



Pedalwheeling - 2000

The Newsletter of the Quad Cities Bicycle Club - May, 2000

QCBC Racing Team Gears Up For Quad Cities Criterium!

Terry Burke and the Criterium Race Committee

The growing QCBC racing team, composed of 27 intense riders, is certain to make their presence known at this year's Criterium. The faster division of the team has Ryan Nennenger of Rock Island (already a Category II) joined by Nate Roark (a Category I Espoire—under 23) and Christian Borguardt (1999 Iowa Cyclocross Champion) to apply team tactics in the Category I, II Pro race. Mike Papini of Orion, recently grabbed a third at the Kent Park Criterium and Jeff Otto a first in Expert Class at Morrison. Both are expected to do well at the Quad Cities Criterium. At this early date other strong riders are just emerging, so the competition like the races themselves are certain to be in doubt until the last 200 meter sprint.

If you like all sprints, then the **Sunday Night Street Sprints** will be the event to watch. Action starts at 8:00 PM, with an announcer from Comedy Sports adding humor to the competition. From 7:00 to 8:00 Sunday night **Track Stands** will determine which rider can stay up the longest. Throw your money into the hat for the first prize!

On **Memorial Day, Eight USCF Races** leading up to the feature women's and feature men's will be supplemented by **Inline Skate Races, Trike Races and the new Hand Cycle Races.** We have a great trio of announcers, the course wired for sound, a dynamic wheel pit, and the popular "clickers" meaning that during the races you can encourage all the participants to do their best.

Races on Arsenal Island

On Sunday, May 7 the Quad Cities Bicycle Club is again sponsoring criterium races on the Rock Island Arsenal Island. These races are intended to be warm up training races for the Memorial Day Criterium Race in Rock Island's downtown district.

These races take place on Arsenal Island on the Army Tank Test Track situated in the wooded area east of the arsenal's Memorial Field (park). The races begin at 12:00 noon and run till 5:00. Racers will be competing for a total cash purse of \$400.

There will be one day licenses available for \$5.00 for anyone who would like to try racing in the Category 5 (Beginner) division. Entry fee is \$12.00, \$6.00 for Junior riders.

Spectators are welcome to watch the action of the bicycle races. There will be ample parking available at the park and the lot to the south.

For further information, contact Rick Rohret at 309-949-2951, rrohret@netexpress.net

Off the race course the District will be offering their wide variety of food vendors and, of course, there will be the District food and drink establishments. BMX riders will spice up the afternoon in the parking lot west of the Blue Cat Club. Non-food vendor booths this year will include; Palmer College, Quad Cities Triathlon, TOGIR, and our own QCBC/Race Team Booth. Official Quad Cities Criterium T-shirts will be on sale for \$10. There will be a last chance for clearance prices on 1997-99 Criterium T-shirts.

Volunteers are still needed in several areas. Volunteers receive a Criterium T-shirt, a vendor coupon (the last corner marshal shift receives two vendor coupons) and admission to the after race volunteer party. Chairpersons to contact are:

Corner Marshals	Bill & Cathy Wiebel	755-1859
QCBC Booth	Vivian Norton	355-1899
	Rosie Dreessen	736-2544
Registration	Don Davis	788-0753
T-shirt Sales	Don & Carol Arp	359-4732
Wheel Pit	Darryl Blackburn	386-6426
	Andy Nissen	391-8596
Prize Desk	Doug Nelson	359-3253

The volunteer party will be held the weekend following Memorial Day in the District. It will be a family affair (sorry about 1999) with food, pop, beer, and a cash bar. Your Criterium T-shirt is the admission ticket. Please let your chairperson know if you plan on attending. The time and place will be announced in May.

The Quad Cities Criterium is our annual opportunity to show off the spectator/entertaining side of cycling through TV, radio, and newspapers. Besides that, it's a very entertaining way to spend Memorial Day; a little volunteering, some socializing, and watching all kinds of great races! See you Sunday Night May 28, and Memorial Day, Monday May 29 in the District of Rock Island! ☺

VOLUNTEERS NEEDED

Personnel are needed to help with SAG duties for TOMRV 23 on June 10th and 11th. Call Suzie LaForce ASAP to sign up for choice spots/details. (319) 355-5530

QCBC Meeting Tuesday, May 16th Rock Island Arsenal Caisson Room

The May meeting will feature a program on training and fitness for effective cycling. Genesis is providing a physical therapist speaker who will also address audience questions. ☺

New Bicycle Touring Book

Cycling Across North America: A Leisurely Route from Coast to Coast by Lue and Shannon Christian

Available from www.amazon.com

Price: \$13.56

Cycling Across North America

Shannon and I searched, in vain, for a book to show us it was possible for an over-the-hill couple to bicycle, unsupported, across the continent, a book that would give us: 1) a route with motels on an average of 50 miles apart, 2) a route with a minimum of tough climbs and maximum elevations around 7,000 feet, 3) a route where we would not suffer extreme temperatures. So, we would have to design our own tour, and from this we would write the first book to offer a laid-back tour for cyclists of all ages looking for a fun trip and leisure time to see the Real America.

But why not drive our proposed route, just to be certain the route we had in mind had all the elements we were looking for? We were both retired, so time wasn't an issue, and it was a good insurance policy. We left in our van, pad and pencil in hand, and drove the back roads to Bakersfield, California where we took a left and climbed over the Tehachapi Mountains, headed for Barstow. There we joined Route 66 and followed it to Wilmington, 50 miles south of Chicago. We left Route 66 and headed east through northwest Indiana, northeast through

Michigan to Port Huron and entered Canada. Threading our way through farm country, we reached Toronto, then headed north along Lake Ontario. Bordering the St Lawrence River we traveled to Montreal and on to the City of Quebec — the end of our tour. We had tracked 3800 miles.

We could do that, we discovered. The route encompassed all our requirements. It was a go!

The preparation began when we returned home, putting together daily route instructions from the notes we had taken, figuring out a list of what to carry with us, and conditioning ourselves at a gym during the winter months. We wrote to dozens of tandem couples along our route and received 21 invitations to overnight with them on our tour.

We decided on a spring departure of April 10, weather permitting, which would get us into Quebec around the 10th of July. We couldn't have picked a better window and were only about four days off our original schedule due to storms. We rode up into Quebec City on July 13, relieved it was over but yet sorry because it had been truly the most exciting and memorable three months of our lives!

