



# *Pedalwheeling*

*Monthly Newsletter of the Quad Cities Bicycle Club – December 2005*

## **Annual Awards Dinner November 11th John Wessel**

Thanks to all of you who attended this year's annual awards dinner. Congratulations to all of you who put in the mileage to be recognized.

Dave Lefever presented Warren Power with the "Award of Merit". This special award is given to someone who has dedicated much time and energy to the benefit of the club. Next time you see Warren, thank him.

Errol McCollum presented special awards. Jim Merritt gave out the "Around the World" awards. Vivian Norton presented "First Century" awards and a special

award to Dodie Robers for the stunning decorations she has prepared for our dinners for the past five years. Michael Giudici and Donnie Miller presented the DICE Team awards.

Jim Hoyt, friend of Lance Armstrong, was our featured speaker. He commented on what a great club we have. He got acquainted with us through our Forty Year Anniversary Video and by talking to you Friday night. You are great bicycle ambassadors.

Photographer Ken Urban circulated and took some great photos. See page 3 for a few that Ken took. Additional ones posted on QCBC website. See you next year!

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## **2005 First Century Awards Vivian Norton**

This "cycling year" ten hard-riding QCBC club members did their first century. Nine of those ten, 100 mile- cyclists, were recognized at the annual dinner. Those recognized: Debbie Chebuhar, Gerald Correthers, Bill Davison, Bonne Gesling (see photo), Donald Hamer, Tim Haynie, Terry Inch, Pam Swanson, and Bob Thompson. Gary Speaker's name was in too late

miles and were side-lined by multiple flat tires. They did the 90 so easily that they will have no trouble riding their century award in 2006.

This article wouldn't be complete without recognizing the "First Century Cheerleaders" who were along for the Flat Century that was done on August 13, 2005. Jim Dayton and Bob Mulligan have a lot of centuries behind them. They were at the Schuler's Shady Grove start just to have a nice Saturday ride. What a great addition they were to the day! They rode along with the participants giving moral support, encouragement, and

for this year's recognition and will be recognized at the 2006 annual dinner.

As was written in an earlier edition of Pedalwheeling, The century at which Bonnie and Pam pedaled a century was a perfect day for the ride. The other riders did the centuries on the Tailwind or the Heartland Century. For those of you thinking about doing a century in 2006, think about signing up for those club rides where you'll have company and support for a 100 mile ride.

Ted Anderson and Jim Ulmer rolled along easily for 90 entertainment. They both have endless stories and jokes. Surely enough of both to last another 100 miles in 2006!

For anyone wanting to do a first century in 2006, watch the 2006 ride schedule. There are QCBC rides that have century miles. There are also QCBC members who are willing to take a cyclist out for a century and give tips for longer distance riding.

Cyclists need to call to register a first century with Vivian Norton at least a week before the annual dinner.

## Key Contacts

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

### Officers:

President - Errol McCollum (309) 762-8252 or [ecmeandd@netzero.net](mailto:ecmeandd@netzero.net)  
Vice President – Phil Schubbe (563) 359-5057 or [phschubbe@aol.com](mailto:phschubbe@aol.com)  
Recording Secretary – Deb Mathias (309) 787-6547 or [mathiasdebdean@mcleodusa.net](mailto:mathiasdebdean@mcleodusa.net)  
Treasurer – Karen Grimm (563) 445-7797 or [qcbc\\_treas@yahoo.com](mailto:qcbc_treas@yahoo.com)

### Board Members:

Karen Baber (309) 796-2476	Mike Desch (309) 755-4722	Dean Mayne (563) 355-0995
Frank Beshears (309) 787-4331	Dave Georlett (309) 781-8142	Charlie Sattler (563) 391-3422
Terry Burke (309) 797-3790	Jean Kelly (563) 359-9508	John Wessel (563) 359-8350

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

**Mission Statement:** To promote, encourage, and support the safe participation in bicycle riding of all ages and abilities; to anticipate and address the needs and interests of all aspects of bicycling in the Quad Cities Area.

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

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

**Major Activities of the Club Include:** Tailwind Century in May, Criterium Bike Races on Memorial Day, Tour of the Mississippi River (TOMRV) in June, charter bus service on RAGBRAI in July, Du-State-Du Duathlon in August, Heartland Century in September and our Annual Dinner in November.

**Benefits of Being a Club Member Include:** 12 issues of Pedalwheeling per year, Annual Issue of Ride Schedule and Membership Directory booklet, 10% discount at QC Area Bike Shops, ability to use LAB “Bikes Fly Free” program on selected airlines and discounts on TOMRV and Heartland Century registration fees.

### Affiliated With:



<http://www.iowabicyclecoalition.org>



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



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

## **From The Headset - Spinning; Part I** **Errol McCollum**

By the term “spinning”, I am not talking about the “spinning classes” that are on videos and performed on exercise bicycles. These classes are better suited for runners, and are best to condition the athlete without the impact associated in running. They will NOT train a bicycle rider to be an efficient cyclist.

To spin or not to spin, that is the question. Once upon a time Greg Lemond was asked whether it was better to spin in low gears or to crunch big gears. His answer was to spin in big gears. Not everybody wants to go that fast but most would like to pedal more efficiently. Since the crank on a bicycle is connected to a shaft, (bottom bracket spindle), then as a shaft, smoothly turning is more efficient than operating under pulsating loads. It incidentally, is a lot easier on equipment. In addition to the efficiency of the power train, the engine itself must look for more efficiency. If one were to crunch the big gears continuously for a long duration, then the resulting build up of lactic acid would render their legs useless with fatigue and cramping. Sometimes this can take a person out of the saddle for a day or two while the lactic acid works it's way out of the muscles. On the other hand, if one were to redline his heart, mere minutes or seconds are required to recover in order to continue.

