



# EBC Bikewriter

January 2005

The Evansville Bicycle Club Newsletter

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# Happy New Year

## FROM THE PRESIDENT'S SADDLE

Dave Ashworth

At this time, I would like to thank all of those who have helped me maintain the club over the past two years. Without your help, this would have been a very trying experience. I feel that the proposed slate of officers presented last month will do an excellent job of handling the club responsibilities. I also want to thank my wife for the many times I volunteered her to help, and she did.

On a personal note, this year started with a 100 mile ride in the rain and ended with a 100 mile ride in the rain. I have to quit volunteering to keep Rusty company on these rides. A week ago was the club century, temperature in very low 40's and drizzle. I called Rusty, and knew he was going to be there, however I was surprised to find Diane Bies, Diana Holland, and Mary Williams also there. We all left together, however Diana and Diane turned off early to ride a shorter route, Mary continued with us.

The first 60 miles of the ride was for the most part into a 15+ MPH breeze, and then the weather went downhill. When we got to Folsomville, the sun came out for an instant, and I thought the temperature was going to improve. Instead, the sun went in, and we ended up getting rain mixed with sleet. Mary stayed right with us for the entire ride and never complained about the conditions. This proved to me something I already knew and that is she is one tough little lady.

The following information was sent to the EBC from John Hughes ,Managing Director, Ultra-Marathon Cycling Assoc., Inc

### Larry Schwartz Year-Rounder Century Challenge

Club centuries are the highlight of many endurance riders' seasons: the fun of a day on bike with friends and the challenge of riding 100 miles. And, at least for the day, an unrestricted diet!



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The Year Rounder is for century riders looking for a new challenge: consistent performance throughout the year! Can you ride a century (or longer) every month of the year? You can maintain your fitness and have more fun cycling.

The Year-Rounder is a division of the UMCA Mileage Challenge. All you need to do is sign up for the Mileage Challenge, and submit your centuries - we'll do the rest. Centuries can be either Organized centuries or Personal rides that you design yourself (explained below).

Mileage Challenge participants receive:

- an e-book Century Tips on training, nutrition, equipment and technique;
- an e-newsletter, sharing tips and stats;
- a bi-monthly Year Rounder column by Crista Borrás and Chuck Wood, who ride centuries every weekend;
- a section at [www.ultracycling.com](http://www.ultracycling.com) devoted to the best century stories sent in by riders;
- a rider with at least 1,000 miles in the Mileage Challenge gets a discount on Accelerade and EnduroxR4.

If you reach the goal, we'll award you a Year-Rounder medal.

Although the goal is a century a month, it might be too snowy or icy some months; so we'll allow two make-up rides. For example, if you get snowed out in January, just do two centuries in February.

For routing reasons some centuries are just under 100 miles. In the Mileage Challenge a Century is a ride of 90 - 149 miles.

To get started, go to <http://www.ultracycling.com/about/join.html>

Join the UMCA, add 10 bucks for the Year-Rounder, put on your wool jersey, head out the door, and we'll do the rest.

You don't have to ride alone - UMCA members lead HUB rides in many parts of the country. These are low-key rides - no t-shirts, no catered rest stops - just friends out for a day on the bike. More information at: <http://www.ultracycling.com/events/hubdirectory.html>

The Year-Rounder honors Larry Schwartz, who won the UMCA Mileage Challenge in 2001, was second in 2002, and was leading in 2003 when he was struck and killed by a school bus. For a profile of Schwartz go to: [http://www.ultracycling.com/about/hof\\_schwartz.html](http://www.ultracycling.com/about/hof_schwartz.html)

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[Continued on Top of Page 3]

[Continued from Page 2] Year-Rounder Century Challenge

#### Rules Summary:

An "Organized" century is a ride with: a name, designated start/finish location and starting time(s), route plan, organizer, and advance publication of the ride or ride series in club newsletters, etc.

A "Personal" century is a personally designed ride. For credit, you must complete at least 90 miles in a 12-hour period including off the bike time (and maintain an 8.33 mph average after that). Personal centuries provide century-length riding opportunities for riders in seasons or locales where Organized centuries are sparse.

Any Mileage Challenge ride counts in the Year Rounder: brevets, double centuries and ultra events.

We like to keep the holidays free for time with the family, so the Mileage Challenge and Year Rounder will end on December 21, 2005.

For complete rules and ride documentation form, go to:

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

The Year-Rounder is a program of the UltraMarathon Cycling Association, Inc.