From our book we hope to lead the way for countless cyclists who feel a long tour like this is too difficult for them. All they may need is proof from an over-the-hill couple like us.

To allow a more diverse range of routes from which to begin and end the tour, we have offered three alternate routes —two from the actual West Coast, San Francisco and Santa Monica, and one leaving the Main Route in Montreal and ending in Boston, Massachusetts on the East Coast. ☺

QCBC Information

The mission of the Quad Cities Bicycle Club: to promote, encourage, and support the safe participation in bicycle riding of all types of people of all ages and abilities; to anticipate and address the needs and interest of all aspects of bicycling in the Quad Cities area.

President: Rosie Dreessen (736-2644) wildrosie1@yahoo.com

Membership and Change of address: Bill Langan (319-386-3058)
langandav@qconline.com

Treasurer: Darlene Moritz (386-3499)

Meetings: Vivian Norton (355-1899)
vjoan@worldnet.att.net

TOMRV: Susie LaForce (355-5530)

Criterium: Terry Burke (797-3790)

Communications: Wayne Hanno (355-3596)

Competitive Events: Terry Burke (797-3790)

Ride Support: Bill Wiebel (755-1859) billwiebel@aol.com

Non-Traditional Cycling: Keith Holst (289-3162)
Matt Levy (523-3243)

Safety and Education: Vivian Norton (355-1899)

Club Address: P.O. Box 3575, Davenport, Iowa 52808

Club Web Site: <http://www.qcbc.org>

Pedalwheeling Editor: Charlie Swanson (322-8486)
qcbceditor@aol.com

Deadline for articles: 10th of the month

Mail to: 206 N. Michigan Ave, Davenport, IA 52804

Pedalwheeling is published for distribution to the club's membership and to the general public at local bike shops. Submission of bicycle related articles is encouraged. Member may place free classified ads, notices of companions wanted, and reports of stolen bicycles.

The Quad cities Bicycle Club was established in 1964 to encourage and promote bicycle riding and safety for its members and the general public.

Club meetings are held on the third Tuesday of each month throughout the year. Check the newsletter for specifics.

Members receive a 10% discount on many items at most Quad Cities bicycle shops, including Bike & Hike, Healthy Habits, Jerry & Sparky's, Ye Olde Village Bike Shop, On Two Wheels, and Pro Bicycle.

Major activities of the club include the Tour of the Mississippi River Valley (TOMRV) in June, the Criterium on Memorial Day, the Heartland Century in September, and the club gives camping support to RAGBRAI riders in July. Other rides and activities occur every week of the year.

Private business ads: full page—\$50; half page—\$25; quarter page—\$15; business card—\$5. Members may place free ads for cycling items.

OFF THE BACK - With the Editor

Its Called Courtesy



Last fall, after a clever orthopedic surgeon rebuilt my knee, I would ride a few miles on odd days and walk a mile or so on even days. Both of these rehabilitation programs took place on our local recreational (bike) paths where I normally feel right at home. It was while walking that I got my latest education; I found out that a bicycle rider can scare the daylights out of you and not have the slightest notion that they've done so. It happens because a bike can pass you so suddenly and silently that you have no time to prepare yourself. If you've ever been startled by a passing car on the highway, you know the feeling. Its not fun!

After a few encounters with passing bikes I became so nervous that I strongly considered walking in the street where I could hear vehicles that were overtaking me. Since it was my right leg that was gimpy, my tendency—when startled—was to stagger to my left, into the path (or the wake) of whatever was passing me. It wasn't all bad--approximately 1 out of every 20 cyclists would call out a warning that they were about to pass. To these people, I tip my hat and give a heartfelt THANK YOU for your considerate warning!

As for the rest of those sneaky, silent bike riders, I wish there was some way I could identify you and seek retribution. I'd like you to learn what its like to receive a "Gotcha!" and know there's another coming in the near future.

If I was affected to this degree, I can imagine the affect on

some of the elderly people who use the path. Seniors must suffer terribly from the passing cyclist. Unless their senses are totally debilitated, they must detest these unpleasant surprises even more than I. These people have my sympathy.

So what's my point? After you read this, I want you to think about how you frighten people every time you come up behind them on the path. It doesn't matter if its a walker, a jogger, a roller-blader or a slower bike rider. Let them know you're behind them and about to pass. Call out in time for them to prepare for your passing. Don't surprise them. Let them know in plenty of time. Many of these people will audibly thank you. Some will wave a signal of appreciation. Some will just plod along. What they will not do is stagger, jump in surprise or develop a dislike for people on bikes. Its called courtesy and it falls under public relations.

I tossed in a book review this month. This looks like a book serious touring riders might like to peruse. Knowing full well that only 25% of my readers have access to the web, I downloaded and printed it for the rest of you. If you think that its a book you'd like to read, you can pull in a favor owed from your favorite cyber-cyclist. I'm sure someone will help you get a copy. Maybe the QCBC Board would consider building a small library. Books of this nature could be passed around for the benefit of members.

I learned recently that **Greg Harper** of Muscatine (Harper's Cyclery) was named Iowa's 1999 Bicycle Racer of the Year. The award was given for high accumulated total points in three racing categories. Congratulations Greg!

New Members

Quad-Cities

Ed & Diana Jamieson	Bettendorf
Jeff McCoy	Bettendorf
Susan Moore	Bettendorf
Carlo & Pam Pensyl	Bettendorf
Stede Sinksen	Davenport
Janet Skola	Davenport
Mike Desch	East Moline

Other Iowa and Illinois Locations

Lorraine Roth	Delmar, IA
Ken Leibold	Waterloo, IA
Robert & Susan Schramm Jr.	Barrington, IL
Mike Brookman	Colona, IL
Stephen Helms	Galesburg, IL
Louis Sonnevile	Hampton, IL
James & Thelma Rankin	Matherville, IL
Byron Nelson	New Lenox, IL
Dave & Linda Reed	Taylor Ridge, IL
Lawrence Bruckner	Thompson, IL

Quad-Cities (cont)

James Fitzpatrick	Moline
Nancy Jaster	Moline
Fred & Pat Julius	Moline
Frank Martin	Rock Island

Other States

Troy Sears	Valdosta, GA
Jim Dowell	Spokane, WA
Bob Ugan	Cleveland, OH
Norm & Kristin Miner	Cheyenne, WY

