



# EBC Bikewriter

October 2005

The Evansville Bicycle Club Newsletter



## The President's Pacelines

by Mark Oliver

As I write this, our annual Great Pumpkin Metric ride is still a couple of weeks away. And yet I am extremely proud of all of those who have stepped forward and volunteered to make this ride a success. Many of you have done so year after year. For others, it will be their first time working a Pumpkin. You all have my thanks! Events like this can only be successful when we come together and work as a group. The Pumpkin, our hosted rides, club rides, out-of-town rides and week-long tours all happen because of our love of cycling. But in addition to getting a lot of good riding in, we also develop many friendships. This is what makes our club so special. The camaraderie of working together, riding together, telling stories of rides past and present, and having good times are all reasons for making the EBC a great club in which to belong. I have only been in the club for a short time compared to many. But what I see is a club filled with riders of diverse skills. Some of us are fast and others not so fast. I also see a club with members of diverse backgrounds ranging from farmers to teachers. But most importantly, I see a club filled with people I call friends. I am proud to be a member of the EBC.



### FOR SALE

2000 model year Cannondale F2000 mountain bike, completely rebuilt, factory rebuilt headshok front suspension, new brakes, wheels, chain, bottom bracket.

\$450 OBO

Contact Bob Wefel 812-490-0686

Rans Stratus Recumbent bike, large frame, 63 speed with Zzipper fairing.

Excellent condition, \$600

Contact Bob Wefel 812-490-0686

### FOR SALE

Black Trek 5200 \$1300.00

The frame is carbon OCLV 120. It has a 9 speed Ultegra drivetrain. Shimano 600 brakes, rims are A class Alx 300's by Alex. Cineli handlebar. Icon stem and an Easton seatpost. It is a 56cm frame size. New tires. This is a great bike and has been maintained very well.

Contact Faye Carter for more information 270 821 2143 or [chiapet@charter.net](mailto:chiapet@charter.net)

This bike belongs to a friend of mine—Faye



## THE SUNSHINE RIDE

by Jim Niethammer

About 10 miles northwest of New Albany is a small town called Starlight, Indiana. There, at a lumberyard type business called the Forest Discovery Center, more than 600 cyclists gathered on Aug. 6<sup>th</sup> for the first of what will become an annual bike ride called The Sunshine Ride.

This ride is held to support cancer research and help make cancer survivors aware of the options they have when it comes to healthcare, diet, exercise and support. The ride was in honor of Lori Lenfert Tilton, an avid biker who was diagnosed with type 2B Breast Cancer one month before her 31<sup>st</sup> birthday. Kelley Lenfert, her twin sister, had a big part in organizing the ride. To read Lori's story, go to [rosepedal4laf.com](http://rosepedal4laf.com). You can also go to [sunshineride.org](http://sunshineride.org) and click on the link.

Myself, Jesse and Julie Simmons were the only riders that I know of from the Evansville Bike Club. The mileage choices were 5, 25, 40, and 62 or a 5 mile run or walk. The terrain was rolling with one long, steep climb on the 40 and 62 mile routes. My intention was to do a century that day however, after 62 miles, I had nothing left and really didn't want to try the steep climb again. The rest stops had lots of food and drinks and when you finished riding, the Forest Discovery Center parking lot had tents set up with PaPa John's pizza and your choice of turkey or ham sandwiches. The first rest stop caught my attention because it was the Fire Station in Martinsburg, Indiana. This was the start and finish of the Da Vinci road race where Jesse won last year. If you recall the picture on the front page of last July's (2004) Newsletter with Jesse's hand raised while crossing the finish line.

Jesse, myself and three others riders were in the lead pack along with Bob Roll for the first 35 miles. Bob is a former Tour de France competitor and now does the commentary for the Tour on OLN. On the big climb, Bob hung back behind the first three riders and ahead of Jesse and myself. He acted like he was struggling to get up the hill and when those four riders topped the hill, Bob made an attack and looked back and gave the rest of us the Lance look.

Jesse and I met and talked with Kelly Lenfert, and she told him that she would send a Sunshine Ride jersey to him. They sold for \$100.00 at the ride and are very nice. This ride should be on our club schedule for next year and would be worth giving a try.