[www.ultracycling.com](http://www.ultracycling.com)

[umcahq@aol.com](mailto:umcahq@aol.com)

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[Continued from Page 4] Whine and Cheese (Look What I won)

the climb, I was shot. The climb started out gradual. Then it kicked up. Then it kicked up some more. Serious grade. Here I was, on a bike with a *triple*, and I could barely turn the pedals. I managed to get to top, stopping just once. Definitely the hardest thing I have ever done. I nearly froze to death on the way down, but I made my way to the hotel in Harrodsburg. Fortunately, the boys (Jake and Dave) from Trek Travel know how to take care of old fat bikers like me. There was always cold beer at the end of the day. We dined on French food and California wine that night, and it was good.

The next morning we awoke to rain. Serious rain. The weather channel showed nothing but green from 100 miles offshore to Sacramento. The forecast for the day included flash flood warnings, a surf advisory and gale force winds. Simon wondered if they were going to include locusts. Out came the rain gear. We met the group outside the lobby. Jake and Dave told us they had never seen so much rain in wine country. After some discussion, we decided to be smart (and safe) and cancel the ride. Jake and Dave had already located a gym that had enough spin bikes for our group. They also volunteered Frankie to lead the first ever Trek Travel spin class. Frankie put us through the paces and shared some of his training tips. I don't really enjoy riding inside, but that was safer than attempting a 10 mile decent on rainy roads. We headed off for lunch and spent the afternoon touring wineries.

Next month - more hills and laughs.

## Whine and Cheese (Look What I won) Part I

By Craig Watson

Last January, while watching the St. Louis Rams lose, the phone rang. It was Greg Roeder. Greg (in his typical beat-around-the-bush manner) said, "Dude, there about 70 people here who are not very happy with you". My mind starting racing - what could I have done? Not pulled through? (guilty) Left a gap? (guilty) Fell on Bobby? (guilty) Dropped Skip? (not likely).

As it turned out, I had won the drawing for a Trek Travel bicycle tour, courtesy of Gilles Cycling and Fitness. Thanks, Scott!

I called Kyle McClain and Scott at Gilles Monday morning. He referred me to the Trek Travel web site and told me I could go anywhere in North America. I ruled out the Canadian Rockies immediately. I wanted to have some fun. Eventually, I settled on the California Wine Country trip scheduled in October. Hmm, I thought, what could be better? Drinking fine wine and riding a bike - I can do both.

As it turned out, Frankie Andreu was scheduled to ride with the group. Frankie is a former Captain of the United States Postal Service team. He retired in 2000, after competing in the Tour de France nine times. He also rode in the 2004 Hilly Hundred, but that is not listed on his resume. You can see Frankie on TV before and during the TDF, providing commentary for OLN.

I left for San Francisco on October 16. My sister and brother-in-law met me at the SF airport and we went to dinner. They dropped me off at my hotel around 10:00 pm. I wasn't tired and I managed to find the one bar in SF that did not accept credit cards.

Sunday morning I awoke to rain. I met the group at the Westin Hotel at 10:30. We loaded our gear and headed to Napa Valley. The trip was not boring, as an SUV deposited its side mirror on the windshield of our shuttle bus. After stopping at the Golden Gate bridge to survey the damage, we continued on to our destination. And it was raining. We arrived at the winery on time, ate a quick lunch and changed clothes for our 22-mile bike ride. We had a few moments to install our pedals, adjust seat posts, etc. Most of the group promptly removed the little plastic map holders attached to the handlebars. We wanted look cool. After a brief safety lecture, we headed out. It was raining. I found myself with a group of four other riders. We rode up to Jack London State Park. Simon (my roommate) decided to take in the sights, the rest of us decided to carry on. At the first turn, we stopped. In classic EBC fashion, I had ditched my directions at the start of the ride. That would not have been a problem, but so had the other three riders. Simon had a map, but he was at the top of a one-mile climb. Ben offered to ride back up the hill. He was back in a flash, no sign of Simon. No worries, we will just wait for the van. After a while, we decided the van was not going to show, so off we went. It was raining. After several wrong turns, we finally made it to our hotel. In the rain.

The next day we left Sonoma. It was cloudy, but it was not raining. Frankie noticed that my saddle was still too low, so he retrieved a wrench from the backpack of our guide Jake. That was fun to watch. The rest of the group continued. We stopped several times to adjust the height until it was just right. Then it was go time. Frankie took off down this very rough road at about 28 mph. While sitting up and reading his map. Before long, we were back with the group. At the end of the day, the group decided to head out for an "optional" six-mile climb. Like a dummy, I went. We had to ride about six miles to the start of the climb. The road was fairly flat and Ben jacked up the pace. Soon it was just Ben, Frankie and me. Not exactly the best position for me to be in. Soon it was my turn to pull. For once, I was too embarrassed to *not* pull. By the time we got to the bottom of

Dear Indiana Bicycle Coalition members,

Holidays have come early for mountain biking - Brown County State Park's new mountain bike trail will be officially open on Dec. 21st!