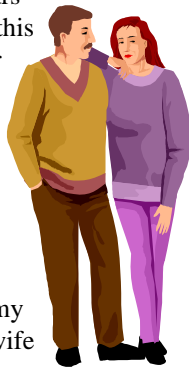
TOTAL WELLNESS
 CENTER FOR INTEGRATIVE THERAPIES
 2125 6TH AVE - MOLINE, IL 61265
 309-762-8006

MATTHEW L. GODSIL, C.M.T.	309-736-9101
TOTAL ENERGETICS	
PAMELA K. FISHER, C.L.M.T.	309-797-3529
TWO RIVERS MASSAGE	
RICH CARLSON	309-337-5159
STRUCTURAL INTEGRATION... THE IDA ROLF METHOD	

THANKS FOR 35 WONDERFUL YEARS

by Charlie Sattler

I have been an avid bicycle rider for many years and have accomplished several goals concerning this sport. This year marks my 19th year as a volunteer for the Holiday Ride and newsletter circulation for QCBC. And, a couple of years ago I reached the plateau of 100,000 riding miles. While these accomplishments have been very satisfying, they do not mean much compared to the real reason I am writing this.



What a trip its been, to say the least, the hills, valleys and significant points along the way. The most amazing thing is my wife doesn't ride a bike. Yet, she somehow understands my need to commute and, of course, do a lot of recreational riding.

Our family has grown and now I have a 15 year old grandson who is hooked on bikes as much as I am. He does all the bike repair work for his friends. I can't imagine where he learned that.

I want to share with you what I feel is one of my greatest accomplishments; On May 1, 2000, my wife and I will celebrate our 35th Wedding Anniversary.

I just want to thank my wife for 35 wonderful years together and for two great daughters and all my wonderful grandkids. ☸

THE ROAD LESS TRAVELED

by Joe Jamison

We're going to talk about that part of the road which represents a distance beyond which you have ever ridden in the past. It is that part of the road still ahead of you which, for whatever reason, you've not chosen to explore. It may be that the road is in your mind, or a fear you can't make it back, or you don't know what is waiting out there. In any event, we're going to do our best in a continuing series of articles to introduce you to the world of endurance bicycling and why it just might appeal to you. But first....

Endurance bicyclists are a lonely, sometimes nocturnal, species of the bicycling community. Mostly, they're found alone on the county roads of our nation, too slow for the criterium crowd, too impatient for restaurant stops with the tourists. This doesn't mean they're anti-social as has been affirmed from recent efforts to seek out these loners. Let me explain...

In late November 1999, an internet forum was established focusing on Midwest endurance bicycling. The objective was to encourage new riders to the sport, helping riders find riding and training partners through the process of providing a structure of organization. It has been very successful.

During it's short life, it has:

- provided a library of approximately eight routes for distances from 100-200 miles with more to follow.
- provided friendly competition with "century-a-month" and "rider of the month" categories. This has resulted in 33 participants recording 100 centuries year to date through March.
- campaigned for and elected a Midwest rider to serve as Director on the Ultra Marathon Cycling Association (UMCA) Board through our forum and e-mail strategy.

- networked with enthusiasts from Des Moines, Cedar Rapids, Iowa City, Canton IL and even as far as St. Louis and Helsinki, Finland (he has yet to ride with us).
- organized rides in Williamsburg, IA and Canton, IL which drew riders from an 80 mile radius.

So, watch for our articles which will provide notice of upcoming activities, tips on equipment, nutrition supplements, training methods (which work), ride schedules, opportunities for competitive riding. Watch for our attempt to communicate the spirit of randonneuring and endurance riding...the type of spirit that compels a competitor to stop and help a competing rider fix a flat and then bust a gut to beat him once they are both back on the road.

In the meantime, log onto our forum at www.delphi.com/arfarf and capture a sense of the spirit I mentioned from the exchange of information there.

Call Joe Jamison at: 755-6801 or e-mail jamj@derbyworks.net for information.

We'll see you on the road!



Ken Hoff and Joe Jamison at a major crossroad.

MAY Ride Schedule

May 2, Tuesday - 5:30 p.m. **Summer Evening Ride – Iowa** Meet at Eastern Avenue entrance, Duck Creek Parkway, for a rider's choice.

5:30 p.m. **Women's Ride** Meet at Butterworth Parkway, Moline, east end of parkway, near Case/IH plant for a rider's choice. Patti Bradley, 309-762-7766

6:00 p.m. **20K Time Trials** Barstow Road Start is just across RR trails in Barstow, IL. Dave Thompson, 309-764-5040

May 3, Wednesday - 8:00 a.m. **Wednesday Morning Ride** Meet at McDonald's, Brady St. and Duck Creek Parkway, for a rider's choice.

May 4, Thursday - 5:30 p.m. **Summer Evening Ride – Illinois** Meet at east end of Butterworth Parkway near Case/IH plant for a rider's choice.

May 6, Saturday - 8:00 a.m. **Get Smart at Scott Community College!** Meet at Scott Community College parking lot.. 40 miles. Pedaling leader: Kathy Storm, 319-355-2564 Wheeling leader: Gary Jones, 319-359-5614 Longer option:. 70 miles.

9:00 a.m. **Light Touring Ride - Lingonberry Breakdown** Meet at Andover, IL City Park 30 miles. Rosie Dreessen, 309-736-2644

8:00 a.m. - 2:00 p.m. **MTB Trail Work Day** Loud Thunder Forest Preserve. Rick Wren, 309- 786-7979

May 7, Sunday - 8:00 a.m. **Barstow Volunteer Firemen's Pancake Breakfast** Butterworth Parkway, Moline. Meet at East end, near Case/IH. 38 miles. Bob Replinger 309-793-7339.

May 9, Tuesday - 5:30 p.m. **Summer Evening Ride – Iowa** Meet at Eastern Avenue entrance, Duck Creek Parkway, for a rider's choice.

5:30 p.m. **Women's Ride** Meet at Bettendorf Middle Park Lagoon Shelter, for rider's choice. Patti Bradley, 309-762-7766

May 10, Wednesday - 8:00 a.m. **Wednesday Morning Ride** Meet at McDonald's, Brady St. and Duck Creek Parkway, for a rider's choice.

May 11, Thursday - 5:30 p.m. **Summer Evening Ride – Illinois** Meet at east end of Butterworth Parkway near Case/IH plant for a rider's choice.