## **Bike Erie [Continued from September]** **by Wayne Fuller**

As we continued on our journey we came to lock 21 and the New York State Barge Canal. Further on down the highway were the Erie Canal Museum Tour and Boat Ride. I decided not to do the boat ride and by this time I had seen many canal museums and passed on going to this one. We finally came to Rome and, on that evening, we were camping at Fort Stanwix. Oh, I did forget to mention it started raining again that afternoon and of course, we all got wet. Fort Stanwix was constructed to protect the western headwaters of the Mohawk Rivers during the French and Indian War. It also played a key role in the Revolutionary War. The Fort Stanwix National Monument is a reconstruction of the fort and is managed by the National Park Service. Rome was where the start of the Erie Canal construction began. The construction of the Erie Canal did not begin at either end but in the middle and starting in Rome did offer several advantages. The land was relatively flat which made it possible to build many miles of canal without locks. Progress was quicker because one crew could go west while the other crew could go east. The towns on either end helped to ensure the project's completion because they were eager for this method of transportation. Dinner was on our own, and we found a national chain restaurant, which offered good food, beverages, and the Outdoor Life Network. By the time we were finished eating, all of the televisions within the restaurant were turned to the Tour de France.

The next morning found us waking up to a steady downpour. We were to eat at the local YMCA, which provided facilities for us the previous day for swimming, going into the sauna, or dipping into the hot tub. We rode to breakfast, which offered plenty of food. This day proved to be our most difficult day. The rain stayed steady through most of the day. It was a long ride being some 63 miles and it was hilly. The ride was also mostly on highway. As we started to ride, I got to thinking about how lucky I had been up to this point in the tour. This was my 7<sup>th</sup> day of riding, and I yet to have a flat tire. By this time, I had seen many people with flats, some of which had more than one flat. I believe the record for the number of flats by one person in this tour was six. Ten miles into the ride, my front tire went flat. I was able to get over to the side. I removed my tire and found a very tiny tack in the center of my tire. I proceeded to use a dollar bill to plug the hole in the tire and get a new tube. Of course, during the procedure my tire tool broke, and I had to borrow one. I managed to get the tire changed in the pouring rain then I continued on. Lunch was to be in Mohawk. I knew this ride would be hilly because several years previously I had driven the highways in this area on the way to the Baseball Hall of Fame. In downtown Mohawk, I felt my rear tire start bumping. By the time I got off the bike, my rear tire was flat. It continued to pour rain in buckets. I managed to get the tire off and found that I had an oversized tube. However, I managed to get the tube into the tire, but found that my pump now was not working. An individual stopped and lent me his pump. After much wrangling, I managed to get the tire aired up. For lunch, I changed a flat tire, did not stop to eat, and continued on. A few miles down the road, I ran into a Sag vehicle. I asked if they had a pump and was told that I could go to a gas station. I continued on to the next rest stop, which also did not have a floor pump. The last rest stop also did not have a floor pump. I was able to make it to Canajoharie, which was the end of the ride for the day. During the last hour of riding, the rain went away and then the sun came out. I became very hot and realized that I was still wearing my rain jacket. At the end of the ride, there was what I would consider a triple hill, all sections of which were very steep. I made it up about  $\frac{3}{4}$  of the way before I had to get off and walk. This was the only hill that I walked during the tour. I should also recount that I think that there were over a hundred flat tires on this particular day. This was a day in which there were several things to see and do, none of which I did. There was the tour of the Munson-Williams-Proctor Art Institute, which is a collection of 18<sup>th</sup> to 20<sup>th</sup> century fine arts. There was a tour of the Genesee Brewery. There also was a tour of the Remington Arms Company. After camp had been set up, we were served dinner, which was very good compared to what had been served during the previous several days. A shuttle service was operating to downtown, which we took to find a local tavern. On our way down the hill to downtown, we saw many bicyclists still coming into camp. This evening we spent looking at the local color, as bicycle racing was not on the tavern's television.

Day Eight. This was to be a relatively short day of 42 miles. The day started out with breakfast, which was good, but not plentiful. However, several of us had already decided that we were going to stop in Fultonville to have ice cream at a store known as Sundaes Past. The store was going to be open at 8:00 a.m. especially for us. The trail went from crushed limestone to pavement. From this point to the end of trail, it was paved. I guess the closer you get to the State Capitol the better riding surfaces you get on the bicycle trails. At 12.5 miles, we stopped and had ice cream. I had a cookie dough sundae with hot fudge whipped cream and a cherry.

