeton Return same route. 40 miles

Mountain Bike Option — Morrison-Rockwood State Park

8 a.m. — Riverside Park, Moline Car-pool to start in Morrison This is another technical, REAL place to ride mountain bikes. Drive east on I-88 to Morrison, Ill On the north side of town is Morrison-Rockwood State Park When you first enter the park go straight to the parking lot, not right toward the lake The park has 21 miles of equestrian trails and hiking trails that all inter-connect. These are very technical but can be done by anyone if they want to walk the hard spots. Please remember to ride only on the trails and to ride responsibly, so we do not lose the privilege!

Sunday, Nov. 3 — QCBC Annual Dinner and Meeting

This promises to be a great event — sit-down dinner, great conversation with friends, mileage awards, volunteer recognition and much more!

Saturday, Nov. 9 — Autumn Odyssey

8 a.m. — Eastern Ave entrance Davenport bike path Left on Eastern Ave. to 46th St.; right to Jersey Ridge Rd; left to F-55 (Mt. Joy Ave); left to old Rt 61; right on old Rt. 61 through Park View to F41; right on F41 to Scott County Park. Tour the park To return, continue on F41 to Z-16 (Utica Ridge Rd.); right to F-55; right to Jersey Ridge Rd Return to bike path. 30 miles.

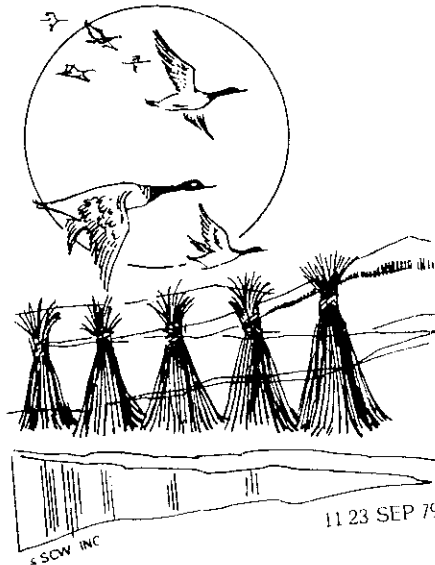
Sunday, Nov. 10 — Chief Blackhawk Circle Tour

8 a.m. — Jaydon Distributing Co, Andalusia Rd., Milan. Right on Ridgewood Rd. to Rt. 192; right on Rt. 192 through Taylor Ridge to Edgington Return same route. 26 miles.

Longer Option:

At Edgington continue on Rt 192 to Rt 92; left on Rt. 92 to Illinois City. In Illinois City turn right on 238th St through Loud Thunder Forest Preserve to Rt 92; right on Rt 92 to Rt. 192; straight on Rt. 192 through Edgington and return to Jaydon 45 miles.

Monday, Nov. 11 — Veterans' Day



Ride

If you have today off because of Veterans' Day, this ride is for you! 8 a.m. — Eastern Ave. entrance Davenport bike path. West on bike path to end at Hickory Grove Rd; left to Central Park Ave.; right to Emeis Park Ave.; left to Locust St; right to Y-40; right on Y-40 to Walcott and Rt. 6; left on Rt. 6 to Y-30; right to Rt 130; right on Rt 130 through Plainview and Maysville to Pine St; straight on Pine St to bike path. 48 miles

Saturday, Nov. 16 — The Geneseo Express

8 a.m. — Colona Grade School. North on Rt 84 to Cleveland Rd; left to Wolf Rd.; continue straight across Rt. 82 on new Wolf Rd. extension to the Grange Rd.; right on the Grange Rd to Chicago St. Return same route. 40 miles.

Sunday, Nov. 17 — Fall's Last Gasp

8 a.m. — Eastern Ave. entrance Davenport bike path. West on bike path to Pine St exit; right on Pine St to Rt. 130; straight on Rt. 130 through Maysville to Plainview and Y-40; left on Y-40 to Gramma's Restaurant (on right before I-80). Return same route 30 miles.

Saturday, Nov. 23 — Prancin' to Princeton

8 a.m. — Eastern Ave entrance Davenport bike path Left on Eastern Ave. to 46th St.; right to Jersey Ridge Rd.; left to F-55; right to Z-16; left to F-45; right on F-45 to Princeton. Return same route. 40 miles.

