



EBC Bikewriter

January 2007

The Evansville Bicycle Club Newsletter

The President's Pacelines

by Mark Olive

I would like to take this opportunity to thank each and every one of you. It has been my honor and privilege to serve as the president of the Evansville Bike Club for the past two years. Next year, I will be stepping down and a new president will be taking over. I had considered serving another year but my schedule and the demands that it places on my time simply would not allow me to do the kind of job that you all deserve. I am very proud of all the hard work that you have done for our club and for all our accomplishments. I am very proud of the rodeos that we organized and ran. Any time you train young boys and girls bicycle safety you are helping to protect their lives. And I am extremely proud of our special needs program. Last year, we gave a Rifton tricycle designed for children with neuromuscular diseases to the EVSC. When the physical therapist told me of how many tricycles they needed there was no way we could provide that many. This year however we are able to give two more of these special tricycles. This will complete their goal and give them enough tricycles to meet the needs of these special children.

As you are no doubt aware it takes many dedicated people to make an organization work effectively. With that in mind, I would like to thank some people directly. Terrell Maurer has been our vice president for the past two years and has done an excellent job. I couldn't have asked for a better V.P. Terry performed all of his duties flawlessly and was often the secretary when called upon to do so. He has also volunteered to be on the slate of officers for '07 as veep.

Bob Willett has been our treasurer for at least two trucks and a car now (just kidding Bob!) and has again volunteered to be on the slate of officers for '07 as treasurer. You've done a great job Bobby, thanks.

There have been two secretaries during my tenure. Many thanks go to Diane Bies and Jason Lee. You have both performed very important tasks for our club as you kept the minutes of our meetings

Jim Niethammer was in charge of membership for the past two years. Jim, you've been a wonderful ambassador for the club. You were at most of the rides and were right there to greet new members with a smile and a handshake. Thanks Jim for a great two years. Dave Ashworth has volunteered to be in charge of membership in '07. I know you'll do a super job Dave.

Rusty Yeager has been our statistician for as long as I can remember and has volunteered again for next year. You have and continue to do a phenomenal job Rusty. When one adds to this all the work you do for the GPM and other projects, I think it fair to say that our club owes you a huge debt of gratitude. Thanks Rusty.

Bob Wefel takes care of our website and has also been doing this job for as long as I can remember as well. This is very important as many people use it for ride schedules, mileage updates and information. Bob returns again next year as our webmaster. Thanks for the great work Bob.

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EBC Annual Awards Banquet

You still have time to submit your last minute reservation
for the annual club banquet!!

The submission form is included again in this month's newsletter.

Please RSVP to Hope Rold by January 6.

[Continued from Page 1] The President's Pacelines

Our touring director for the past two years has been Jay Vercellotti. You've done a tremendous job with all your hard work Jay. You've let us know when and where our rides will be and I've only heard positive comments about the job you've done. Thanks for the past two years and for volunteering to be tour director again next year.