Kudos to ALL involved including the Indiana Department of Natural Resources Director John Goss, DNR State Parks Director Jerry Pagac, Brown County State Park Property Manager Douglas Baird, the trail design/building volunteers of Hoosier Mountain Biking Association (HMBA), the support and technical expertise of International Mountain Bicycling Association (IMBA), and the hard work of everyone who has been involved in advocating for mountain biking in Indiana. This is truly a great development for mountain biking in Indiana.

Help build more trails for 2005! Work days continue to be scheduled for Versailles State Park (contact Richard Ries at [www.bigringadventure.com](http://www.bigringadventure.com) ) and at Brown County State Park (contact HMBA at [www.hmba.org](http://www.hmba.org) ).

In the meantime, revel in the good news for bicycling and plan to be a part of history by riding the "First Ride" Tuesday, Dec. 21st!!

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#### DNR NEWS

Indiana Department of Natural Resources  
402 W. Washington St. W255 B  
Indianapolis, IN 46204-2748

For Immediate Release: December 15, 2004  
Brown County State Park to Officially Open New Mountain Bike Trail  
New Trail to Be Dedicated Tuesday, Dec. 21, 2004

The first mountain biking trail built in an Indiana state park will be dedicated at Brown County State Park 10:30 a.m., Tuesday, December 21. The new trail is a cooperative effort between the Indiana Department of Natural Resources and the Hoosier Mountain Biking Association.

HBMA volunteers worked with state park staff to ensure that the new trails follow standards set by the International Mountain Biking Association. The standards focus on erosion control and long-term sustainability.

The HBMA assumed responsibility for designing and building the trails, providing trailhead kiosks with educational materials, trail signs and ongoing maintenance for the trail system.

[Continued on Page 6]

[Continued from Page 5] Indiana Bicycle Coalition Members

Mountain bikes are the number one type of bike sold in the United States and have a huge popularity.

The new trail is a four-mile loop starting across from the north lookout tower. It highlights the end of the Kin Hubbard Ridge and Green Valley Creek areas. There is also a one-mile spur that begins at the parking lot south of the swimming pool that connects to the north lookout tower loop.

The trail segment is rated "easy." But since it climbs up and down Hubbard Ridge several times, it requires some physical effort to complete. A round trip from the parking lot is a six-mile ride with more than 1000 feet of vertical climbing.

Those wishing to join the "first ride" Tuesday, should meet at the north lookout tower at 10:30 a.m. for a brief ceremony prior to the first ride.

Due to the bridge repair underway at the north entrance, visitors should enter Brown County State Park via the west entrance off State Road 46 west of Nashville. After entering the park, keep taking left turns and follow the signs to the dedication.

Phase two trail work at Brown County State Park will include access to Hobbs Hollow off Hesitation Point. The proposed trail network will include easy, medium and expert trails.

Work is also underway to establish trails at Versailles State Park in southeast Indiana. The trails are still in the design/construction phase, but should be ready for riders next summer.

Reporters Contact:

Doug Baird, Property Manager, 812-988-6406

Jim Eagleman, Interpretive Naturalist, 812-988-640

**Bicycling quotes**

"The surfer is primitive man reacting gracefully to his environment; the bicyclist is the fusion of modern man and the machine—the ultimate of man's expression with a machine he propels himself. Once on reaches motorized sport, the human becomes invisible, the cars impersonal juggernauts." —**George Sheehan**

"When I go biking, I repeat a mantra of the day's sensations: bright sun, blue sky, warm breeze, blue jay's call, ice melting and so on. This helps me transcend the traffic, ignore the clamorings of work, leave all the mind theaters behind and focus on nature instead. I still must abide by the rules of the road, of biking, of gravity. But I am mentally far far away from civilization. The world is breaking someone else's heart." —**Diane Ackerman**

When I see an adult on a bicycle, I do not despair for the future of the human race." —**H. G. Wells**

# EBC Bikewriter

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Submit all articles to Faye Carter, the Editor, by calling 270 821-2143 or e-mail [chiapet@charter.net](mailto:chiapet@charter.net)

## The Evansville Bicycle Club, Inc.

New Membership and Renewal Application 2005

Name \_\_\_\_\_ Age \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_  
Zip \_\_\_\_\_ Phone \_\_\_\_\_  
E-mail Address \_\_\_\_\_  
Signature \_\_\_\_\_

**Individual \$12**

**Family \$20 +**

**\$1/child**

### Release of Liability

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.

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