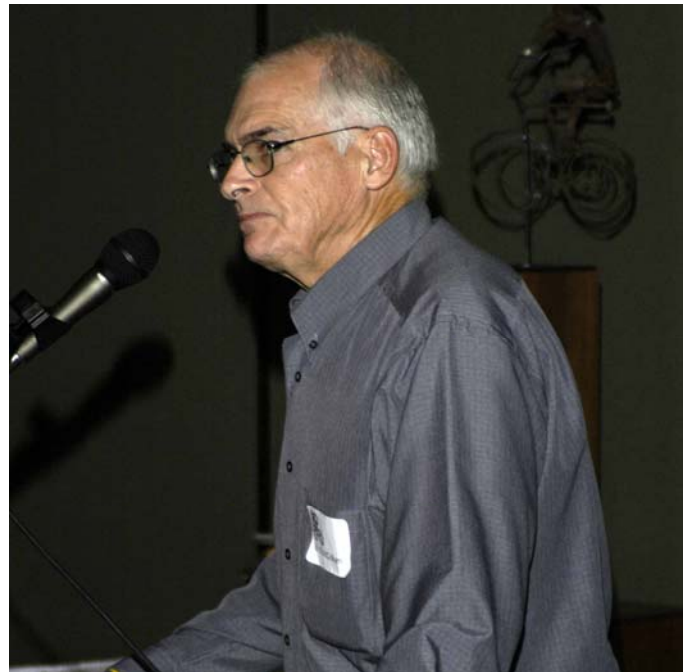
To those who think that the harder they mash on the

pedals the faster they will go, they only have half the equation. What they are doing is work. The rate of doing work is power. So, work, (torque), times rate, (RPM), equals power. The objective therefore, is to spin at an RPM that will allow reasonable recovery, while applying sufficient force to the pedals. This balance point is not the same for everyone but the tendency is to err on the side of lower RPM and higher torque.

How do I learn to spin? First off, I recommend that if one has not previously been a spinner, that they undergo a stress test to make sure that their plumbing has the capability and capacity to function safely at these higher heart rates. Trained medical professionals can monitor the heart and determine if there would be any potential problems such as blockages, etc. This is an excellent insurance policy. A good sports cardiologist can give you some guidelines as to where your target heart rates should be. Next, a good heart rate monitor would help in establishing these guidelines.

Now with winter coming on, this would be an excellent time to develop this skill. The necessary ingredients are a bicycle, usually an old beater, a magnetic or hydraulic trainer, a heart rate monitor, the desire to improve your cycling skills and the allotted time to train. An effective program does not require a tremendous amount of time.

Next month I will talk about how to go about learning to spin and how to train.



Warren Power (left), 2005 Award of Merit recipient and Errol McCollum (right), President at Annual Dinner.

## Quad Cities Bicycle Club Membership Application

(Please print using blue or black ink)

<input type="checkbox"/> New Application <input type="checkbox"/> Renewal Application Date of Application _____	Membership Type: <input type="checkbox"/> Individual \$15/Year <input type="checkbox"/> Couple \$20/Year <input type="checkbox"/> Family \$20/Year
Name * _____ (Also list your name below)	Address _____
City _____	State _____ Zip _____
Phone _____ (Incl. Area Code)	Email _____

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

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

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

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

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

**Liability Release – Signature Required**

Individual membership (self) _____	Date _____
Couple/Family Membership (self) _____	Date _____
Couple/Family Membership (spouse) _____	Date _____
Parent/Guardian for Children under 18 _____	Date _____

Make all checks payable to: Quad Cities Bicycle Club.

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

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

Last Revised 9/5/05

**Welcome New QCBC Members!**

**Charlie Sattler**

<u>Name</u>	<u>City &amp; State</u>	<u>Phone</u>	<b>Membership Count: 11/5/05</b>		
Peter Beckwith	Poughkeepsie, NY	914-388-3449	<b>Number of:</b>	<b>Members</b>	<b>Memberships</b>
Joe Bustos	Rock Island, IL	309-794-0331	Individual	404	404
Mark Cleve	Davenport, IA	563-359-0067	Couple	276	138
Brad Cronk	Coralville, IA	319-341-0563	Family	356	93
Gloria Dahms	Eldridge, IA	563-285-5017	Complimentary	20	20
Annie Davenport	Highmount, NY	845-254-5494	Life	6	3
Sheri Fieweger	Rock Island, IL	309-793-4266	<b>Total</b>	<u>1,062</u>	<u>658</u>
Mark McKamey	Carlisle, PA	717-249-4840	If you experience problems receiving your hard copy newsletter in the mail, please contact Charlie Sattler. Charlie can be reached at: 563-391-3422 or <a href="mailto:csattler14@msn.com">csattler14@msn.com</a> . Charlie prints out the labels for the newsletter and does the mailing of the newsletters.		
Erryl Mendenhall	Thomson, IL	815-259-2218	Hard Copy newsletters are sent out to all current club members the last week of the month. Members, who live in the immediate QC Area, usually receive their newsletters before the end of the month. Members, who live farther away, may not receive theirs until the first or second week of the month.		
Amanda Papreck	Moline, IL	847-772-8388	You can also view the newsletter online at <a href="http://www.qcbc.org">www.qcbc.org</a> .		
Pete & Cheryl Quinn	Moline, IL	309-764-3742			
Lynn Rose	Iowa City, IA	319-341-7886			
Jane Sandholdt	Clinton, IA	563-212-4491			
Robert Scanlon	Brookeville, MD	301-570-8070			
Ed Schlue	Davenport, IA				
Lorna Thompson	Poughkeepsie, NY	845-452-4270			
James & Marilyn Tillotson	Bettendorf, IA	563-322-6576			
Jim Toner	Bettendorf, IA	563-332-9488			
Joel Toner	Winchester, MA	781-248-7651			
Ken Von Herbulis	Savannah, GA	912-353-9943			
Dave Weber	Bettendorf, IA	563-332-7638			
Suzanne & Jerry Winkler	De Witt, IA	563-659-1111			

**2005 “Around the World” Mileage Awards**

**Jim Merritt**

The mileage accumulated may be ridden on any type of “human powered”, bicycle, but the miles must be ridden outdoors.

The following people have accumulated the required mileage to be eligible for the award in the following 3 categories; “Once Around the World” (24,901 Miles), “Twice Around the World” (50,000 miles), and “Six Times Around the World” (150,000 miles).

