



# EBC Bikewriter

February 2002

## Awards Banquet a Big Success!

The annual awards banquet was held January 12. As usual, Janet Robertson did a great job arranging the banquet. Kirby's provided a wonderful dinner again this year. Some of the awards follow:

High Miles	Greg Roeder 6804	Commuter Mileage	Jim English 3284
High Miles (Women)	Jane Butcha 6473	Rookie of the Year	Jesse Neithammer
Centuries	Rusty Yeager 56	Ride Hosts	Jim, Jesse & Sherrie Niethammer Gayle & Wally Stremming

## President's notes for 2002

A new year for the EBC means a new slate of officers. I found myself at a loss of words Saturday when it came to thanking Marion Brandenberger for all the hard work he has done for the club for the past 5 years. As an accountant, I know how hard it is to set a system up, and to keep such good details on all the records. I know that it must have been difficult to turn the job over to someone else, and explain how everything works. If I did not say it then, I want to say it now; I appreciated all the work you did the past two years, and the three years before I was the president. Bob has his work cut out for him.

Wayne Fiester stepped down as Vice President after two years. He has been my right hand, and has taught me many things over the last two years. He was the coordinator for the GPM, and he wants to just focus on team entries for the GPM. Thanks Wayne.

Kathy Yearwood has stepped down as Newsletter Editor after two years. She did a wonderful job as editor, and when we did not supply her with enough articles for the newsletter she managed to find an article that was related to cycling to fill in the spots. Thanks Kathy.

### New Officers for 2002

President	Darlene Wefel	Newsletter Editor	Faye Carter
Vice. President	Dave Ashworth	Membership	Randy Silke
Secretary	Bob Messick	Ride Coordinators	Tony Titzer/Jane Buchta
Treasurer	Bob Willett		

It took a little arm wrestling, but Dave Ashworth stepped up to the plate and agreed to be Vice President. I am sure that he is filled with suggestions and fresh new ideas for the club. Bob Willett (the silver bullet) volunteered to be Treasurer for the club. Last but not least, Faye Carter has taken on the responsibility as newsletter editor. Faye needs all our support this year. We need to keep writing those fantastic articles and send them her way.

## WELCOME

### New members for January 2002

James, Jr. & Alisa Niethammer #806

Wayne Osborne #807

Mark Brown #808

## Reminder: What time does the ride start?

Riders, if possible, please stay until the scheduled time of departure. There is a 30-minute time window for the start of club rides. This allows new members and visitors to ask questions about the route, and gives them an opportunity to ride with members of the club.

Visitors and new members, please try to get to the start location and be ready to ride 15-20 minutes early.



## A Short Report on Cycle North Carolina

by Ann Stratman

John and I did not do many week-long state rides this year, but the one we chose to bring our long-distance biking year to a close was one of the best. I enjoy most state rides for different reasons, but I do not tell others to pack up and cycle one unless the ride has something that makes it special. For us, Cycle North Carolina has had that something for two years in a row.

The theme of the ride is "Mountains to the Coast," and this year it began in Mount Airy on the eastern edge of the Blue Ridge and ended in Elizabeth City. John and I arrived in Elizabeth City on Friday night. Four charter buses left for Mount Airy shortly after 9:00 on Saturday morning.

The ride was from October 6th through the 13th. Saturday was counted as a ride day because those who arrived early in the day were given an option of doing a warm-up loop. Like the other bus riders, we didn't have time for biking on Saturday, but we found a warm place to sleep, had dinner, and took a shuttle bus around town. Mount Airy is the home town of Andy Griffith and Floyd's barber shop is still in operation.

On the first two days of the ride, the temperature was close to freezing when we got up in the morning. Also, the route was quite hilly in the beginning with lots of heart-pumping ascents and brisk descents as we came down out of the mountains. But, we knew that it was bound to warm up as the elevation dropped and that the terrain would flatten out as we neared the coast.