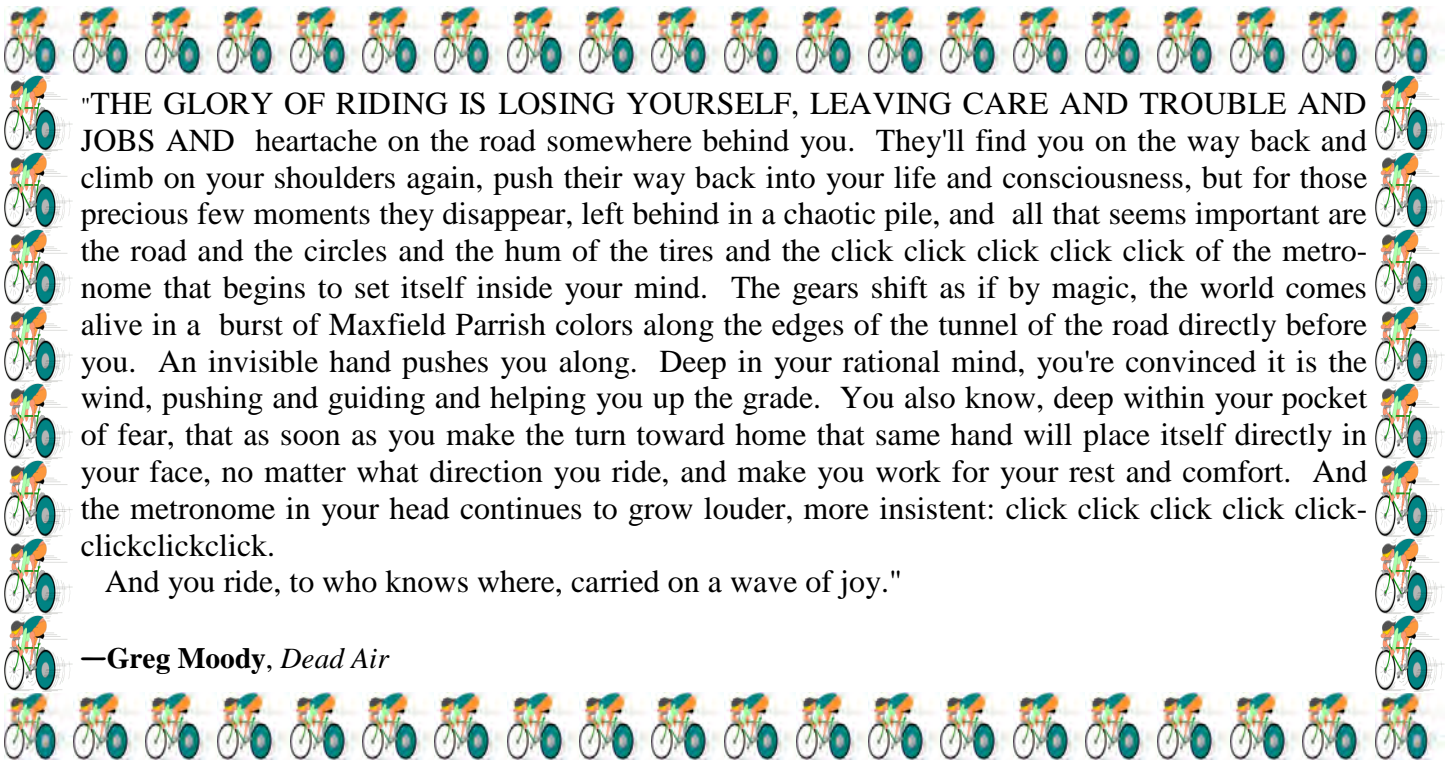
Faye, I can't thank you enough for putting our newsletter together. Your work speaks for itself every month as we read the latest news in the Bikewriter. You do a fantastic job, and we are very lucky to have you back again next year.

We all know how many people it takes to host a ride like the GPM, but we have been very lucky to have Darlene Wefel as our GPM coordinator for many years now. Darlene, you have done an incredible job bringing it all together and I would like to thank you on behalf of myself and the rest of the club for your hard work.

Finally, the risk that one takes when naming names is that you will probably leave someone out. If I have done so, please forgive me, it was not on purpose. To that end I would like to thank all of you who have worked on behalf of the club these past two years. You have my sincere thanks and gratitude. Our club would not be what it is today without your help.

And a final personal note. The past two years have had its share of good times and bad. We've accomplished many good works, rejoiced when our members recovered from illness, made new friends, ridden a lot of miles together and had some really great times. But we've also had our share of hard times. I want to thank you all again for your thoughts and prayers for me after my own accident. As you know there were a lot of accidents in our club. While some of them were minor, some were very serious. Let's continue to remember and pray for those who are recovering. We've even lost friends and family members to illness and accidents. Let's remember these individuals and the positive contributions that they have made in our lives.

May next year be the best year ever for the Evansville Bicycle Club!



"THE GLORY OF RIDING IS LOSING YOURSELF, LEAVING CARE AND TROUBLE AND JOBS AND heartache on the road somewhere behind you. They'll find you on the way back and climb on your shoulders again, push their way back into your life and consciousness, but for those precious few moments they disappear, left behind in a chaotic pile, and all that seems important are the road and the circles and the hum of the tires and the click click click click click of the metronome that begins to set itself inside your mind. The gears shift as if by magic, the world comes alive in a burst of Maxfield Parrish colors along the edges of the tunnel of the road directly before you. An invisible hand pushes you along. Deep in your rational mind, you're convinced it is the wind, pushing and guiding and helping you up the grade. You also know, deep within your pocket of fear, that as soon as you make the turn toward home that same hand will place itself directly in your face, no matter what direction you ride, and make you work for your rest and comfort. And the metronome in your head continues to grow louder, more insistent: click click click click click-clickclickclick.

