



EBC Bikewriter

September 2005

The Evansville Bicycle Club Newsletter

The President's Pacelines

by Mark Oliver

Here we are in September. We've had a great spring and summer. Alright, I know its been hot, but we'll long for that in the winter! Looking at our schedule it's hard to find a day or time that there isn't a club ride. Between the regular club rides, the hosted rides, the out of town rides and week long tours, we've had a smorgasbord of choices to satisfy our hobby.

But now that it's September, the preparations for the 24th Great Pumpkin Metric are in full swing. This is the one day out of the year that we ask our members to give up riding and to help make the Pumpkin a success. It is the one and only means our club has to raise money to fund our various activities. We provide a lot of support for cycling with these funds. They include contributions to the Indiana Bicycle Coalition, the League of American Cyclist, the Special Needs Program, Bicycle Rodeos, paint to mark the routes that we all use, and various other uses as necessary. These very important contributions that our club makes back to the community and ourselves would not be possible without the proceeds that we get from the Pumpkin. The Great Pumpkin Metric is also a chance to show the community who the EBC is. It is an opportunity for us to increase the ranks of our organization. That of course leads to more people for us to ride with year after year. And it is an opportunity for each of us as individual members to give back to the club by volunteering.

Hosting a ride as large as the Great Pumpkin Metric is a huge task. It will require volunteers for the following jobs:

- Rest stop coordinators and workers for Burdette, St. Philips, St. Wendel, Dave Yeley's, and the 25 k route.
- People to mark routes
- People to drive and deliver the food and drink
- Cooks
- Parking guides
- Set up and tear down
- Registration
- Sags

In another article in this newsletter Darlene Wefel has provided the names and phone numbers you need to call in order to volunteer to help. Please plan to help us put on the best Pumpkin ever! We need you! It cannot be done without a great deal of help. As the old saying goes, "Many hands make a large job small". Thanks to all of the past workers and thanks in advance for all of you who will volunteer and sign up to help in this year's Great Pumpkin Metric!

By the way, remember that working at the Pumpkin will also earn you another chance at winning the Trek Tour donated by Gilles Cycling and Fitness at the end of year EBC Banquet.

Great Pumpkin Metric — October 2, 2005

Volunteers Needed!!!!

The Great Pumpkin is almost here Charlie Brown! Behind a great ride comes months of planning and preparation. Lots of volunteers are needed to make this ride a success. If you haven't already signed up to help, please call one of the following people.:

Cooking Pasta - Saturday October 1st Call Darlene 490-0686

Rusty Yeager - Registration - 464-5862

Ronnie Lee - Pasta Bar - 421-8963 needs 6-8 people to help the day of the ride

Gary Gardner - Swine Barn Coordinator - 853-0476

We need someone to handle the delivery truck and recruit 2-3 helpers to aid in delivery of the tents and supplies. Contact Darlene for details.

The club needs someone to help organize the rest stops for the long and medium route. The rest-stop people need to come up with a theme and decorate their rest stops. If you just want to volunteer to help with a rest stop, call Darlene. As of today the only rest stop that has a crew of workers is the children/family on the short route. Call several of your friends get together and have fun with a theme. All you have to do is decorate, pick up 4-5 bags of ice, keep them in a cooler (club will reimburse you for the ice), arrange your supplies, and tear down after the ride. When the truck comes to pick up the remainder of supplies, you need to help them load the remaining supplies into the truck.

This ride benefits all members of the club by providing funds to cover the postage of news letters, funds to keep the special needs program going, support cycling through contributions to Indiana Bicycle Coalition, and League of American Bicyclists, and bike safety programs through out our local area. Many things depend upon the success of this ride. The club asks very little of its members through out the year, and this is the one event that depends on the help of all members. This year we are hoping to have more than 1,000 riders. The pasta bar is included in the entry fee.

If you don't know who to call, contact me.

Darlene Wefel, GPM Coordinator

The Virginia Creeper Trail & the New River Trail

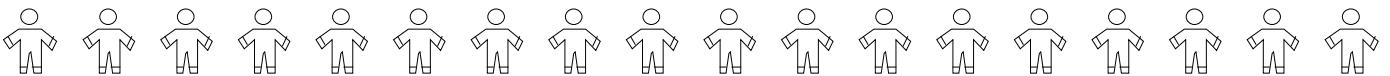
By Darlene Wefel

If you like to ride Rails-to-Trails, this adventure is for you! Linda & Randy Cleek, Bob, and I hitched our campers, loaded our bikes, and headed for Marion, Virginia where we spent three nights camping at the Hungry Mother State Park and rode two fantastic Rails-to-Trails.