**“Once Around the World”**

- Scott Miller
- David Round

**“Twice Around the World”**

- Mike Giudici
- Phil Fellner
- Darlene Moritz

**“Six Times Around the World”**

- Joe Jamison
- Bruce Perry

**Bicycles with Icicles – From Adventure Cycling**

If there's anywhere in the United States. that's simply too cold for cycling in the winter, it would have to be Fairbanks, Alaska. Right? Wrong, according to the winter page of the Fairbanks Cycle Club: “Naturally, we have a lot of winter here in central Alaska. This is a Good Thing, as it treats us to almost six months of excellent winter bicycling.”

Here you'll find tried and true information on dressing for the cold, winter safety tips, and bike equipment guidelines. There's even information regarding the club's weekly Sunday winter group rides. Trail etiquette tips are offered, too, such as: “Give mushers and skijourners the right-of-way.”  
<http://www.fairbankscycleclub.org/Winter>

## **Handling Car Versus Bicycle Accidents**

**Jesse A. Baird, CPCU,AIC**

Rules of the road from the insurance industry.

**Jesse A. Baird** is a former claims specialist for an insurance carrier in California. He is currently a policy forms analyst for an insurance carrier in Illinois, and belongs to the CPCU Society's Central Illinois Chapter. He can be reached at (309)735-2447.

In recent years, bicycle riding has become increasingly popular as a form of both transportation and recreation. Though for some-like children-a bicycle is the only form of solo transportation available. Many riders like bicycles because of qualities that make them different from motor vehicles: for example, they provide exercise and are environmentally friendly. However different they may be in those respects, bicycles are legally equivalent to motor vehicles, and this fact holds the key to adjusters' handling of these types of claims. Indeed, bicycle versus car accidents are similar in many ways to car versus car accidents, and this should be remembered throughout the claims handling process.

### **Rules of the Road**

The most important point to remember when handling bicycle versus car claims is that the rider of a bicycle is subject to the same rules of the road that govern the drivers of motor vehicles. California's law is typical: Every person riding a bicycle upon a highway has all the rights and is subject to all the provisions applicable to the driver of a vehicle by this division. A variant of this regulation is in force in every state, and it is also the law in Canada, Australia, and Belgium, bringing it close to a universal legal principle.

The legal equivalence of cars and bicycles is important to claims adjusters for several reasons. First, bicycles have a right to operate anywhere on the highway that motor vehicles are allowed, unless expressly forbidden to do so. In practice, this means that bicycles have the same rights as motor vehicles on virtually all roads except freeways.

Bicycles can drive in the middle of a roadway; they have the right of way when approaching from the right, and indeed have all the other rights of cars, trucks, and motorcycles. Motorists assuming that bicyclists are obligated to yield the right of way to a car or truck are thus in the wrong, and any accidents caused by such

assumptions should be settled in the bicyclist's favor. It is especially important to remember that, as with motorcycles and pedestrians, just because bicycles are difficult to see does not mean that motorists are not obligated to be attentive and exercise special care when sharing the roadway with them.

The only exception to this general rule relates to laws in some states pertaining to bike paths. Oregon statute ORS S14.420, for example, provides that a bicycle rider "commits the offense of failure to use a bicycle lane or path" when a path is available and the rider rides outside the path.

Most states, however, are like California in not requiring bicyclists to use available paths. The other side of the broad rights of bicyclists is that they have a responsibility to follow the rules of the road as strictly as if they were driving an 18-wheeler. According to more than one bicycle safety web site, many bicycle versus auto claims result from ignorance of this fact on the part of the bicycle rider. This shouldn't be surprising; as anyone who drives in an urban area knows; many motor vehicle drivers do not feel themselves bound by the rules of the road. It is hardly surprising, then, that this is true for some bicycle riders as well, since they operate smaller, slower vehicles that present much less risk to others than the large, powerful machines driven by the majority of those who use the roadway.

Which types of bicycle versus motor vehicle accidents are most common is a strongly disputed subject. No reliable national statistics are kept, and the local government entities that do compile such numbers vary so widely that quoting statistics would not cast any light on the subject. Web sites run by plaintiff attorneys as well as some bicycling advocates maintain that the vast majority of bicycle versus car accidents are the fault of motor vehicle drivers. Web sites promoting bicycle safety and some of the public health literature emphasize the part that bicyclists play in causing collisions. Common sense and the long experience of adjusters suggest that both riders and drivers play a part in causing collisions on an equal basis.

### **The Biking Community**

This fact is recognized by some in the biking community. The web site [www.bicyclesafe.com](http://www.bicyclesafe.com), or "How Not to Get Hit by a Car," was created for bicycle riders to avoid being involved in accidents. It provides a list of common types of bike versus car (cont. on page 7)

## **Handling Car Versus Bicycle Accidents (cont. from page 6)**

accidents with such names as “The Right Hook,” “The Door Prize,” and “The Red Light of Death.” What is striking is the similarity to types of accidents that commonly occur between motor vehicles: making a left turn in front of an oncoming vehicle, making a right turn from a place away from the curb, rear-end collisions, etc. The suggestions to bicyclists as to how to avoid accidents are appropriate for anyone using the roadway: “don't pass on the right,” “never, ever move to the left without looking behind you first,” and “slow down.” Given this advice, “don't ride on the sidewalk” and “don't ride against traffic” seem too obvious to state. Unfortunately, they aren't any more than is the admonition to motorists to “slow down.”

According to bicyclesafe.com and other safety sites, numerous car versus bike accidents are the result of bicycles riding against traffic. The scenario-familiar to auto adjusters-is that a motorist is waiting to enter a roadway from a driveway or stop sign and is looking to the left for approaching traffic, and does not see a bicyclist approaching from the right against the flow of traffic; the motorist then leaves a stopped position and collides with the bicyclist. Though the individual circumstances of the collision are important in determining liability, a significant portion of liability will rest with the bicyclist.

### **Legal Defenses**

The legal equivalence of bicycles and motor vehicles provides several other available defenses:

**1. Drunk riding is illegal.** The law of most states obligates bicyclists to ride sober, and if they exceed the legal blood alcohol content while operating a bicycle they can be arrested just like any other drunk driver. If alcohol impaired the bicyclist's riding ability, this is an important defense.

According to researchers at Johns Hopkins Medical School, riding a bike requires a higher level of psychomotor skills and physical coordination than

driving a car, so alcohol has an even stronger effect on bicyclists than on drivers.