And you ride, to who knows where, carried on a wave of joy."

—Greg Moody, *Dead Air*

Close, But No Cigar

By Matt Barker

Billed as one of the fastest centuries in the nation, Clarksville, Tennessee's Sunrise Century boasts a unique proposal for riders doing the hundred miler. The "Fast" century will be supported by a neutral follow vehicle for food and water and a rolling enclosure of motorcycles stopping traffic at intersections and crossroads. Rolling enclosures with neutral feed/follow vehicles are almost unheard of in racing unless you are in some big Pro race and even then it is sometimes lacking. Who could fathom a non-race century offering such amenities? This amenity alone makes the Sunrise Century worth doing.

The 2005 edition saw the old record smashed from a 4:01:13 to a 3:53:00 lowering the record by eight minutes and taking the average speed to 25.75 mph, a pretty incredible feat. The organizers hoped to see that record lowered even more in 2006. I had not been a part of the 2004 or 2005 rides, but the stories told about them had built up a myth about the ride and sparked my interest. So with thoughts and dreams of going very fast with a group of riders who only had one agenda, to go fast, plans were put in motion to be a part of the 2006 ride.

Stories abounded about how a couple of guys on a tandem ripped the group apart in 2005 until the final selection was made somewhere around the sixty mile mark. It would seem that the courses only long climb, a gradual grade about a half mile in length, had left several riders wanting and looking at their legs wondering where they had gone. When the dust had settled only nine riders and the one tandem finished together for the new record.

The Suspects

After asking and asking everyone who could or would be able to take on one hundred miles at or above 25 mph, three other combatants emerged. Suzuki Shane one of last year's "Where did the go go" group. He was looking for a little redemption this year and was well on his way with a finish at RAIN (Ride Across Indiana) of 6:52 (a 23.3 mph avg) for 160 miles. Roger Doger had been part of the record setting group in 2005. He thinks a hundred miles is only the warm up to bigger and better things. Roger was hoping to catch lightning in a bottle twice and set another record. Skip, who had heard so many stories about this ride, that he also wanted to conquer the beast. Skip had also finished RAIN in the 6:52 group. Lastly me, I still race several times a year, and I also finished RAIN in that 6:52 group. When it comes to long rides of over 75 miles, I would consider myself the weakest of the group.

My only complaint about the ride (albeit a small one) is the 6:55 A.M. start time. I am not sure that the chickens are up at that hour. The chickens definitely are not up at the 4:00 A.M. departure time from my house. When we arrived at the school where registration and the start were being held, the parking lot was well on its way to filling up. Guys with whistles were trying to direct parking, but I wanted to park close to some grass so I could collapse after the ride. Even though the grass was calling me to lay down on it afterwards, I resisted the urge. Registration was run with absolute perfection and it only took about ten minutes to go from the back of a ten-or-twelve-person line to out the door. I know of several races that could take lessons from these guys.

The Ride

Somewhere around fifty riders toed the line for the "Fast 100". I was somewhat ashamed that more guys did not try to do this after all the effort the promoter put into taking care of the "Fast Group". After a few last minute directions, the go signal was given and with the popping and snapping of shoes on pedals we were away.

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Continued from Page 3] Close, But No Cigar

Within ten miles the order of things was established with about twenty riders rotating at the front. This continued for about two and a half hours. The group at the front had dwindled to about 10 while the whole group was down to about thirty. The speed which had been about 25.1 mph at the end of one hour was now down to about 24 mph. The climb at mile 60 again proved to be the place where those with the go would go. Roger decided that it was now time to put the hammer down and put a huge gap into the field. Realizing that this action signaled it was now time for me to add my weight to the pace. I quickly crossed the gap and started pulling to get the ball rolling. By the time we got over the top and flying into the next town, the group was down to about fifteen including all of my mates.