May 13, Saturday - 8:00 a.m. **Mostly Flat!** Meet at east end of Butterworth Parkway, Moline, near Case/IH plant. 75 miles. Wheeling leader: Rick Meeker, 319-386-1739 Pedaling leader: Rich Winters, 309-787-7421 Short Option. 35 miles.

8:00 a.m. **Tandem Ride - Let's Double Date** Meet at Eastern Avenue entrance, Duck Creek Parkway. 40 miles. Don and Linda Barchsman, 319-388-8043

9:00 a.m. **Light Touring - Pancake Run** Meet at Eastern Ave. entrance to Duck Creek Parkway. Ride to Argo. 25 miles. Jane Garrett, 319-441-9115

8:00 a.m. - 2:00 p.m. **MTB Trail Work Day** Loud Thunder Forest Preserve. Loud Thunder Trail Manager: Rick Wren, 309-786-7979

May 14 - May 20 National Bike-to-Work Week Try your best to ride to work every day this week.

May 14, Sunday - 8:00 a.m. **Montpelier Multiplier** Meet at Eastern Avenue and Duck Creek Parkway. 65 miles. Pedaling leader: Lisa Miotto, 309-792-5893 Wheeling leader: Dean and Debbie Mathias, 309-787-6547 Short Option. 40 Miles.

May 16, Tuesday - 7:00 p.m. **QCBC Club Meeting** Meet at Caisson Room, Post Restaurant, Arsenal Island, Rodman and Gillespie Avenues.

May 17, Wednesday - 8:00 a.m. **Wednesday Morning Ride** Meet at McDonald's, Brady St. and Duck Creek Parkway, for a rider's choice.

6:00 p.m. MTB Evening Ride Meet at Boat Docks West Lake Park, Davenport

May 18, Thursday - 5:30 p.m. **Summer Evening Ride – Illinois** Meet at east end of Butterworth Parkway near Case/IH plant for a rider's choice.

May 19, Friday - **National Bike-to-Work Day** This is the day for every QCBC member to bicycle to work.

May 20, Saturday - 6th **Annual Tailwind Ride** See April *Pedalwheeling 2000* or QCBC web site www.qcbc.org for details. Dan Demay, 309-755-6768. Rain date is May 21, rain or shine!

May 21, Sunday - 7:00 a.m. **Mountain Bike Away Ride** Meet at Mark of QC, Moline, to commute to Rock Cut State Park, IL. Pack a lunch and a set of dry clothes.

8:00 a.m. **Munchin' at the Machine Shed** Meet at Iowa Machine Shed parking lot. 80 miles. Erroll McCollum, 309-762-8252

8:00 a.m. **Fast Training Ride - Ride with Jeff Bradley** Meet at On Two Wheels (Kimberly and Eastern in Davenport. 55 miles. Bill Wiebel, 309-755-1859.

1:00 p.m. **Light Touring - Dixon Delight** Meet at the I-80 truck stop, Walcott, IA. Ride to Dixon and Donahue. 30 miles. Chuck Oestreich, 309-788-1845

May 23, Tuesday - 5:30 p.m. **Summer Evening Ride – Iowa** Meet at Eastern Avenue entrance, Duck Creek Parkway, for a rider's choice.

5:30 p.m. **Women's Ride** Meet at Bettendorf Middle Park Lagoon Shelter, for rider's choice. Patti Bradley, 309-762-7766

May 24, Wednesday - 8:00 a.m. **Wednesday Morning Ride** Meet at McDonald's, Brady St. and Duck Creek Parkway, for a rider's choice.

May 24, Wednesday - 6:00 p.m. **MTB Evening Ride** Meet at Sugar Shack, Scott County Park.

May 25, Thursday - 5:30 p.m. **Summer Evening Ride – Illinois** Meet at east end of Butterworth Parkway near Case/IH plant for a rider's choice.

May 27, Saturday - 8:00 a.m. **Ridin' Round the Airport** Meet at Airport Park, Indian Bluff Rd., Moline 55 miles. George Van Thorre, 309-755-1734

May 28, Sunday - 8:00 a.m. **Gramma's Treat** Meet at Eastern Avenue entrance, Duck Creek Parkway. 65 miles. Pedaling leader: Gail Haylett 319-285-5830 Wheeling leader: Mary Brus 319-332-9247 Shorter Option: - 50 miles.

May 28, Sunday, **Twilight Street Sprints and Track Stands** District in Rock Island. Terry Burke 309-797-3790

May 29, Monday **Quad Cities Criterium** District in Rock Island. Terry Burke 309-797-3790

May 30, Tuesday - 5:30 p.m. **Summer Evening Ride – Iowa** Meet at Eastern Avenue entrance, Duck Creek Parkway, for a rider's choice.

5:30 p.m. **Women's Ride** Meet at Butterworth Parkway, Moline, east end of parkway, near Case/IH plant, for a rider's choice. Patti Bradley, 309-762-7766

May 31, Wednesday - 8:00 a.m. **Wednesday Morning Ride** Meet at McDonald's, Brady St. and Duck Creek Parkway, for a rider's choice.

BIG DOG'S DUBUQUE DOUBLE

Don't have time to meander up and down the Mississippi River Valley in 2 or more days? Consider the Big Dog's *Dubuque Double*, a 200 plus miles-in-one-day spin—and still have time for an evening out on the town upon your return. This is an unsupported ride up the Illinois side to Dubuque with a return century route on the Iowa side, so plan accordingly.



Start: Saturday May 27, 2000 at 0530h.

Location: Scott Community College parking lot

Contact Wayne Hanno, 319-355-3596 or Joe Jamison 309-755-6801 for details or visit the Big Dogs forum at <http://www.delphi.com/arfarf> for updated information.

RIDE WITH THE BEST

"FAST TRAINING RIDES"

RIDE WITH JEFF BRADLEY!

This is the first of a series of five "Fast Training Rides"

Mark your calendar now! Sunday, May 21 at 8:00 am. Meet at On Two Wheels (Kimberly and Eastern in Davenport). This is your chance to ride with a former professional cyclist. Ride the roads that Jeff trains on. The route will go through several small towns north of Davenport and will be approximately 50 miles in length. (the route is described in the Ride Schedule Directory). A short rest break will be taken approximately 1/2 way through the ride.

The ride will be geared for the serious bicycling enthusiast. It will be structured toward fast training rather than racing. "Jeff has promised to slow down a little, so us mere mortals can keep up". See you on May 21!