**2. Safety gear** is often required by law. Many states require minor bicyclists to wear helmets. In the event one is not worn and an accident occurs, this defense could be used to the extent any injuries would not have occurred but for the use of legally required safety gear. This is similar in concept to the seatbelt defense.

**3. Signaling equipment** is often required by law. Headlights and reflectors are required for bicycles at night in most jurisdictions, because their absence can make a bicycle utterly invisible to motorists.

When it comes to damages, the auto claims adjuster is confronted with the stark difference between bicycles and motor vehicles. There is generally no such thing as a low-impact car versus bicycle accident. The design of bicycles means that the rider is not protected from other vehicles, and when even minor accidents happen, an injury claim by the bicyclist is a near certainty. Since the bodily injury and property damage liability portions of the policy address these types of claims, the only coverage worry an auto claims adjuster has (assuming coverage is in force) is whether enough coverage exists to pay a given injury claim.

Fortunately for some bicyclists, some auto policies cover bodily injury damages to a bicyclist from an at-fault uninsured motorist under the Uninsured Motorists Bodily Injury coverage. If this coverage applies, the analysis of liability and damages is the same as described above. The same coverage, however, does not extend to drivers of an insured motor vehicle struck by an uninsured bicyclist, since a bicycle is not a motor vehicle.

Given the disparity in potential for injury between the respective operators of cars and bicycles, however, this situation is unlikely to ever arise. If only all car versus bicycle accidents were so unusual. Only when both bicyclists and motorists pay attention to the roadway and consistently follow the rules of the road will these types of accidents become a rarity. (This article was secured from the Bike Iowa Web Site at: )

“Few articles ever used by man have created so great a revolution in social conditions as the bicycle.” -- from the 1900 U.S. Census Report

## Cycle Zydeco – A Louisiana Ride

Cycle Zydeco will take place April 20-23, 2006. Join Louisiana's original Cajun/Creole food and music cycling festival. A four-day, 200 mile tour of Cajun Country. Registration opens on November 17, 2005.

If you can't join us in April, we will have a second tour, Cycle Zydeco - Part Deux, June 1-4, 2006.

Registration for the June tour will open January 10, 2006. Allons manger...allons dancier...allons à Cycle Zydeco! [www.cyclezydeco.com](http://www.cyclezydeco.com), or 1-800-346-1958.

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## For Sale/Want Ads

- **For Sale** – 2 - **TOMRV** 23 Jerseys (from 2000). Made by Voler, w/21" chest zipper. Colors: Blue, orange, and green. 1 size each: Club Large and Club Medium. \$15/each. Contact [Kathy Storm](mailto:Kathy.Storm@lib.org) at 563-355-2564
- **For Sale** – 1 pair Look brand Mountain Bike Shoes w/SPD cleat. Blue and Gray suede uppers. Combination lace and velcro closure. Size 41. Very clean. \$20/pair. Contact [Kathy Storm](mailto:Kathy.Storm@lib.org) at 563-355-2564

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## New Driver's Education Video - LIB Kathy Storm

The League of Illinois Bicyclists has secured initial funding to begin Bike Related Driver's Education Training in 2,000 public schools in the State of Illinois. An article appeared in the August 2005 issue of Pedalwheeling announcing this project.

Ed Barsotti, Executive director of LIB, was hoping to secure \$20,000 by the end of 2006 in start up funds (from bike clubs, individuals, and businesses) to initially produce the videotape. The QCBC Board made a \$2,000 donation to this campaign at their November 14th meeting. Other Illinois based clubs have also donated monies from the proceeds of their Invitational Rides in the past 3-4 months. And Ed has also been able to secure a 2 year grant for \$21,000 from the Illinois Department of Transportation.

The additional funding will help LIB get the videotape produced, develop written materials to be used in the classroom, and hire a Bicycle Safety Education Coordinator. These are the types of programs that will help educate motorists about how to share the roads with cyclists. Please say "Thank you" to your QCBC Board Members for approving this funding. And I want to say "Thank you" to the Board as well for allowing me to present this request at the November 14th Board Meeting.

Please encourage your Board Members to seek out projects like this that monies from our 3 profit making events (TOMRV, the RAGBRAI Charter, and the Heartland Century) can help sponsor. We all benefit when monies are given to support safety, education, and legislative efforts for cyclists. Additional information on this program can be found at <http://www.bikelib.org/index.htm>

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## Indoor Challenge 2006

Too cold, snowy, icy, or rainy to ride outside? Not enough snow to cross country ski? Then take the Indoor Challenge!

The Indoor Challenge is a low-key winter fitness challenge. It is a fun way to motivate those who live in climates where the winter weather may be inhospitable for outdoor cycling. But riders in warmer regions can also participate. Riders track each of their indoor rides of two hours or greater and submit them for points.

The Indoor Challenge runs November 1 through March 31, 2006. Rides can be done on any indoor

bike. A ride must be at least two hours to earn points. A rider can take one 5-minute break per hour. Points are earned as follows:

- First full two hours in a session 2 points
- Next full hour (3rd hr) 2 points
- Next full hour (4th hr) 3 points
- Next full hour (5th hr) 4 points

The Indoor Challenge is organized by the UltraMarathon Cycling Association. For more information and complete rules go to:

<http://www.ultracycling.com/standings/indoorchallenge.html>



## December 2005 Ride Schedule

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

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

• **Saturday, December 3**

**9:00 A.M. – “Rider’s Choice” – IL** Meet at Hardee’s, 425 55th St, Moline.

• **Sunday, December 4**

**9:00 A.M. – “Riders’ Choice” – IA** Meet at McDonald’s on Kimberly Rd & Eastern Ave., Davenport.

**1:00pm – “Winter Hike, Wildcat Den State Park” – IA** Meet at picnic area by old school and saw-mill. (Highway 22 South, west of Montpelier.). Hike Leader: Mike Bennett, (309) 912-4938.