This year, unlike last year, the ride was mostly rural. Towns were few and far between. But there was enough change in the scenery, so it wasn't boring, and we stayed in a moderately-sized town/city every night. Evening stops included Winston-Salem, Reidsville, Roxboro, Henderson, Roanoke Rapids, and Edenton. We stayed at two high schools, a historic park, a 4-H center, a fairgrounds, and a recreation park. All had ample space for camping and indoor areas for those who chose that option.

Town folks seemed genuinely glad to see the 1,000 bikers although John and I encountered one gal who had received a confusing message. We had stopped at a McDonalds for a breakfast biscuit. Next to us were a couple of older men, regular customers. While we were talking, the woman who owned the restaurant came over to greet them. They introduced us and told her what we were doing in town. She said, "Now I get it. A few weeks ago, a representative from the tourist bureau stopped by. He said, 'The bikers are coming. Wouldn't you like to donate some orange drink for the event?' All I could think of was what would those big, beefy bikers do with our orange drink? Spike it, probably. It never occurred to me that he meant real bicycling bikers."

There are a number of things in which Cycle North Carolina excels. These are not unique to this state ride, but John and I think their quality is exceptional. 1) Evening entertainment. Every evening there was a two-hour + event--of high quality and variety. This year, it included jazz, bluegrass, country, celtic, and beach music. 2) Well-stocked sag stops every 15 miles or so with snacks, fruit and Pepsi products. 3) Shuttle services to take riders to shops, sites, and restaurants in the host towns. 4) End of the ride meal and music with fried chicken, baked beans, cole slaw, cookies, and free beer. With all this, if you still managed to get bored or hungry on this ride, it was your own fault.

So, is there any problem with the ride? There is a date conflict. For Evansville riders, it may be with the Pumpkin Metric, and, sometimes, although not this year, with the Hilly Hundred. Still, we discovered that North Carolina is a great state to visit, especially in October with all the fall color, and Cycle North Carolina does its best to convince people that cycling is the way to see it.

### Road Tip

Next time you ride in the rain, wipe your tires clean with vinegar before heading out. This will remove oily residue and lets the rubber grip much better on wet roads.

*From the newsletter of the Peninsula Bicycling Association*

# Bike Camp--Take It With You

By Wayne Fuller



In the early spring of 2001, the Fuller family decided to take a camping-biking vacation to South Dakota. However, the price of gas curtailed our idea about going to South Dakota and, instead, a decision was made to track through Missouri and Iowa. On June 29 we provisioned the camper, packed gear, and prepared to leave for our trip the next day. On June 30, we drove to St. Charles, Missouri and camped that night and the next night at Dardenne Lake Campground. It is difficult to find an adequate campground in the St. Louis area. This campground was mainly filled with full-time residents and had noticeably bad bathrooms. However, we stayed at St. Charles in order that we could ride some of the eastern end of the Katy Trail. After camp was set up, we drove to the Weldon Springs Trail Head and proceeded to ride toward St. Charles. We made it as far as the Greens Bottom Trail Head. We turned back after this ten-mile ride as it was getting dark. This part of the trail was very shady and very nice. It was beside the Missouri River on one side, and did have very beautiful bluffs on the other side. On the way back to the truck, we saw many rabbits and deer. Also, lying flat across the trail was a copperhead. I stopped and pointed it out to both Kate and Andy as they came up the trail. We got back to the truck just at dark and started loading the bicycles. It was then we noted thousands of mosquitoes who had a rather large thirst. After quickly getting the bicycles loaded, we managed to get into the truck and leave before we lost all of our blood. On the way back to camp we were stopped for a DUI sheriff's roadblock. They appeared to be having some success, but not with us. The next morning we set off again for Weldon Springs. This time we headed west on the trail. We rode to Dutzow approximately nineteen miles from Weldon Springs. The trail was great but it was very hot and there was no shade. We had lunch in Dutzow before returning to Weldon Springs. Our impression was that it was a very good trail to ride, however, when riding in July one should either ride it first thing in the morning or late afternoon due to the heat and the lack of shade. The next day, we packed up and drove into Iowa. We stayed at Geode State Park. We set up camp, and went for a brief ride. Our first night at Geode State Park taught us how ingenious the raccoons of Iowa really are. They managed to steal a pound of sliced turkey out of the cooler. We woke up on July 3<sup>rd</sup> to thunder storms and rain. This lasted until about noon. After the storms cleared, we had lunch and went for a bike ride. We rode 15 miles out, and returned by the same route. This was when we determined that Iowa was not flat. It was also when we determined that it was quite windy. The 15 miles back were difficult against the wind and the rolling terrain.