For more information: contact Bill Wiebel 309-755-1859

Pick Up the Paths Premières

Chuck Oestreich

Snow, light and beautiful, greeted the Quad Cities on the morning of Saturday, April 8, 2000, but it didn't stop the hearty volunteers who participated in the first annual Pick Up the Paths. From Credit Island to the Lady Luck Casino; from Sunset Park to the present end of the Great River Trail in Cordova; from Emeis Park to Devils Glen Park; all of the area's major recreational trails were picked clean of debris and litter on that Saturday or on the Sunday following.

The event, co-sponsored by the QCBC and River Action, had public minded citizens volunteering for one-half mile sections of the more than 25 miles of paths. In a show of civic pride, more than two-thirds of the picker-uppers were QCBC members. Approximately 60 garbage bags of litter were removed from the paths.

Plans are to start a continuing Pick Up the Paths throughout the year, similar to the "adopt a highway" programs. Volunteers from the first Pick Up the Paths will be given first dibs on path sections. The River Way kiosks and QCBC bulletin boards will feature volunteers' names.

If you are interested in participating, call (309) 322-2969.

It's May; it's May The Biking month of May

Chuck Oestreich

Get set to celebrate National Bicycle Month, the month of May. How to celebrate? It's as simple as one, two, three.

One) Join the club for some spectacular group biking experiences. Look through the ride schedule or Pedalwheeling's calendar for organized rides almost every day of the week. Then do some of them. You'll enjoy yourself, tone your muscles, and get set for a great summer of biking.

Two) Replace some of your motoring with bicycling. Get a backpack or put a pannier on your city bike, and then use the bike for errands. It might seem to take a little more time, but with all the traffic congestion maybe that's not true anymore. It is possible to carry library books, groceries, even hardware items on a bike. One community benefit: the more bikes seen on the streets, the more bicycling's viability gains.

Three) Bike to work. We're celebrating National Bike to Work Week from May 14 to 19 (some areas do it earlier, some later). If it's at all possible, do try to bike to work during this week. And especially do it on Friday, May 19 — Bike to Work Day.

Bike and Bus: One great way to get the benefits of biking to work without all of the hassle is to utilize MetroLink's new bike racks — installed on a majority of the busses in the Illinois Quad Cities, and some of them in Bettendorf.

Want to be nice and fresh at the start of work and yet still be able to bike home from work? Simple. Bus to work, with the bus carrying your bike on the front-mounted rack. Take a change of clothing, and after work enjoy an invigorating ride home on your bike.

One, two, three — celebrate May on your bike. ☺

CENTURY-A-MONTH CONTEST

MARCH CENTURIES

(Through 25 March 2000)

5 Steve Bagby	1 Tom McCarthy	1 John Cruise
4 Dave Parker	1 Rick Meredith	1 Steve Hendrix
3 Wayne Hanno	1 Greg Zaborac	1 Brent Laning
2 Dave Alftine	1 Joe Camp	1 Bob Mutel
2 Dave Holmes	1 Lisa Paulos	1 Jeff Pierce
2 John Thier	1 Bob Replinger	1 Lynn Pierce
1 Joe E. Jamison	1 Elizabeth Young	1 Laurie Tulchin
1 Jim Hanson	1 Leonard Young	☺

The Last Official

TAIL WIND

of the Millennium

by Doug Nelson

It is with pride that I file this report of the November, 1999, Official Tail Wind. This is only my third ride of this unique concept in bicycle touring which began in 1984, but you become a veteran with one 7-day experience. The participants were Dean Arney, Dave Alftine Harold Reuter, Carter LeBeau (the founder and perpetuator of this continuing event), and myself. The reason this one is historic (and there have been 32) is this was the last one of the 20th Century.

Day One: Davenport to Rock Falls - First Crossing of the Mississippi River

The traditional start at Jerry and Sparky's began with the blessing by Jerry Neff, Sr., for another safe and enjoyable experience. Once again, Jerry used scripture which was appropriate for the occasion. It makes you wonder if, when we get to heaven, Tail Winds will prevail. Also, it makes you wonder, with the criticism of prayer in school or by athletes, when we will be stopped from this activity at Spring and Locust Streets. By the way, four of the wives were there to wish us "Bon Voyage." Again, not a tear was shed--which makes us wonder.

It was a Southwest wind indicated by the flag on the Fire Station, so off to Clinton. Beautiful until the other side of LeClaire, when it was obvious that we were getting more west wind and should use the 1-80 bridge to correct our position. Carter saw nothing wrong with the suggestion but was vetoed and after a brief stop in LeClaire, moved on to a great breakfast at the Camanche Family Cafe. Then to the North bridge in Clinton as the south was closed. First a stop at the bicycle shop to replace Dean's rear view mirror which he sat on in Camanche. Was able to get the latest health report on renowned bicyclists Mary Shanks and Warren Hanson. Both not doing well. Photo on the Clinton bridge and Route 30, the Lincoln Highway into Morrison. Pictured also an official state sign stating "90° W. Longitude." We never found out why it was there, but if anyone is sailing on the Lincoln Highway it could be helpful. It did not help us at all. The shoulder on Route 30 did, and Harold noted we know we aren't in Iowa anymore; the State with no shoulders. Pie stop at Isle of Rhodes in Morrison. We were worried with 5 guys that it would be difficult to get a table in the redneck Cafes we use. The round tables, however, work fine.

Have to mention this. Carter has a whistle he uses on the road. To our shock, he couldn't get the waitress's attention, so he blew the whistle in the Cafe. It worked, and remarkably - all patrons in the Cafe thought it was cute. John Keane would have had a stroke.

Dave found a route that went through Emerson and into Sterling as our goal was Rock Falls. A tractor convention was in town, and we got the last two rooms in the All Seasons Motel. Not bad, but no roll-away beds so Harold volunteered to sleep on the floor. He reminded us all week that

one night on the floor is worth two nights in a roll-a-way. Cocktail hour was provided by Dave, who provided a 12 pack of Red Dog, Doritos, and salsa. All enjoyed CNBC as the Dow was up. Harold's mood swings with the results of IBM and Carter with Amoco.

Our first dinner was at Bennigan's in walking distance. More cocktails, steaks, and a waitress-of-the-week candidate.