• **Wednesday, December 7**

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

• **Saturday, December 10**

**9:00 A.M. – “Riders’ Choice” – IA** Meet at McDonald’s on Kimberly Rd & Eastern Ave., Davenport.

• **Sunday, December 11**

**9:00 A.M. – “Rider’s Choice” – IL** Meet at Hardee’s, 425 55th St, Moline.

• **Wednesday, December 14**

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

• **Saturday, December 17**

**9:00 A.M. – “Rider’s Choice” – IL** Meet at Hardee’s, 425 55th St, Moline.

• **Sunday, December 18**

**9:00 A.M. – “Riders’ Choice” – IA** Meet at McDonald’s on Kimberly Rd & Eastern Ave., Davenport.

• **Wednesday, December 21**

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

• **Saturday, December 24**

**9:00 A.M. – “Rider’s Choice” – IL** Meet at Hardee’s, 425 55th St, Moline.

• **Sunday, December 25**

Merry Christmas!

• **Wednesday, December 28**

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

• **Saturday, December 31**

**9:00 A.M. – “Rider’s Choice” – IL** Meet at Hardee’s, 425 55th St, Moline.

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**Annual Deer Hunt – Scott County Park**  
**Kathy Storm**

Scott County Park will be having their annual Deer Hunt to thin the herd the first weekend in December

this year. The park will be closed Friday, December 2nd through Sunday December 5th.

For a additional information, please contact Scott County Park at 563-328-3282.

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**Mississippi Valley Ski Club**  
**Pat Rickes, MVSC Publicity Chairperson**

Mississippi Valley Ski Club’s annual Christmas party will be held Monday, December 12, at Crave Restaurant, 5250 Utica Ridge Road, Davenport.

Complimentary appetizers will be provided.

A white elephant gift exchange is a club tradition, so wrap up a pathetic “gift” and join the fun. Donations of new caps and mitten for disadvantaged children and adults of the area will be appreciated. Start time is 6:30pm

**Psychlofest 2K5 – October 16th**

**Bruce Grell**

A big Thank you goes out to the QCBC for once again sponsoring the best Cross race in the State of Iowa. On October 16, about 80 people descended on Crow Creek Park in Bettendorf and battled it out in 11 different categories.

The day was beautiful at about 70 degrees, which contributed to the largest spectator turnout in our 3 years of hosting the event. The DICE squad had some excellent results with numerous Top 3 finishes throughout the categories. A big thanks also to the volunteers and all of the participants. Cross has become one of the most popular venues in Iowa and with 3 races right here in the QC Area, we're leading the pack.

**Juniors:**

1st Tommy Mosby

**Beginner Women:**

1st Marta Burnham  
2nd Amy Martin  
3rd Margaret Millar

**Beginner Men:**

1st Steve Beck  
2nd Tom Fitzpatrick  
3rd Todd Morehead

**Single Speed:**

1st	William Huntsberger	DICE
2nd	Dennis Grell	Team Pedros
3rd	John Adamson	Bike Tech

**MTB:**

1st	Mike Flannigan	DICE
2nd	Jeff Smith	Bike Tech
3rd	Tim Clark	

**Women's Open:**

1st	Andrea Myers	DICE
2nd	Tammy Meehan	ICCC+
3rd	Lindsay Wetzel	Mercy Specialized

**Men's B:**

1st	Greg Aronson	DICE
2nd	Todd Gillihan	Team Skin
3rd	Thaddeus Neil	Team Pedros

**Men's A:**

1st	Jim Holmes	All 9 Yards
2nd	John Olney	Mercy Specialized
3rd	John Meehan	ICCC

**Master's 30+:**

1st	Aaron Inch	Big Shark
2nd	William Huntsberger	DICE
3rd	Jamie Jorgensen	Team Skin

**Master's 40+:**

1st	Cully Todd	Team Skin
2nd	Jim Robidoux	All 9 Yards
3rd	Phil Curran	DICE

**Master's 50+:**

1st	Landon Beachy	Bike Tech
2nd	Dan Shaffer	ICCC
3rd	John Adamson	Bike Tech

**RAGBRAI XXXIV**

**Andy Horst**

Perm and I are chairing the organizational duties of the QCBC RAGBRAI charter. Scott Miller has the position of Secretary in charge of registration. We know RAGBRAI is a great experience for those who have done it and hope that others can join us that have not done so in the past.

The ride will be July 23rd through July 29th, 2006, on a route to be announced in late February. Watch for the registration application and the Register's release form in the January and February issues of Pedalwheeling.

The deadline for returning your registration and release forms will be February 15th, 2006. Cost for the wristbands will be \$110.00.

If you are not a member of the QCBC by the end of December 2005, you will need to put your name in the Des Moines Register lottery. If they select you, we should have space available to transport your bike and luggage.

Please do not request wristbands from more than one source. The Des Moines Register does a computer check and will not issue any passes to you if you are found requesting a wristband from multiple sources. Also, the bike club gets penalized.

## 2005 Fall Foliage Ride Deb & Dean Mathias

Twenty-two riders joined Deb and Dean Mathias in Mount Horeb on Saturday, October 8, for the first of two beautiful days of riding the quiet, scenic, southwestern Wisconsin roads for the 2005 QCBC Fall Foliage Ride. This year's adventurers included five riders from the Quad Cities, one from Milwaukee, and four riders from Bicyclists of Iowa City (BIC). Some members from the Wheeling Wheelmen (also QCBC members) enjoyed the ride so much last year that they brought a number of fellow Wheelmen to share in the fun.

Riders included QCBC'ers: Steve Geering, Doug Stephens, John Wessel, Phil Fellner; BIC: Brad Cronk, Lynn Rose, William Hammonds, Joe Smith; and Wheeling Wheelmen: Jeff Biedka, Brian Blome, Pat Blome, Betsy Boyer, Jim Boyer, Tom Daul, Marykay Drapeau, Rich Drapeau, Chris Kulujian, Dani Peterson, Meg Ryan, Dan Wiesner, Deb Wilson, and Tom Wilson.

The start of the ride was delayed a bit when Deb discovered she had forgotten her cycling shoes at home. A quick trip

back to the hotel retrieved three spare pairs brought by other cyclists. None were a perfect fit but Rich's shoes were adequate to get the show on the road shortly after 9:00 a.m. Many THANKS to those willing to share! Two years in a row Rich's spares have saved the day.