The next 30 miles was at speed as almost everyone rotated through. I know that I poured all of the speed and power I had into those miles as I could sense that we had a fighting chance to break the record. Then with about ten miles to go the wheels fell off. Riders started just sitting on, Skip's cable broke and he only had two gears, other riders cramped up. I also ran out of gas with about two miles to go and was just fighting to do my part. Roger was turning himself inside out to hang on. Shane was fighting the cramps, but still laying down the power. I am sure that I was not the only one to run out of gas. It was a great try and in the last 40 miles we went from 24 mph to a 25.42 mph avg to finish in 3:56:11. The last 40 miles was run at just short of a 27 mph pace.

On a down note, the 1st female finisher fell off very close to the end of the ride, which is a shame. In my mind she deserved to have the same time as us, she pulled through just like everyone else and contributed as much, if not more than most. Good Job Ginger. Of course, I think she is slightly touched because she went out for a run after her incredible ride.

The dinner held in the school after the ride was a nice touch and welcomed after the ride. It sure made the drive home much more tolerable. While I am not one for mass cooked spaghetti, I sure did love going for seconds on the ice cream.

The "Fast Group" was not the only ones to go fast as a guy I know set a personal best for a century of a 4:38 riding in the unsupported part of the ride. His example was just one of many that I heard of. In closing, if you are just trying to set a PR on a century or break the record you should sign up for the Sunrise Century. I am sure that the 2007 edition will be an epic.



CONGRATULATIONS

**Two EBC members (numbers 509 and 874)
were married in June 2006.
Congratulations from the EBC to
Greg Meyer and Sue Hull (now Sue Wilson Meyer)**

Who is the biggest Bike Dork?
By Matt Barker

Who is the biggest bike Dork? I use to believe that would be me. I have now changed my mind; in a year where Gary Gardner's habitual 50 centuries seems almost normal the title has changed hands. This year has seen it share of Dorkism.

The head dork has now become Rusty Yeager. He set out with the goal of claiming 100 centuries for the year. Most of us are happy to get our 10 and go to the next year. You would think that when the newly crowned king of the Dorks gets his 100th century, he would stop. Not Rusty, he decides that he needs 120 and does a double that day. Anyone who thinks about doing 120 centuries could probably win the crown but doing a double century in December riding, god only knows how many laps around Roberts Stadium in the dark secures it. I can just image how sore my butt would be after that many miles.

In a close race, but coming up just short, would be Jim Neithammer. Though he will not get 120 centuries this year, he is probably going to get 100. Jim also spends way too much of his time riding circles around Roberts Stadium. The only reason that Jim did not share the King Dorks award with Rusty is that he only puts in 30 or 40 miles of his centuries at the Stadium while Rusty is putting in almost all of his there. Jim gets to share in the sore butt award with Rusty though.

Coming in at a distant 3rd would be Gary Gardner. We all know that he will do around 50 centuries each year and that earns him some points. Gary however earned most of his points this year when he broke his collar bone. Gary has this unique streak going on where for some Dorky number of months in a row he has ridden a century. So Gary breaks his collar bone while riding aCENTURY. Then he rides one the next month with a broken collar bone so he can keep his streak alive. That scores max Dork points.

I come in last in the race in 4th place. I ride too many miles, spend too much money, spend too much time away from my family all in the pursuit of becoming a faster rider. Besides; I was the original Dork

There are two very good Dork moments that just begging to be shared. Rodger blowing apart like a Roman candle and Enmark thinking that one pull was going to get it.

Rodger's Dork moment was during aCENTURY. The story goes like this: Rodger decides to blast theCENTURY and destroy everyone, he takes Shane in tow and they fly though the first 60 miles then Rodger pulls over, looks at Shane and says "I am done. You will have to pull me in." Shane's thoughts are much too colorful for the pages of this newsletter. A very Dorky move sounds like something I would do.

On a Wednesday night ride from Reitz High School, a small group of us blast up New Harmony Way's climb and come down the other side hitting speeds near 30mph. The pace line starts rotating, and after my turn, I look at Enmark and he reluctantly pulls through. After another rotation, I look over my shoulder at Dave and he gives this look that says I must be smoking crack, he is the sprinter and sprinters do not pull. Maybe it's not that Dorky but still very funny.

I will see you on the road where I will try to regain my crown. In reality, I am somewhat amazed by the things that the riders mentioned above are doing and only wish I could do the same.

EBC Bikewriter

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

The Evansville Bicycle Club, Inc.

New Membership and Renewal Application 2007

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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