Day Two: Rock Falls to Kewanee - Lloyd's Bar was the Day's Reward

Dean and Harold were shocked as I arrived with coffee for everyone at their room. Carter even took my picture. Guess that never happened before. Broke camp and headed south on Route 40. First town was Deer Grove. Only building was a fancy roadhouse called Arnie's Happy Spot. Dean was thrilled. Only problem, it wasn't open. On to Walnut. Great breakfast at the Walnut Cafe. Harold and I had ultimate skillet breakfast. It was served in a real skillet. Also, two potential plant visits—Gino's Pizza and Avanti Cheese factory. Both closed because it was Saturday. Dave did buy cheese curds from the attached store, and we enjoyed them at the next pie stop.

Dave again found a county road, and we stopped in Wynette for our pie stop. The waitress immediately recognized Carter as she had been chosen the waitress of the week on a previous Tail Wind. She announced it to all in the Cafe and those who came in. Great pie—lots of pictures, and on our way to Kewanee. Arrival about 4 o'clock. Too late to make it farther, so took advantage of the famous Lloyd's Bar. Watched the football games. Ate free popcorn and enjoyed the turn-of-the-century, wood-carved bar and stained glass decor. Probably the most beautiful in the Midwest. Dave was so excited he ordered Guinness and Carter had one also. Discussed the wonderful day and particularly the fantastic weather for November.

Motel was the Kewanee Motor Lodge, and dinner was the Red Barn Cafe—just across the parking lot. Prime rib dinner for \$7.95 and a definite waitress-of-the-week candidate. The Hog Capital of the World was a great place for Day 2 overnight.

Day Three: Kewanee to Muscatine—The Muskie Motel, The Historic Inn, and Perfect Weather Again

Perfect wind out of the East put us on Route 81 to Cambridge—our breakfast destination. The beautiful weather has become the highlight of this trip. Carter remembered how many rejections he received because of the potential bad weather in November. Not one cafe open in Cambridge, so on to either Andover or Orion. I won a 10-to-1 bet with Carter who said there sure won't be anything open in Andover. The Historic Inn was not only open but busy. We got the candidate for the worst waitress on the week. Harold and Carter ordered their usual special items, such as rare bacon, but she just brought whatever she pleased. I tried to help by pouring coffee for us, and she ripped the pot from my hand saying their insurance did not cover customers. We countered this experience with a minimal to no tips at all.

Uneventful but enjoyable riding through Lynn Center to Sherrard. That is except the Sherrard Mountain. This mining area near Cable is about as close as you can come to Appalachia. Am sure you could find a still in this area if you tried.

Had a Yoohoo and beverage stop in Preemption and then lunch in Edgington. Good food, good waitress, and we were there for a drawing for a TV. We lost but could not figure who would be willing to carry it on their bike anyway. Downhill and over the

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Clockwise, Carter LeBeau, Dave Alftine, Doug Nelson, Harold Reuter, Dean Arney

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Mississippi River the second time and into Muscatine. None of us had tried the Muskie Motel before, but I heard it had been remodeled so we stopped—even though again it was early. Turned out to be large, excellent rooms. Dave made the beer run and brought back two bottles of wine, two kinds of beer, cheese, crackers, etc. Best cocktail hour so far. Watched football games. Told war stories until 7:30 and decided we didn't need dinner. Just walked over to Hardee's and got a couple of sandwiches. Carter and I started writing post cards in earnest, and we called it another perfect day.

Date Four: Muscatine to Dyersville - The Hanks Cafe - Colonial Inn - Country Junction

We were in Room 40 at the Muskie Motel and referred to it as the North 40. North out of town was Route 38. Not a favorite of Dave, so he found County Route 70 going west. Even Carter felt Route 38 was busy. Then the Moscow Road to the Cove for breakfast. Not, however, until Harold started taking cow and farm pictures. He wanted to try to catch up to Carter, who already had shot two rolls. Also, Harold had never been in Moscow. We wondered if this would qualify for an International trip. Cove breakfast was perfect. The pies were already out, and it was sad to see Harold pass on the rhubarb because it was only 9:30 in the morning. It was so warm that Dean, Dave, and I started in shorts. Carter and Harold got comfortable at this point and enjoyed great roads through Tipton, Stanwood, Olin, Amber, and into Monticello. Passed and took photos of famous landmarks such as the "Leaning Tower of Iowa" north of Tipton.

Had our lunch and pie stop in Monticello at the Yanks Cafe. Theme for the New York Yankees baseball team. Instead of pie, we had their famous bread pudding. My uncle lives here and joined us after a phone call. He enjoyed meeting the gang as he had been on previous RAGBRAI's. It was nice having a biker to tell our experiences of the past three days.

We continued on Route 38 and then used Route 20 to the Colonial Inn in Dyersville. Traffic of course, but four-lane, so no complaints from the county road riders. Watched the stock market and network news after showers and while enjoying our cocktail hour. Another great motel. All five bikes in the room with room to spare. No wine tonight, but Killians Red and Michelob. Seems we always have something to celebrate. Dean's Vodaphone was doing well -- so was Harold's IBM and Carter acted like someone hitting a home run when Amoco passed on the ticker tape.

Dinner at the Country Junction—again within walking distance. This was a replica of a barn, but brand new, using beautiful hard wood, even into the silo part and the hayloft. The food was elegant also. Brought some post cards there and called it a night.

Day Five: Dyersville to Mineral Point - Third Crossing of the Mississippi River - 23 Miles of Rumble Strips

Left the Colonial Inn in Dyersville, believing we would have breakfast at about the 20-mile mark, but it was not to be. Dean suggested we take advantage of the Heritage Trail, due to dry weather and Route 20 being the only alternative to Dubuque. You know which Carter would have preferred. We followed Dean, and the only way to describe it was 23 miles of rumble strips. Then we ended on Route 3 at least 12 miles from Downtown Dubuque. All enjoyed the ride through Dubuque, with Carter pointing out points of interest such as breweries and cathedrals on the TOGIR route. Then the highlight—Sfikas Cafe. Almost 11:00 a.m. and finally breakfast. Dave had a cinnamon roll that could have fed all 5 of us. The Cafe waitress and the food was classic. Worth the wait.

We proceeded out of Dubuque crossing the Mississippi again, using the north bridge. Into Hazel Green where we realized our goal of Monroe could not be made before dark. This is probably the only down side to winter Tail Winds. Darkness comes early. Dean said we could

make Mineral Point if we could keep Carter and Harold from stopping so much. We did stop in Cuba City for a rest room stop for Carter and he treated us to a banana apiece in appreciation. This was the first and only bananas we had during the week. Cuba City is an interesting town. They have banners on the lamp posts with pictures of all the U.S. Presidents. A different one on each post.