Independence Day found us driving to Spring Brook State Park. This was a very small park that had very nice shady spots. After camp was set we decided to ride to the trailhead of the Raccoon River Valley Trail in Yale. No one wants to take responsibility for suggesting we ride to the trailhead, as within the first half-mile of leaving the campground, we came upon the Alp D' Huez. Andy managed to ride to the top while Kate and I both managed to walk to the top. Once in Yale, we rode ten miles on the trail. The trail itself was quite good, however, the crossover whenever coming upon a road was sandy and rocky and hard to manage. This may have been planned as a way to slow riders down to a stop before crossing the road. However, we felt that there could have been a better way to do this as these small stretches on either side of the road created riding difficulties. Kate had three spills and got both elbows during this ride. The next day, Kate and I got up early, leaving the sleepyhead in bed. We drove to Yale rather than ride, as we had learned our lesson from the day before. We rode south from Yale to Redfield. This was approximately 17 miles. On our return, we stopped in Panora for a strawberry milkshake. We saw an older man who was riding a recumbent. It was a Linear. I had never seen one of these types of recumbents. It was very mechanical looking. We decided to ride again in the afternoon. Just before leaving camp, I discovered that I had a flat. I managed to get the flat fixed, and we drove to Jefferson, the end point of the trail. The trailhead is not marked very well at all, and we had to guess where it might be. We eventually did find it. We started off, and within a hundred yards, I had another flat. Kate and Andy went on. After numerous repair attempts, silly me finally discovered that I had a hole in the tire. I was glad I brought a spare tire. As I was about ready to get back on the trail, Andy showed up and indicated that Kate also had a flat approximately six miles up the trailhead. We packed the bikes and drove up the road paralleling the trail until we could locate her. That night was spent doing bike repairs and adjustments. There is a fee for using the Raccoon River Valley Trail. It is \$2.00 per person per day or \$5.00 for a yearly permit.

On the July 7, we got up early and made a short trip to Waubonsie Park. This is located in the deep southwest corner of Iowa. There are no real attractions in this part of Iowa, and this is a very small park. The park ranger was exceedingly friendly and helpful. We were able to locate a bike shop in Nebraska City (guess where this is) across the river.

We had some needed repairs done at the shop. While there, the owner indicated that he had ridden trails all

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### **Bike Camp [Continued from page 3]**

over including the Katy Trail. He indicated that the best trail he had ever ridden on was a trail not very far from his shop known as the Steamboat Trail. We told him that we would most likely try this trail when we got a chance.