Riders started out, in route to Mazomanie, with a temperature in the mid-30's and overcast skies creating lots of shivers on the long downhill out of town. The bodies quickly warmed as the first of the climbing began at about the six-mile mark. The only mechanical problem came early on as Phil discovered a flat on his bike as he was ready to leave the grocery in Blue Mounds. As the tire pressure went up, Phil's blood pressure level went down. And the last of the group was soon climbing to Blue Mounds State Park. Most everyone made the steep climb to the lookout towers for a breathtak-

ing overview from the highest point in southwest Wisconsin.

A number of groups formed after the park as riders headed toward Mazomanie. A number of variations of the route were followed as some turns were missed along the way. However, the variety of distances allowed all riders to re-group in Mazomanie. After more than thirty miles, everyone was ready for a hearty lunch, most choosing the local Subway.

The route back to Mount Horeb, after lunch, offered a couple options with most riders selecting more climbing. The temperature rose to the low fifties by mid-afternoon with intermittent sun making for very pleasant riding conditions.

The riders tackled the significant climbs with names of County JG, Mounds Road to Blue Mounds State Park, Ridge View, Pinnacle, Roelke, Reeves, Midland, Indian Trails, Blue Mounds, County JJ, Moe, Greenwald, County J, and Witte. The ups and downs made for

spectacular scenery. The final statistics for the day were a total of between 55 and 60 miles and 4,500 feet of climbing with a maximum grade of 18 percent.

After show-ers, a relaxing, scrumptious Italian buffet dinner at Sole Sapori provided a chance to share tales of the day's adventures.

Dean and Deb headed home early Sunday morning for Deb's Dad's funeral but first made sure the sixteen riders participating in the day's ride were headed in the right direction equipped with maps and cue sheets. The Wheeling Wheelmen group started off shortly before 8:00 a.m. with a second group leaving not far behind.

Once again the weather cooperated for very pleasant riding conditions while tackling more peaks and valleys on a southern route. The report from the Sunday's riders was that the ride was easier than Saturday. New Glarus was the (Cont. on page 12)



**2005 Fall Foliage Ride  
(cont. from page 11)**

spot for breakfast with everyone returning to Mount Horeb not long after noon. The final statistics for the day were 58 or 43 miles and 3,200 or 3,000 total feet of climb depending on the chosen route. Once again, all

riders managed to find the distance and degree of climbing difficulty with which they were

comfortable. Superior scenery and cycling and camaraderie of three different clubs contributed to a pleasurable weekend by all spent in southern Wisconsin.

See the QCBC website for additional photos.

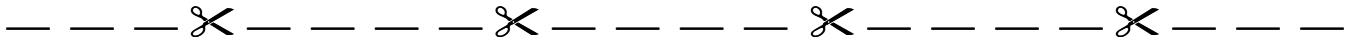
**Supporting Cycling Legislative Groups  
Kathy Storm**

Included in this issue of the newsletter are two membership forms for local Bicycle Advocacy groups, the League of Illinois Bicyclists and the Iowa Bicycle Coalition. I hope many of you will consider joining and supporting these two non-profit agencies. They both have done an excellent job of lobbying for our rights to ride on the county roads in their state.

The monies that you donate to these groups go to pay

for legislative efforts, bike summits, safety education materials, web sites, newsletters, etc. It is not just your money they need; they also need you in their "head count" when they apply for grants for large projects.

Organizations that have funds to redistribute to bicycle related programs look at the number of members that organization has. The higher the number of members; the more likely the grant will be awarded. Why? Because the agency looking to hand out funds wants to know that the funds will be well used and will go to a cause that a large number of people support.



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Offer expires January 31, 2006.*

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4711 N. Brady Street, Ste. 6  
Davenport, IA 52806  
(563) 386-1591**

**Winter Hours:**

<b>Monday &amp; Wednesday</b>	<b>10 am - 7 pm</b>
<b>Tuesday &amp; Thursday</b>	<b>10 am - 5 pm</b>
<b>Friday</b>	<b>10 am - 6 pm</b>
<b>Saturday</b>	<b>10 am - 5 pm</b>
<b>Sunday</b>	<b>12 pm - 5 pm</b>

## A Tour of Southwest Colorado Lonnie Cook

My breathing was labored as I continued to press ahead up the steady six percent grade up the mountain. It was a mid-August morning and temps were only in the mid-40's. There was a steady sprinkle this morning as I approached the mountain pass. I was literally cycling in the low-lying clouds. The darkness, rain, and cold temps brought me to a rest break at the summit as I removed my wet clothing and put on several layers of dry clothing and my rain gear.

The last twelve miles of steady climbing helped keep my body warm, but now I was cooling down fast. I knew the descent was going to be cold as I waited for the weather to clear. As I waited, I read the sign at the rest stop; Coal Bank Pass, elevation 10,640. Finally there was a short break in the rain and I started down the six-mile descent before ascending again four more miles to Molas Pass at elevation 10,910. This was day three of my journey.

My adventure began with a flight from Moline to Montrose, CO on August 8th. My sister, who lives a few miles south of Montrose, picked me up at the airport. I left my sister's ranch the next morning and headed to Telluride. My two companions for the trip were my Specialized mountain bike and my B.O.B. trailer. This was my first journey of this kind. I would be riding solo and self-contained on a four-day ride through the San Juan Mountains of Southwest Colorado.

I spent the **first day** of my journey getting used to the tourist traffic on this well traveled road. Fortunately, there was a good shoulder on most of my route today. On this first day I climbed the Dallas Divide at an elevation of 8,970. Pulling a fully loaded trailer (53 pounds) was a challenge going up the 10-mile ascent to my first mountain pass (see photo). This is beautiful country and the slower pace of cycling allows the senses to fully enjoy the surroundings.

I arrived in Telluride under a steady rain and made a trip to a bike shop for an adjustment on my rear derailleur, which had given me problems throughout the day. Then I stopped at a local café for dinner and went to my campsite to set-up my tent. Telluride is a beautiful

old mining town with a breath-taking setting nestled in the mountains. Telluride is most noted for it's skiing, but it is a year around tourist attraction and well worth seeing. I ended up with 61 miles for the day.