Sunday, Nov. 24 — Big Bird's Last Bash — Thanksgiving Patch Ride

1 p.m. — Duck Creek entrance Davenport bike path Join the QCBC for treats and refreshments, and a chance for a little exercise on the bike path. What could be better than that? Free patches to QCBC members who ride

Option:

8 a.m. — Ben Butterworth Parkway, Moline. Meet at east end of parkway near

the Case/IH plant Create your own ride on the Quad-Cities bike path system, using the Illinois trails as far as they are completed, then crossing the Arsenal bike path to the Davenport Riverfront trail; right to Mound St.; straight to 11th St.; right to Jersey Ridge Rd; left to Davenport bike path; ride the Davenport and Bettendorf paths, ending at Duck Creek Park for the patch ride

Thursday, Nov. 28 — Turkey's Ride

8 a.m. — Clock Tower, Rock Island Arsenal Riders' choice.

Friday, Nov. 29 — Work Off the Turkeys!

8 a.m. — Moline Y.M.C.A Riders' choice

Saturday, Nov. 30 — Tour the Islands

8 a.m. — Ben Butterworth Parkway, near Case/IH No, we can't promise palm trees and balmy breezes, but we do have a lot of islands in the Quad Cities. You'll get your tour without leaving town. Think of the airfare you'll save! Impress your friends! Come see our beautiful islands! Distance covered depends on the amount of excitement you think you can take

December

Winter Ride Schedule — December through March

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 those riding Almost all listed rides for December, January and February are riders' choice due the unpredictability of the weather this time of year Please also note optional cross country skiing meeting places, for any time conditions are right for skiing.

Sunday, Dec. 1

1) 9 a.m. — Eastern Ave entrance Davenport bike path.

2) XC Ski Option: 9 a.m. — Whispering Pines Shelter, Scott County Park.

Saturday, Dec. 7

1) 9 a.m. — Ben Butterworth Parkway, Case/IH plant

2) XC Ski Option: 9 a.m. — Palmer Hills Golf Course, Bettendorf

Sunday, Dec. 8

1) 9 a.m. — Clock Tower, Rock Island Arsenal

2) XC Ski Option: 9 a.m. — Saukie Golf Course, Rock Island.

Saturday, Dec. 14

1) 9 a.m. — Eastern Ave entrance Davenport bike path.

2) XC Ski Option: 9 a.m. — West Lake Park, Davenport.

Sunday, Dec. 15

1) 9 a.m. — Ben Butterworth Parkway, Case/IH plant.

2) XC Ski Option: 7 a.m. — Ross' Restaurant, Bettendorf (park on city streets) Leave at 7 a.m. and car pool to Mississippi Palisades State Park, Savanna, Ill.

Tell a tale of two terrains

By Chuck and Diane Oestreich

Two late summer rides in northern Illinois make for quite a contrast. While both were well organized, fun, and carried off with excellent amenities, they split on that old bike tour necessity — terrain.

One, the Dog Daze Doubles, was about as exciting as a 100-mile long cornfield, while the other, Diane's Ride, had the unexpected — curves, undulating hills, and series of river valleys popping up in the most unusual places. They both were windy rides, but the first left us encased in a long envelope of hot air, while the second's bursts of breeze added zest and vigor to a crisp-day ride.

It's not that the organizers of the Dog Daze Doubles are at fault. They went out of their way to provide a good biking experience. It's just that their area of the country is a biking bore. I mean, we rode almost 70 miles through country as flat as a sweating dog lying in the sun during a true August dog day — so flat, in fact, that the only hills on the entire route were two highway overpasses.

Dog Daze Doubles is sponsored by the Oak Park Cycle Club, but this is not a close-in-to-Chicago ride. No, in order to get some quiet country roads, they locate this ride in the area west of Aurora. It starts and ends in Big Rock, Ill. (That's perhaps the clue. Any place where one rock stands out can't have much interesting terrain — and it doesn't.)

The title of the ride refers to two things — the date and the length. Yep, the ride is held during the Dog Days of August,

this year, to be exact, on Sunday, Aug. 25.

Sometimes this can mean heat — mean heat. The weather wasn't bad this year, but we talked to one rider who spent time in a hospital after last year's ride, recovering from heat exhaustion.

And the Doubles in Dog Daze Doubles refers to the various routes mapped out — from 31 to 62 to 124, with an even century also thrown in. As noted, all these routes feature traffic-less, country roads, hardly any towns, and riding as flat as unspooled movie film.

If this sounds uninviting, well, it all depends on your interests. The racers loved the ride. The roads were nicely paved, and some of those stretches with a tail wind meant new PRs on the old computers. And the support and sags were great — bagels and trail mix and watermelon and other neat things.