It started getting very hot this day. Up until this point, the temperatures had been quite reasonable and we had not used the air conditioner in the camper. We got up the next morning and drove to Shenandoah, Iowa to pick up the Wabash Trace Nature Trail. We rode 36 miles on this trail, and decided that it was the best trail that we had ridden on up to this point. It was crushed rock. It had lots of shade. When we got back to camp, it was still hot, and we turned the air conditioner on in the camper. There was no breeze to speak of. We decided to take the afternoon off from biking and go to the Strategic Air Command Museum in Omaha. One thing about the museums it may be full of airplanes, but it was air-conditioned. When we got back to the state park, we went to an overlook that Andy had found the previous day. From this overlook, you could see the bottoms leading to the Missouri River. Louis and Clark camped on this section of the Missouri River during their epic journey west. This section of the country has a special topographical feature known only here and in China, known as Loess. Actually, it appears to be gigantic sand dunes. When Louis and Clark camped in this area, there were no trees on these giant dunes. Now as we look over this geographical feature, it is covered with trees. Later that evening, I left Kate and Andy in camp and drove over to the Steamboat Trail south of Nebraska City. I rode out six miles and returned. It appeared to be a good trail overall although there were places in which when you saw the color of the trail change you knew that it had ruts. The next morning, the three of us drove to the trailhead, which was somewhat difficult to find. Kate had some difficulty with her brakes and decided that she wanted to go back and get the camper loaded up and ready to go. Andy and I rode the trail almost to its end point. The trail had little shade and it was very hot even in the early part of the day. There was no place to stop for refreshments, and before we were able to return to the pick up point, we both had run out of water. For the most part, it was a good trail. However, I did not care much for sections of the trail that were rutted and a rather lengthy part of trail of about a hundred yards which could not actually be ridden but had to be walked due to the softness of the soil. It appears that this trail has not had any crushed limestone placed on it at this time. Kate picked us up, and we proceeded back south into Missouri. We stayed at the Lewis and Clark State Park. Once camp had been set up, we drove to Atchison, Kansas to buy supplies. We discovered that Atchison is the birthplace of Amelia Earhart. We decided to take the day off from bicycling and enjoy a little R & R. The next day, we drove to Independence, Missouri to tour the Truman House as well as to go to the Truman Library and Museum. We did no bicycling on this day either as we used it as another R & R day. After two days of rest, it was time to move on and bike another trail. So on Tuesday, July 9, we got up early and drove to Knob Noster State Park on the east side of Warrensburg, Missouri. It was a beautiful state park. We found an excellent site and set up camp. I did bike repairs while Kate took a nap and Andy read. Later that day, we went to the western part of the Katy Trail. We picked up the trail in Windsor and rode southwest. My goal was to ride to the very end of the trail. With a miscalculation of how far that would be, and how hot it would be, we turned around after about 14 miles. On the way toward Clinton, we noted a pair of very big lips on the left side of the trail with a sign saying Dairy Queen. I promised Kate and Andy that on the way back we would stop for ice cream. Both Kate and Andy thought that the sign looked old and that there probably wasn't a Dairy Queen. Once back to the truck we loaded the bikes and then went searching for the Dairy Queen. To our delight, the sign was correct and there was a Dairy Queen. I decided that it must have been the original Dairy Queen since it looked small enough for only one person to work the window, but there were three people crammed into that tiny space. The one thing about this part of the Katy Trail was the fact that it was hillier than what we had ridden on the eastern part of the trail. On Wednesday, we woke up to very heavy thunderstorms and slept in. We caught up on our laundry. Kate and I went to the trail about 3:00 p.m. as Andy stayed at the camper. This time we rode northeast from Windsor towards Sedalia. We only made about six miles. We were both tired from the previous day's ride and it was extremely hot and miserable. We got back to the truck, loaded the bikes, and of course, did not forget the Dairy Queen. That night a continuous series of very severe thunderstorms started raging from midnight until the next morning. The forecast was for continued rain and thunderstorms over the next two days. We decided to pack up the camper and head home, which is what we did.

We all agreed that we had a wonderful time, and were able to get in some great biking over some wonderful trails. To camp in an area for two days, bike and then move on a short distance, and then do the same thing appeared to be an ideal way to take camp with you while being able to bike various parts of the country. My favorite trail was the Wabash Trace Nature Trail in southwest Iowa. It is a trail that I wish to return to at some point in order to complete the ride north to Cedar Rapids.