Dave talked us into another alphabet road to avoid traffic which meant hills. We couldn't avoid a stop in Belmont. No pie stop, but a couple of chocolate milks and onto Route 151. Now long hills instead of goat path hills. Dave decided to avoid 151 and beat us to Mineral Point using more of the alphabet roads. The motel he chose was the Red Wood Motel and again was great. He also had secured the cocktail hour supplies. WOW. Is he strong. We suggested he consider doing a ride some day with Jim Hanson or Joe Jamison. The Cafe again was next door. Called the Red Wood Cafe. We decided to get healthy that evening and ordered liver and onions, roast beef, etc. This didn't satisfy Dave and Harold as they walked downtown to try the bars. Can't believe their energy and capacity.

Carter is still hoping to make a plant tour and a Rotary meeting, and we noted a house-like item on a trailer which prompted us to find out more about it. We thought it was a commercial ice fishing house, but the driver who was staying at the motel said it was a wood-burning unit. Being no larger than an ice fishing shanty, it was capable of heating a 12-room house with a daily filling of logs. Interesting and our plant tour for the week.

By the way, our dinner consisted of the local favorite that Mineral Point is famous for—pastys. A bread and meat delicacy that people come from all over to savor. None of us were impressed.

Day Six: Mineral Point to Monroe - Rheda's in Hollandale - Landhaus in New Glarus - Baumgartner's in Monroe

Dave and Harold were up and ready to go at 7:45, even though they were doing the town until 11:30 p.m. We were still writing post cards so knew their arrival. We had 14 miles of hills to Hollandale on Route 39. This is what Tail Wind rides are all about. One of my panniers got loose between the frame and wheel. After a very sudden stop Dave was able to true the wheel. We are lucky to have a good mechanic. From there it was downhill to Rheda's Cafe-Bar. The bar was filled with seed cap locals and a round table for 5 was waiting for us. Rheda, the proprietor, the bartender, the cook, and the waitress handled our order for pancakes, eggs, sausage, toast, and hash browns as if we were in a restaurant with 7 employees. Carter always gets Neutra-Sweet for his coffee, and here in this little Wisconsin town they have a bulk bottle of Neutra-Sweet instead of packets. He was impressed.

We were still taking lots of pictures, and with the typical stuffed deer, elk, and bears in these saloons, we tried a new photo. Carter giving a drink to the mounted bear from his water bottle. We had also taken a photo of a home that looked like a West Bend, Iowa, grotto—sea shells, colored stones, statues, etc. One of the cronies, when asked about it, said it was Ole Johnson's tribute to his ancestors. Another asked if we meant all that junk out on the highway. Also, they said he did all this work while his wife was doing all the milking. Rheda's in Hollandale was memorable.

Then 17 beautiful, warm weather miles to New Glarus. Lunch at the famous Landhaus Chalet Restaurant. Just a salad and a Swiss beer because we were hoping for Baumgartner's in Monroe that evening. On our way to Monroe, we were still in Green County, so it was one severe hill after another but nice shoulders and light traffic.

Checked into the Annex of the Monroe Motel because it was close to the Mansion, a 5-star restaurant that Dean was looking forward to.. The rest of us went to Baumgartner's, which we did after showers and checking on the stock market. Only two miles to the best saloon and eatery in Wisconsin. Also the home of the Huber Brewery, so we had a

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few Berghoffs before ordering a cheese plate and then the unique Limburger cheese and onion sandwiches. Only place in the U.S. that you can get this. Harold couldn't wait so he went over first by himself. He had three pints before we got there—knew all the locals—including the bar maid and proved again his leadership. Dave caught up in a hurry—and even had a cigar with his Berghoffs, Limburger cheese and fellowship with the locals. Carter kept telling us how Herb Page had introduced him to Baumgartner's and that it is the best place in the world. Harold had met a guy at the bar who was a bicycle rider, and it turned out he worked with Bill Liebman at Micro Switch in Freeport. Bill was in the QCBC back in the 80's and was our Newsletter Editor at that time. Small world.

We stayed longer than we planned so rode back in the dark. The only thing we were sure of was we were not going to freeze. All those beers do more than just taste good. Dean was the real loser this evening. The famous Mansion was closed on Wednesday so he had to be content with the Wheel and Hardball on TV for his dinner. Was a glorious Day 6.

Day Seven: Monroe to Dixon - Minor Mechanicals - Freeport Bike Shop - Land Mark Cafe - The Reagan Statue

This was the only cool day as we departed with plans for bicycling on Routes 69 and 26 to Freeport for breakfast. About 24 miles of hills again but good road surface and shoulders. We had our second mechanical at Clarno—almost to the Wisconsin border. Carter broke his shifter lever, which gave him only high gear. Dave to the rescue. Adjusted by his famous bailing wire and duct tape talent so we pushed on to a bike shop in Freeport. Carter could not get into the lowest gear so had to go faster up the hills than he prefers—or walk. Harold said we shouldn't fix it as he was moving faster than he had all week. Then

just as we arrived in Freeport Dean gets a flat. The first of the week. Not bad for 10 tires riding 7 days. Turned out Dean and Carter ended up at the bike shop because Dean needed a new tire. Did not waste too much time as the Landmark Family Cafe was in the same block, and the bikes were worked on while we ate. The breakfast and waitress were the best of the week. She understood the idiosyncrasies of Harold and Carter as if she was their mother. Definitely grandmother age.

Dave found another county road which was as hilly as the alphabet roads in Wisconsin. It was a shortcut to Route 52, but the four miles took the same time as going ten on the highway. Realizing this week was almost over, Carter started to take even more pictures. I believe he burned a roll in the last 20 miles. The conversation was starting to review our week's activities. Like Harold saying how nice it was to have a week with all of us conservative Republicans. Brought back a memory of Carter starting the trip with his "BUSH for President" sign on his bike. Someone earlier in the week taped out enough of the B to make it read "RUSH for President." He didn't notice it until Mineral Point. This is also the beauty of a Tail Wind. You can talk and enjoy the miles during the week without fighting head winds.

The last stop was Polo, Illinois, before our destination of Dixon. Guess this could be called the "Last Supper." It was a chocolate malt and pecan pie stop for Carter but just a pie stop for the rest of us.