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## [Continued from Page 3] Bike Erie

It went down well with a nice hot cup of coffee. During the early part of the ride, you see what is called the Noses. This is an area where a spur of the Adirondacks forces the Mohawk River to bend and narrow creating this area as two steep escarpments face each other across the river. The Mohawk River provides the only natural waterway through the Appalachian mountain system between the St. Lawrence River and the Gulf of Mexico. As we continued riding, we came to the Schoharie Crossing State Historic Site. This crossing is the only place where you can see elements of four iterations in one place as "Clinton's Ditch" was enlarged or relocated three times to accommodate bigger canal boats and cargo loads. The most impressive canal structure at this location are the remains of the Schoharie aqueduct which was originally 624 feet long and carried the enlarged canal over Schoharie Creek. We continued our ride into Scotia, where we would be spending the night at Collins Park. This was a very easy ride and we all arrived quite early in the afternoon. We were able to find a place for lunch that was relatively close to Tent City. My friends and I decided to see if we could find a place to watch the Tour de France.

We were aware that Lance was tearing into the time of leader. None of the taverns appeared to be open and each indicated that they would not open until 4:00 that afternoon. We finally ran into an individual who gave us directions to a tavern that was definitely off the beaten path. It was in the basement of an old house where the first floor served as a banquet hall and the upper floor served as living quarters. We walked down the steps and were greeted by the owner, two patrons, and the owner's dog. The dog was quite friendly. In the tavern was a very large screened television. They promptly turned the television to the Tour de France where we sat for the next two hours. All of the new patrons and the owner commented on the fact that they found it unusual that we had found their tavern, but that it was the best tavern in Scotia. Of course on this date, Armstrong won the stage and remained only 22 seconds behind the leader. We then proceeded to walk back to Tent City where there was a wine and cheese reception. This was followed by supper, which was pasta with meatballs. The meatballs were counted (we each got three meatballs). After supper, there was an awards presentation for such things as most flat tires, and I believe most black-and-blue spots. A polka band was also the evening's entertainment. Later that evening, we all went around and talked to people that we had met while doing the tour, exchanging e-mail addresses and fellowship.

## Club Member Discounts

**Bicycle World:** Morgan Avenue

10% off parts and accessories (bikes and labor excluded)

**Gilles Cycling:** Green River Road

10% off parts and accessories & Fitness

(special club member deals on all bicycles) (labor excluded)

**Dan's Competition:** Mt Vernon

10% off all merchandise including bikes (labor excluded)

**REM:** Jasper

10% off parts and accessories (bikes and labor excluded)

**Vaught Fitness & Cycling:** N. Stockwell

15% off parts & accessories

Please have membership card with you at time of purchase.

## Super Trek Bike Ride June 11, 2005

By Jim Beyer



The ride begins at Fort Massac State Park in Metropolis, Illinois. The Kiwanis Club hosts the ride each year. Riders come from all over to see Superman and to get the Superman tee shirts.

Riders line up for a mass start where Superman shows up to welcome riders. He shows up in a convertible and riders can get their picture made with him. He draws names from the pre-registered riders for several very good prizes such as helmets, computers and even a bicycle donated by Bike World in Paducah. At 8:00 a.m., Superman escorts the riders through town with police blocking the intersections until the riders are out-of-town.

This year, was overcast and looked very much like it could rain. Rebecca and I planned to ride 62 miles. Rebecca has a mountain bike with everything packed on it. She calls it a tank. Twelve miles out, we found the first rest stop well supplied with fruit, snacks and drinks. At 18 miles, Rebecca had a flat. The spray fix-it did not work very well. The Sag truck came and took her to the second rest stop. I rode on to meet her there. No one had an extra tube to fit her tire. After three attempts to patch the tire, it was ok to ride again.

Back on the road, the ride was scenic, rolling with some highway, and no large hills. Some landscape was still torn up from the tornado that passed through the area one month before the 2003 bike tour.

The Sag truck continued to offer water and check on us all the way back. We finished with 62 miles. Rebecca made some Kiwanis friends on this ride. Her motto now is "always carry an extra tube."

Editors note: I never have understand why, in recent years, Superman has been required to sit in the back seat of the convertible wearing a seat belt with shoulder strap. Why would the *Man of Steel* need to be belted securely in the back seat like a toddler?



### WELCOME NEW MEMBERS

Stephanie Brinkerhoff Riley

Brad Riley

Ty Alsop

Cole Lile

Kathy Seger

Emily Seger

# EBC Bikewriter

P.O. Box 15517  
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EBC Web Page: <http://www.bicycle.evansville.net> "Provided by Evansville Online"  
Submit articles: [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.

Mail to: Jim Niethammer  
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Email [hamrtym@aol.com](mailto:hamrtym@aol.com)

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**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)