The EBC Century Club  
Timing is Everything!  
by Keith Weyer

Wow! What an impressive awards banquet and EBC mileage year! Greg Roeder rode 6,804 miles to earn the #1 EBC Mileage Award. Rusty Yeager rode 56 Centuries to become the Century Club Leader. Darlene Wefel & Jane Buchta were among the very top mileage leaders. That is just AMAZING! With that said, I thought that those of you who do NOT aspire to such noteworthy feats might enjoy a story about a year when Timing, not Tenacity, was the primary component of a more dubious championship...

The Century Club began in 1991. In that inaugural year our Century Leader rode 64 centuries. The winner was friend and fellow UMCA (Ultra-Marathon Cycling Association) member Andy Thieneman. Andy and I had very different roles as EBC members who had also joined the UMCA. Andy participated in many of the Ultra-Marathon Cycling events throughout the Midwest. I rode in just a few and read about him in the newsletters! Andy set a mark in that very 1<sup>st</sup> EBC Century Club year that has been tied but not surpassed to this day. In the 2<sup>nd</sup> year of the Century Club, 1992, Tony Titzer was Top Dog with 31 centuries. I finished 2<sup>nd</sup> with 29 centuries.

Then came the Magical year of 1993! After two competitive years the Century Club just sort of faded into the background. People didn't talk about centuries. Very few centuries were on the ride schedule. Almost no one was riding centuries. Through August I had, with no real thought about it, pieced together 7 centuries. Upon reviewing the August stats it dawned on me that not one other person had yet ridden 4 centuries. I called statistician and friend Dave Yeley to verify the century results I had seen. A plan was hatched! In September and October I very quietly rode an additional 3 "stealth" centuries. I did not ride another century for the rest of year and finished with 10, the minimum number required for membership in the Century Club. As the one and only member of the Century Club, I was also the 1993 EBC Century Club Leader. The subsequent malicious rumors that I had bribed Dave to keep him quiet from August thru December were probably true but could not be proven! In the years to follow starting with 1994 it took: 40, 57, 46, 50, 45, 45, 64 and this year 56 centuries to attain Century Club Leader status.

That 1993 EBC Century Club Leader plaque, more than any other award I have received since I joined the club in 1986, brings a smile to my face every time I see it! Timing IS Everything!

### NEW E GROUP FOR CYCLISTS from Harry Clark

I have recently started an egroup on Yahoo.com for the Evansville cycling community called EvansvilleBicycler. It will be for discussing cycling events in the area, the weekly group rides, or just to contact people within the club. Through this service people will be able to mail individuals within the group or the group as a whole. There are three ways for people to sign up for this service:

1. Sign on to <http://egroups.yahoo.com> and follow the instructions to sign in. Then look up Evansvillebicycler.
2. Send an email to: [Evansvillebicycler-subscribe@yahoogroups.com](mailto:Evansvillebicycler-subscribe@yahoogroups.com).
3. E-mail me at [hcm@aol.com](mailto:hcm@aol.com) and I can place your email address on the list.

One note...I'm not sure about the amount of email traffic this will generate so please consider this if you are using a work address.

Harry Clark

# The Evansville Bicycle Club, Inc.

Membership Application 2001

Name _____ Age _____ _____ _____		<b>Release of Liability</b> Evansville Bicycle Club, Inc. is organized for sole purpose of providing it's members with notification of central meeting points and times. Members freely elect to ride together as a group, following a route of choice. In signing this form for myself and/or my family members I understand and agree to absolve EBC, Inc. and it's organizers or sponsors for all blame for any injury misadventure, harm loss or inconvenience suffered as a result of participation in any ride or activity associated with or sponsored by the EBC, Inc. I further understand that I, as an individual am responsible to abide by all traffic laws and regulations governing bicycling and take full responsibility for my actions. Make Checks payable to: Evansville Bicycle Club, Inc. Mail to: Randy Silke 516 Sandalwood Dr. Evansville, IN 47715
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