On **day 2**, I headed south to Durango. This would be my longest day-112 miles. This turned out to be the best day of the trip as there was no rain and the temps were warm. Early into the day I climbed to Lizard Head Pass at elevation 10,222. This area is very familiar to me as I have been elk hunting in this area two times.



There would be a long descent into Dolores and then it was several large rollers all the way into Durango. I reached my campground just an hour before dark. After showering, setting up the tent, and eating, my

sleep came easy after such a long day. Durango is an interesting town and a good place to stay if you are through this area on vacation. There are lots of activities in around this area to enjoy. One of the main attractions is the Durango to Silverton railroad that takes tourists on this scenic loop.

**Day 3** took me from Durango to Silverton on the eastern slope of the San Juan Mountains. The views are more scenic on this side of the slope and the climbs are more intense. It rained the majority of the day and my shoes never did dry out. As my introduction noted I climbed two passes today: Coal Bank and Molas. The descent from Molas Pass into Silverton was beautiful.

Silverton is an old mining town that time has forgot. The streets are all gravel and dirt. The wood sidewalks connect all the business establishments on each side of the streets. At an elevation of 9,200 feet, Silverton is one of the highest U.S. cities. It was cool when I arrived that evening and very cold the next morning (38 degrees). Today I rode only 52 miles, but climbing the two mountain passes made for a very challenging ride.

On my **last day**, I left at 7am and it was very cold. My toes (still had wet shoes) and fingers didn't warm up for about 2 hours. The climb up Red Mountain pass (11,018) was 10 miles and the grade was between 6 to 8 percent. This was some of the worst climbing of the whole trip. The shoulders along the highway were very narrow or non-existent. (cont. on page 14)

**A Tour of Southwest Colorado  
(cont. from page 13)**

The reward came on the other side of the pass as I had a 13-mile descent without any pedaling that took me into the town of Ouray.

Ouray is called the little Switzerland of Colorado. A very quaint little tourist town, Ouray is also famous for its' natural hot springs.

After a picnic lunch with family members, who came to meet me in Ouray, I headed north to Ridgway and on to my sisters' ranch. Just as I was close to finishing my trip, I had my first flat tire of the trip only three miles from the end.

Today's ride was 52 miles giving me a total mileage for

the trip of 278. It was a great trip, very challenging, and enjoyable. I would highly recommend it to anyone that is an experienced biker. I estimate that my four-day trip entailed about 30,000 – 35,000 feet of climbing. Another detail that is quite important is the oxygen levels or lack of at the higher elevations. At some of the elevations I biked there is 50% less oxygen than at sea level. This affects your performance and endurance. Luckily, I acclimated very well to the lighter air.

If you would like to hear more of the details of my trip, please visit my on-line journal that I updated each day during my trip. Go to [www.iowacyclist.crazyguyonabike.com](http://www.iowacyclist.crazyguyonabike.com). This will take you to the title page; select "A Tour of Southwest Colorado" for my journal's table of contents and the rest of the pages.

<b>IOWA BICYCLE COALITION MEMBERSHIP</b>		
	<p><i>Promoting Iowa Cycling as Safe and Enjoyable Transportation and Recreation.</i></p>	

The Iowa Bicycle Coalition is a non-profit advocacy organization dedicated to the promotion of Iowa cycling. Joining the Iowa Bicycle Coalition helps make bicycling for recreation and transportation safer and more enjoyable.

<p><b>Membership Options:</b> (check one)</p> <p><input type="checkbox"/> \$25 Member</p> <p><input type="checkbox"/> \$50 Family Member</p> <p><input type="checkbox"/> \$100 Sustaining Member</p> <p><input type="checkbox"/> \$250 Advocate</p> <p><input type="checkbox"/> \$500 Legacy</p> <p><input type="checkbox"/> \$1,000 Friend of Better Bicycling</p> <p><b>Make Checks Payable to:</b>                  Iowa Bicycle Coalition                  P.O. Box 572                  North Liberty, IA 52317</p>	<p>Name _____</p> <p>Address _____</p> <p>City _____ State _____ Zip _____</p> <p>Phone _____</p> <p>Email _____</p> <p><input type="checkbox"/> Check Included    <input type="checkbox"/> Bill my credit card</p> <p>Account Number: _____</p> <p>Exp. Date:    /    / _____</p>
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**GITAP 2006 – June 11-17, 2006**  
**Chuck Oestreich**

GITAP is a week-long supported bicycle tour using much of the Grand Illinois Trail and many of the state parks along the trail. It will be held June 11-17, 2006 and will feature a route in Western Illinois and along the Mississippi River.

- Sponsored by League of Illinois Bicyclists with support from Illinois Department of Natural Resources.
- Tent camping at three state parks and one college - motel package available. Four overnights close to the Mississippi River - Palisades State Park and the Quad Cities. Camping at Augustana College
- Ride on roads and trails. (Alternate routes provided when soft trails used.)
- Includes dinners, breakfasts, luggage transportation, sag help, and T-shirt.

- Nightly meetings feature ride info, occasional entertainment, and door prizes.

**2006 Route:** (Total miles: 315 - 555)

- Start: Rochelle Middle School
- Sun. White Pines Forest SP - 35 or 65 mi.
- Mon. Palisades State Park - 50 or 70 mi.
- Tues. Palisades State Park - 35 or 75 mi.
- Wed. Quad Cities - 65 or 90 miles
- Thur. Quad Cities - Optional or 100 mi.
- Fri. Morrison State Park - 70 or 95 mi.
- Sat. Rochelle Middle School - 60 miles

Price: \$330 (LIB members - \$310)  
 Before April 1: \$320  
 After June 1: \$350

**Maximum 160 cyclists**

Any profit from this ride goes to support LIB's statewide bike advocacy efforts. Learn more about us at [www.bikelib.org](http://www.bikelib.org)

**GITAP Entry Form - 2006**

Name: \_\_\_\_\_ M/F: \_\_\_\_\_ Age: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_  
 Phone: \_\_\_\_\_ E-mail: \_\_\_\_\_

Emergency Contact Name: \_\_\_\_\_ Phone: \_\_\_\_\_

T-shirt size: S M L  
 XL XXL (Included) Vegetarian meals? Yes No

Do you plan to use motels or cabins for the entire ride at your own expense? If so, we will send a motel package. Yes No