The Oak Park folks went out of their way to be friendly, but it's tough when the most interesting feature on the entire ride is the "big" climb over Interstate 88.

In contrast is a exhilarating ride out of Peoria, called Diane's Ride in memory of a consummate rider from that area who was tragically killed in a car-bike accident in 1986. We never met Diane Matuska, but she must have been quite a person, one of those dynamos of energy who accomplish so much while inspiring others to follow. The organizers, and even the volunteers manning the sag stops, couldn't say enough about her — especially to total strangers like us.

Whatever, her ride is a gem. This year it was held on Saturday, Sept. 21, a day

that was windy (Has there ever been a fall day without wind?), but sunny and quite pleasant in temperature.

The sponsors, Illinois Valley Wheelmen, provide great amenities, starting out with a continental breakfast at a snazzy clubhouse on Lake Camelot, west of the Peoria airport. The rest stops had the requisite fruit and bagels with cream cheese and jelly. And the ride ended with a soup and sandwich lunch at the clubhouse.

But what really makes this ride fun took place thousands of years ago when the Illinois River was trying to find its present bed. In so doing it sculpted a multiplicity of small hills and valleys that interlace the area just to the west of Peoria. If you have taken the Interstate 494 bypass around Peoria and observed the terrain, you have an idea of what biking to expect.

But don't be intimidated. Even though they call this "very challenging centuries," and "the toughest century routes in Illinois," we didn't find them that bad. In fact, many of the hills were the "speed-up-and-over" variety. We asked one Peorian who was wearing a TOMRV tee which ride she considered the more difficult. TOMRV without hesitation.

Two late summer century rides both with friendly and delicious and nutritious support. One, a day's long racecourse of unrelenting sameness, the other a carnival of surprises around every bend and over every hill. For our taste we'll ease up on the Dog Daze and double up on Diane's Ride.

President says thanks for the help

By Gabe Verstraete

It has been my wish as president this year to serve the wide variety of riders that compose the membership of the QCBC: the leisure riders, the focused sportsmen, the junior and the senior riders and the family-oriented riders.

Admittedly, this is not an easy task when you look at the diversity of people attending any one of our events. Just thinking about the variety of activities we offered takes my breath away. As I browse through the calendar for the past year, these are some of the big events that came to mind:

- The Spring Kickoff Picnic
- TOMRV
- Double Metric Ride
- The Iowa 24 Hour Challenge

- The Fall Foliage Ride
- Club Century/Annual Picnic
- RAGBRAI
- Weekend of Centuries
- Moline Criterium
- The Annual Dinner
- Effective Cycling Course
- Novice Rides
- Patch Rides

Just one word comes vividly to my mind — WHEW! This is the schedule of an active and vital club. How did we accomplish all this?

I do know that the task could not have been done without the volunteer cooperation of literally hundreds of people who have taken initiative and responsibility during the past year. There are too many of you to name names, and I hesitate to begin for fear that I would miss any one

of those significant helpers. Let me just offer a collective and humble thank you for helping me make this a great year for the QCBC.

Two groups that specifically deserve recognition for their work, however, are the officers and the board of the QCBC. They carried more than their fair share, and I gratefully thank them for that.

Your club would not operate as smoothly as it does without this leadership cadre pulling together. Also, applause goes to our newsletter editor who has been known to literally and figuratively go the extra mile. Heartfelt thanks to all of you. We did it! We did it together! The QCBC had another fantastic year. Now, if I can just get this "Snowtime for a Picnic" winter activity organized, I'll really be able to say "WHEW!"

Ride with 'The Over the Hill Gang'

By Earl Strupp

The Wednesday ride was originally called the "Dentist Ride" for the dentists and doctors who were off on Wednesday. This has been taken over by the retirees who are affectionately called "The Over the Hill Gang."

We still meet at 8 a.m. Wednesday at McDonald's on Davenport's Brady Street. The hardcore retirees are Leon Van Camp, Carter LeBeau, Fred and Mary Blessin, Fred Leonard, Dean Arney, Barney Young, Mary Ellen and Earl Strupp. We also have some "youngsters" who make up our auxiliary riders.

We do have some assignments. Leon

leads us into the wind, so we will have a tailwind on the return trip. Carter is in charge of dog control with his starter pistol. Barney is our World War I Air Force historian. Fred Leonard does the count of animal kill on the routes. Dean Arney is sergeant at arms to intimidate unruly motorists. Fred and Mary ride sweep. Earl and Mary Ellen don't do anything.