Bright and early Friday morning, July 22nd, we drove from Hungry Mother Campground to Damascus, which was about 40 miles from Marion. We took a shuttle up the Mount Roger to the National Recreation Area at White Top Station where we started our 17 mile descend into Damascus. The Virginia Creeper Trail (named after the train that ran up and up & down the mountain) is a 35-mile stretch of converted multi-purpose railroad tract which is one of the most scenic and beautiful trails I have been on. The downhill ride required no peddling! That's right, you hop on your bike and it's down the mountain you go with lots of stops along the way to check out the rail stations, trestles, creeks, rapids, Mountain Laurel, and Rhododendron-covered mountain sides.

Saturday, we headed north to Ivanhoe, Virginia and the New River State Park, which meanders along the New River. The Rails-to-Trails is 57 miles long and has many access points. The state park parallels 39 miles of the new River, the second oldest river in the world and one of the few that flows north. Some of the highlights to this trail include two tunnels, 135 feet and 193 feet long, three major bridges (I crossed all three) Hiwasee - 951 feet; Ivanhoe - 670 feet; Fries Junction - 1,089 feet in length, with an additional 30 smaller bridges and trestles, plus a Shot Tower used during the Civil War.

There are many other multi-use trails in this area, and we plan on returning soon to the area and explore some of them.



Club Jersey Order



The club jerseys have been ordered with an expected shipping date is October 3rd. The following is a breakdown of the cost:



Short Sleeved Jerseys cost \$59.10 each



Sleeveless Jerseys cost \$43.10 each



Jerseys are to be picked up 30 minutes before the club meeting on October 13th or after the meeting is over. Checks are to be made payable to the Evansville Bicycle Club. For those who want a jersey and did not turn in an order, there will be a few extra jerseys available. If you can not attend the meeting, contact me, Darlene Wefel, at 812-490-0686 to get the total for shipping and jersey. Upon receipt of your check, I will be mail your jersey.



Tunnel Hill Cache River Spring Ride

By Jim Beyer

In the past, the state of Illinois hosted this ride. This spring, Shawnee Cycles of Harrisburg, Illinois hosted it. The ride started in Harrisburg and concluded at the Cache river wet land center near Karnak.

This is a railroad track converted to a walking and biking trail that is 47 $\frac{1}{2}$ miles long of well-packed limestone and it is well maintained.

Six to seven towns are located along the trail. At different locations, there are parking lots with access to the trail. In the middle of the trail is Tunnel Hill. This is the highest point of the trail; $\frac{1}{4}$ mile past Tunnel Hill is the tunnel 543 feet long. Two times a year, in the spring and fall, the ride is held rain-or-shine and limited to 200 riders.

This day Matt and I left about 6:00 a.m. to be there for 7:00 registration. We had pre-registered. It was pouring rain that morning and some riders wore ponchos when they took off between 7:30 - 8:30 (leave as you please).

We picked up our Tee shirts and decided to wait a while. We drove to Carbondale, Illinois hoping the rain would eventually stop. After 3 $\frac{1}{2}$ hours the rain stopped. We headed out about noon, which was 4 hours later than expected.

We biked toward Tunnel Hill. The Boy Scouts and Girl Scouts had troops helping at rest stops. They had fruit, snacks and drinks. For us this day, no snacks. We biked through the tunnel and took some picture then biked back to the truck at Harrisburg. It was a good ride, and we stayed dry. It was sunny most of the ride for us.

You have to ride the complete trail, 47 $\frac{1}{2}$ miles, to the wet lands center to be bused back. Bikes are brought back on a trailer. The next ride is October 9, 2005. It's 65 miles from Evansville.

For more information, go to www.shawneecycles.com

KENTUCKY MEMBERS

The Kentucky Share-The-Road license plate was approved. For those of us that pre-paid to help get the plates approved, our new license plates will be waiting for us in mid-January. We won't have to wait until our birth month to pick them up. For more information go to <http://www.sharetheroadky.com> Internet applications end on September 1.