Started seeing "Home of President Reagan" signs as we approached Dixon, so Carter was in ecstasy. Dean had made a call to Pat Reuter and Kaye LeBeau from his mobile phone to meet us at the Reagan statue. We were close enough to home so didn't have to rent a car as we normally do at the end of the 7 days. Carter took lots of pictures and I believe we all privately thanked God for another safe official Tail Wind.

The last of the Century. ☸

Bicycle Paths Are Not A Modern Introduction... Fulton Had One Back In 1899

From The Fulton (Ill) Journal Wednesday, February 9, 2000

Fulton now sports an ultra-modern bicycle path. The path encompasses Fulton, extends to Lock and Dam 13 and will soon extend to Savanna. To the south, the trail extends to Albany and very soon will extend to the quad-cities. Trails are being formed in that area now and are nearly complete. Most of the money, many hundreds of thousands of dollars, came from grants with very little local money.

That was not true though at the turn of the century when a bicycle path was planned to run between Fulton and Morrison, not on a regular roadway used by horses and other animals and certainly not man-made vehicle, but on a path made only for humans with their two-wheelers.

Back in 1969 the Journal published a story titled 'Few People Remember the Bicycle Path of 1899' It is interesting enough to relate here in its entirety because no matter what improvements we try to accomplish, problems are always prevalent and demanding. The path that was started in 1899 probably could have been successful were it not for the invention and use of that infernal, internal combustion engine. Add four wheels to that motor and that bike trail to Morrison seemed unimportant... and even today, a trip to Morrison only takes about 12-15 minutes

via our modern vehicles. Maybe though, with our modern society more interested in health when riding our bicycles, a path to Morrison could be reinstated.

The story about the 1899 path follows:

The Bicycle Path

The popularity of the sport focused attention to a great need—good roads to make the trips easier. A group of local enthusiasts decided to do something about the problem.

In May, 1899, a meeting was held at which a proposal was made to improve a bicycle path between Morrison and Fulton. Thomas Eastin, promoter of the meeting; reported that he had obtained pledges of \$120 to be donated for the project. Robert Eastin was appointed a committee of one to investigate the cost of the 11-mile pathway. Morrison was asked to participate.

Robert Eastin reported that the cost would be about \$130 per mile or about \$1,500. The ambitious plan was given up reluctantly and a pathway in Fulton was started. The pledged amount of \$120 dwindled to \$90.

The path was constructed by throwing up a grade about one foot high and three feet wide. A heavy roller smoothed it. Home owners along the route were unhappy because the narrow highway prevented them from driving their horse-drawn vehicles up to their hitching posts.

There may have been a certain amount of sabotage as it was believed necessary to protect the bicycle path by the passing of Ordinance No. 196 on September 5, 1899. The new ordinance

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forbade the driving of sheep, horses, swine, cattle, other animals or vehicles upon or along the path - provided the pathway was separate and distinct from the "main traveled part" of the road.

The ordinance also forbade anyone to obstruct, injure, destroy or render impassable such paths. The placing of glass, metal, wood, earthenware or other substance, which would injure riders, vehicles or pedestrians, was also forbidden. Violators were subject to a fine of three dollars and liable to claims from injured parties.

Information as to the route of the bicycle path was difficult to obtain in later years. The most authentic description indicates that it started at what is now Main Street and Twelfth Avenue. It extended east to the corner of Eighth Street and south to Sixteenth Avenue. It followed that street to the stove factory (now the J. T. Cullen Plant.) The path was used by factory workers and was probably a great convenience as the horse-drawn street-car was not operating with much frequency.

It seemed as though the bicycle craze would go on and on: human nature, being what it is, decided otherwise. The path was completed in September, 1899; in the supplement issued by the Fulton Journal at the end of the year was a forecaster of the changing times. Old 1899 was pictured as making his leave on a battered bike, cloth-wrapped tires to carry him away. Young 1900, wearing only a top hat, was entering the scene in that, new contraption, the horseless carriage.

Cheap Transportation

The bicycle has been called the new models would have caused a furry of frustrated desire in earlier bicyclers.

In 1899, the cost to cross the Fulton-Lyons High Bridge was five cents; tandems were charged ten cents. Railroads east of Chicago carried bicyclers free. The Fulton-Lyons ferry carried bicycles and baby carriages without charge but it was required that they be accompanied by humans who paid a fare.

Scorching

The desire for speedy transportation has been a motivating factor in the development of many of the modern, so-called improvements. The improvement of the bicycle was brought about by that desire and the accompanying one of a longing for comfort.

With the changing to air-filled tires and wire wheels in the 1880s, there came a new group of enthusiasts - the scorchers. They sought the ultimate in speedy bicycles and they hunched over the handle bars in a pose that quickly became the mark of the addict. Scorching was the slang term for racing on the two-wheeler.

In 1902, the Clinton Herald reported that a bright meteor was seen against an evening sky. The editor of the Fulton Journal deduced reasonably that it was a brilliant redhead who was scorching her way across the high bridge. ☺

FOR SALE

1994 Cannondale R2000 road bike, 60 cm. New Ultegra STI 8 speed components in 1997. Brand new Ultegra rear wheel Look pedals, Cateye computer. Excellent condition....\$895.00 (New Cannondale R2000 sells for over \$2000.)

Bill Wiebel (309) 755-1859.

FOR SALE

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Pedalwheeling 2000

Author Unknown

It was a cold rainy Saturday morning. The hapless married slug felt trapped in his own house. Cleaning. Yes, cleaning each room, under the stern, watchful eye of his beloved wife, the Queen of Chores. She knew what lurked in the heart of this forlorn sole. The yearning to be free, riding the road, slicing through the trees on the mountain bike, sipping a cold beer down at the local sports bar. Yes, she had seen the look in his eyes before. The only way to counter his urges is through discipline, hard work, and the roar of the 20 year old Kirby vacuum cleaner as it covered every inch of the worn carpets.

Then, a miracle. It came in the sound of a slamming mail box lid. The postman had delivered the March, 2000 **Pedalwheeling** newsletter.

Tensions eased. A feeling of calm overcame our housebound hero. At last, the brief but welcome diversion. With copy in hand and the vacuum in the other, he began to read. A smile, a laugh, a deep sigh. Finally, it was over. The newsletter was read, the floors cleaned of dust bunnies and the house in perfect order.

All was good in the Land-of-Goshen.

The end