**Ride Fees:**

**\$330** (Become a member, check here \_\_\_\_\_)

**\$310** (for current members of LIB) \_\_\_\_\_

Subtract \$10 for registering before April 1 - \_\_\_\_\_

Add \$20 for registering after June 1 + \_\_\_\_\_

Extra T-shirts S M L XL XXL \_\_\_\_\_  
 (\$10 each)

**Total** = \_\_\_\_\_

**Make checks payable to:** League of Illinois Bicyclists  
**Mail to:** GITAP; Chuck Oestreich; 816 - 22nd Street;  
 Rock Island, IL 61201

**Release of Organizers and Sponsors:** In signing this for myself or the named participant, I understand that participation in the Grand Illinois Trail And Parks (GITAP) ride, as in any bicycling or athletic event, may involve hazardous activity. I agree to accept and assume all risk and danger incidental to the GITAP ride occurring prior to, during, or subsequent to the actual ride, including but not limited to the risk of physical injury, mental injury, emotional distress, trauma, death, contact with other participants, equipment failure, inadequate safety equipment, the effect of weather including extreme temperature or conditions, traffic, contact with motor vehicles of all types and descriptions, collision with other riders, pedestrians, animals, fixed objects, or conditions of the road. I waive any and all specific notice of the existence of the risks and hazards. I, for myself, and anyone acting on my behalf, agree to absolve all organizers, sponsors and their representatives, singly or collectively, of all blame for any injury, misadventure, harm, loss, or inconvenience suffered as a result of taking part in the GITAP ride or in any of the activities associated with it. I agree to obey all traffic laws, signs, and signals. In addition, I hereby grant permission to the organizers of the GITAP ride and its authorized agents to use my name and photographs, video tapes, motion pictures, recordings, and any other record of my participation in this event for any purpose. I agree to the above waivers and disclaimers.

Signature: \_\_\_\_\_  
 Date: \_\_\_\_\_  
 Signature of parent or guardian for rider 17 years of age or under: \_\_\_\_\_  
 Your cooperation is important - we must do our part to "share the road"! I agree not to ride two or more abreast when it is impeding traffic. I agree to follow all other rules of the road, which apply to both cars and bicycles.  
 Signature: \_\_\_\_\_

**Questions?** Contact Chuck at  
 309-788-1845 or  
[oestreich@qconline.com](mailto:oestreich@qconline.com)



# Making Illinois and your town better places to ride

Dear bicyclist,

The League of Illinois Bicyclists is the statewide advocacy voice for all Illinois cyclists, promoting bicycle access, education, and safety. We work hard throughout the state on issues including better roads and policies, more trails and funding, bike safety and education, and favorable legislation.

We rely heavily on contributions from concerned bicyclists. Without our members, we would not be able to help protect the future of bicycling in Illinois. Check us out on-line at [www.bikelib.org](http://www.bikelib.org), and look through our latest newsletter. We're making a difference.

**Make it happen.  
Get involved.  
Support LIB**

**Join today using  
the application  
below**

We know that you enjoy bicycling, and that you want good places to ride. Support LIB's efforts by becoming a member. Consider joining at a higher level – and select one of our great membership premiums.

Help LIB make Illinois and your town better places to ride! Join today!

Sincerely,  
**ED BARSOTTI, EXECUTIVE DIRECTOR**

**Yes, I want to help LIB improve bicycling in Illinois. Enclosed are my tax-deductible membership dues:**

### **LIB Individual Membership Levels** *(Select one)*

- Basic \$20       Family \$30       Advocate \$50
- Sustaining \$75       Patron \$100       Benefactor \$150
- Other \_\_\_\_\_

### **Optional Premiums** *(Higher levels may select one)*

- Advocate or above:       T-shirt M/L/XL\_\_\_\_\_
- BRT3 tail light
- CO<sub>2</sub> inflator #1021
- Mini-pump #1020
- Sustaining or above:       Protege 8.0 computer
- Light set
- Benefactor or above:       5000XR rechargeable light set
- No premium desired, thanks.

\_\_\_\_\_  
Name

\_\_\_\_\_  
Address

\_\_\_\_\_  
City/State/Zip

\_\_\_\_\_  
Telephone

\_\_\_\_\_  
E-mail

- I'm interested in:**     Road Project input     Contacting Legislators     Safety Programs
- Trail Projects



# **Healthy Habits Has Moved**

**We moved to a new location at  
3441 Devils Glen Rd., Bettendorf  
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on any bike in the shop!**

Store Hours: Monday - Friday 10 - 7 Saturday 10 - 5, and Sunday 12 - 4  
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**ALL MEMBERS ARE URGED TO WEAR HELMETS WHEN CYCLING**

**October Night Rides  
Bill Storm**

Once again this year a hardy group of QCBC adventurers took to the Duck Creek trail on Tuesdays and Thursdays in October to experience the fun of riding at night. Over 20 different riders came at least once, with many riding several times. Out of the eight possible nights we only had one rain out and the temperatures were very mild for the rides. The number of deer sightings was very high this year with multiple sightings on most nights. In some cases the deer didn't even scatter when we approached them.

On Tuesday the 18th a small group deviated from the path to ride to the general meeting at Rivermont. After enjoying a slide show about the Tour De France we returned to the path and home. Fi-

nally, as is our tradition, on the final Thursday, we met at McGuire's for a tasty dinner after the ride. Several spouses joined us for that event.

Participants this year included Jeff Cosad, John Chebuhar, Mark Cleve, Gene Conrad, John Dengler, Dave Georlett, Lynne Groskurth, Mary Howes, Gary Jones, Doug McDonald, Rick Meeker, Jim Merritt, Scott Miller, Jerry Neff Jr., Warren Power, Heidi Seji, Judy Starcevich, Bill & Kathy Storm, Ken Urban, John Wessel, Mike Wilcox, and Mike Zugmaier. Thanks to all!

After starting and leading the rides for 10 years, Kathy and I are looking to hand the ride leadership off to someone else next year. If you are interested call me at 563-355-2564 or send me an email at [billstorm@aol.com](mailto:billstorm@aol.com).