The plate will be generally available in January 2006 at the county clerk's office. This plate costs \$25 for the initial plate. Following years will be \$15 (\$12 processing fee + \$3 county clerk fee).

WELCOME
NEW MEMBER

Kyle Carner

BIKE ERIE 2004 by Wayne Fuller [Continued from August newsletter]

We were at the Simms Store Museum when the rain started to fall rather dramatically. Many bike riders including myself attempted to wait out the storm. The storm seemed to have eased off after approximately 45 minutes, and we began our journey again. Of course, once down the path a mile or two, it started to rain quite heavily again. Again, as it had occurred the day previously, I found myself riding with the individual who was making sure the Dan Henry's were in place. This did not give me much confidence and my cue sheet was disintegrating in the rain. I became somewhat disconcerted when we came to the end of the trail, which by the way included potholes, giant rocks, and wood chips, only to have him ask me if I thought where the path ended was on a particular highway. I told him that I thought that it was that highway and that we needed to go right, which was the right decision. We continued to make our way to the Inner Harbor in Syracuse. However, along the way, he became lost again and we found ourselves getting bonus miles. The Inner Harbor was finally found and by this time we were all drenched. Most of the 42 miles were ridden in the rain. Tent City was in a park known as the Inner Harbor. The food for both supper and breakfast was catered and was considered to be only fair, although the portions were adequate.

This really was a very poor location for the Tent City. The port-a-potties were the only facilities and were surrounded by a sea of mud puddles. The food was served in an old building, which is slated for renovation. There was a 3:00 reception and very tasty pastries were served. Also served were 6 local politicians/bureaucrat-types making presentations about future plans for the Inner Harbor. Many of us came away from this experience feeling like the only reason that Tent City had been set up at this particular location was due to politics. It was my understanding from other people who had ridden this particular tour in the past that the overnight stay had been done at Syracuse University previously. My two friends and I did proceed to find another tavern at which we were told that they only had five sports network and OLN was not one of them. So much for watching the Tour de France

The next morning it was on to Rome. The morning turned out beautiful. We were up early and were able to ride through the streets of Syracuse without much traffic. Then we got on the bike path. This day's ride turned out to be 49 miles. Our rest stop at 18 miles was at the Chittenango Landing Canal Boat Museum. During both the 19th and 20th centuries, this had a facility to build and repair 100-foot long canal boats. This is a great example of a canal restoration project. The dry docks are being restored. These are the only dry docks that survived the era of the original "Clinton's Ditch" canal. The volunteers who are spearheading the restoration actually found the remnants of a canal boat. They were able to take measurements and now are in the process of building a two-scale replica of a canal boat. I spent some time at the rest stop to go through the buildings and to take a look at all of the artifacts as well as taking pictures of the dry dock. Further on down the trail was the village of Canastota. For a small admission to the Canal Town Museum one also got a free ticket to the Boxing Hall of Fame. I did go to the Canal Town Museum, but did not go to the Boxing Hall of Fame. The Canal Town Museum is full of artifacts from both the 19th and 20th centuries. A lot of us also stopped here for a second breakfast at one of the local restaurants. The food was excellent.

Before traveling on in my story, I need to say that Shittenango also was the home of E. Frank Baum, author of the Wizard of Oz. There are yellow brick sidewalks in the village as well as a small museum and an annual Oz Festival. I did not go into the village so I did not see the yellow brick sidewalks or go to the museum.

TO BE CONTINUED NEXT MONTH

EBC Bikewriter

P.O. Box 15517
Evansville, IN 47716

EBC Web Page: <http://www.bicycle.evansville.net> "Provided by Evansville Online"
Submit articles: 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.

Mail to: Jim Niethammer
3008 Mockingbird Lane
Evansville, IN 47710
Email hamrty@aol.com

President Mark Oliver (812-476-3898)
VP Terrell Maurer (812-479-1113)
Secretary Diane Bies (812-473-3546)
Treasurer Bob Willett (270-836-3546)

Membership Jim Niethammer (812-491-1709)
Statistician Rusty Yeager (812-402-1787)
Website Bob Wefel (812-490-0686)
Touring Jay Vercellotti (812-867-7549)
Newsletter Faye Carter (270-821-2143)