We usually ride into the wind to one of three different locations for breakfast, and they are about 15 miles away. We have some interesting discussions and solve many of the world's problems, such as "Should Liz marry again?" or "Should the KKK have women members?" "Should we put out a contract on Sad-am?"

We also increase our knowledge in the fields of art, mathematics and cooking.

At Clark's Landing in Buffalo, we learn about yesteryear in their fine collection of antiques. In Pleasant Valley at Valley Vitals, we learn how to spell names with pancake batter. At Sneaky Pete's in LeClaire, we are given one breakfast bill, so we have a math test figuring out individual costs. In Eldridge, Leon demonstrates custom cooking bachelor style or "one at a time." These are just some of the fringe benefits of the Wednesday ride.

If any of the above appeals to you, please join us for an interesting ride. We will be riding all winter except when there is snow or ice on the streets. See you on Wednesday.

Members make highway cleaner

By Bruce Perry

Thanks to all our club members who came out for the highway litter pick up.

I am certain this project left a good impression about cyclists for the motorists who saw us and those who will continue to see the two permanent QCBC roadside signs along "old" Highway 61 on the way to Scott County Park.

With some idea of what to expect, we will be finding ways to encourage you to come out for a spring pick up that, we now know, can actually be enjoyable.

Thanks to my family, Jane Garret, Warren Powers, Don Barchman, Jerry and Marty Yeast, Joe Jamison and also the others who made the effort to come out.

Recall a season of success

By David Holmes

The summer has come and gone. Now, we can look back on a successful season of riding. For a lot of riders, the Iowa 12/24 Hour Challenge was the highlight of the summer. Many new riders rode further than they had ever ridden before. Hopefully, we introduced some new riders to the sport of ultra-marathon cycling.

Of course, for others in the Quad-Cities, it was a trip of a lifetime to do Paris-Brest-Paris. I am sure that the memories will stay with these riders a very long time, and their stories will be told to others, for each rider had his own special moments.

Many riders are probably thinking of putting the bike away for the winter. Why? As I've said in the past, fall and winter riding can be some of the best and most gorgeous times to ride. Before the leaves fall, some spectacular colors can be seen. In November, the leaves have peaked around here, but the farther south you go the longer you can catch the

colors.

How about that first snowfall? It happens sometimes in November. Get that mountain bike out and see what nature has to offer. The Davenport bike path just keeps getting better. We will have another two miles of trail to use which extends west to Emies Park. This is the best place to ride in the winter, for the path has no cars and is kept free of snow for riding.

Back in July, there was a race called Race Across America. For those who are not familiar with this race, it is a ride that has been going on for 10 years and features the world's best ultra-marathon riders. Their goal is to ride across America in the fastest time possible. For some, it takes 8½ days to do it. For others, it takes up to 13 days. The course starts in California and takes riders through eight states. Check points are used to keep track of racers. This year's winner also won in 1990. Bob Fournery, 33, from Denver, Colo., won in a time of eight days, 16 hours and 44 minutes.

Colorful scenery, brisk weather made a great ride

By Kay Verstraete

What are some of the descriptive words that draw a picture of the Fall Foliage Ride Oct. 5-6 in the Fox River Valley?

Well, some of them are blustery, brisk, nippy, damp, chilly, chile, spicy, near peak, partly cloudy, sunny, neat, brilliant, interesting, unique, footsore and broke!

It was a blustery and brisk morning. The kind of morning that made you glad you had brought that extra jacket. It was the kind of morning that made your

cheeks tingle with a chilly wind that spit a little rain and dampened your back.

The route was a black-topped trail along the Fox River that had neat wooden bridges that wound through near peak coloration. There were lots of interesting towns, one of which beckoned a few riders to the Texas Bar-b-que for spicy chile (formerly called Four Alarm Chile). Right after that, the temperature got just plain "hot," and it actually did become partly cloudy and finally sunny in the afternoon.

The colors were brilliant in the sun-

shine, and it turned out to be a unique and fun ride.

"But how does footsore and broke fit in here?" you might ask.

Well, it happened to be a blustery and brisk morning. The kind of morning that made you glad you had brought your plastic. It was the kind of morning that made your cheeks tingle with the winds of a shopping spree and moistened your palms. The route was... well, you get the idea. It really was a great ride.

Thanks Earl (and Mary Ellen) Strupp for a job well done.