



EBC Bikewriter

The Evansville Bicycle Club Newsletter

Notes From The President's Corner

Darlene Wefel—EBC President

One word describes August, and that is unbelievable! I can't remember an August this cool, and my lawn is still green and needs mowing on what seems like a daily basis. I heard the forecast for this Saturday, August 22; I must be dreaming. The high temperature is going to be 73 degrees. No complaints from cyclists in Southern Indiana unless you were cycling when the skies opened up on Tuesday evening, dumping 4.2 inches of rain on Newburgh in less than an hour.

There is so much happening in the cycling world, I'm not sure where to begin. As you all read in July's newsletter, the EBC helped with the "Lose the Training Wheels" program. Amy Lutzel received the following message from one of the participants, and I thought the club would want to read it:

"A whole new world has been opened up for [Alexa] by riding her bike. She rides like she's been doing it for years! We bike ride as a family now in the evenings & on camping trips. She has a new sense of

pride of herself. I can't thank you & her team for the time, patience & support you've given her & know that this experience she's had will forever be in her memory & you are a part of that! Take care of yourself & God Bless!"
WOW!



St. Mary's night at the Otter's ball game was a success! Here is a thank you note from St. Mary's: "Darlene, Please extend my appreciation to the volunteers that helped fit helmets at the Kohl's & St. Mary's Night with the Otter's. Their help was much needed that evening as they were very busy. We ended up giving away 900 helmets that night. Just to give you an idea. Once again, thank you & The Bike Club so much for your help. Sincerely, Rachel Chancellor" I'm sorry that I missed this event.

According to what I heard, we had a great turn-out of volunteers and the helmet fitting did not end until the 3rd inning. I hope everyone had fun at the game. (Pictures on page 5 - Ed.)

On July 23rd, Darryl Benefiel was killed while riding his bike in Newport, California. The accident involved an automobile and was under investigation. Darryl was the president of EBC in 1998. He was an accomplished rider, a great person, and will be missed. On August 2nd, about 20 club members and fellow cyclists did a short memorial ride from Atkinson Park to the funeral home.

Bicycle Indiana (aka Indiana Bicycle Coalition) is working very hard to improve cycling in Indiana and to make Indiana a Bicycle Friendly State. Some of the things that have happened recently and are in the works follow:
BI proposed multiple choice questions for Indiana Bureau of Motor Vehicles to add to the driver's license written

(Continued on page 2)

EBC CONTACTS

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Notes From The President's Corner (Cont.)

Darlene Wefel—EBC President

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examination. It's a start in educating the public. 2010 Indiana Bicycle Safety Bill proposal. In 2009 the Bicycle Safety Bill did not pass that was sponsored by Senate John Broden and Representative Ryan Dvorak. The new bill contains, but is not limited to the following:

Bicycle Lane is defined (current law does not mention bike lanes)

Motorist and bicyclist 'rules of the road' are laid out for bike lanes.

Motorist may not block the lane and must yield to bicycles

When on a roadway, cyclists must use the lane except when it is unsafe or when positioning themselves for a turn.

Bicyclists are allowed to proceed through a red light if their bike will not trip the traffic control sensor after a reasonable wait

Penalties for persons injuring a bicyclist are clearly spelled out

Motorist must allow a minimum of three feet when passing a cyclist. And they may pass a cyclist in a no-passing zone, if

it is safe to do so
Right turns may be signaled by extending the right arm

Tail light and side reflectors are required at dark. Headlights and tail lights may be either steady or flashing

A cyclist has all the rights of pedestrians, but must yield to pedestrians

A bell is no longer required, and a whistle is now allowed

A few minor provisions that are mainly 'clean up' of outmoded language
Definition of a bicycle is improved

Cyclist may stand and pedal

Children Carriers are clearly legal if they are firmly attached

A braked wheel is no longer required to 'skid'

Outmoded terms (roller skates, coaster, street car) are modernized

Bicycle Indiana Hosts Statewide Bicycle Summit – Theme Making Indiana Bicycle Friendly

Saturday October 17th

9:00a.m. - 6:00 p.m. The Government Center, Indianapolis, IN

9:00 a.m. – 12:00 p.m. - A free ride 15 – 25 – 40 miles with 3 routes hosted by CIBA

1:00 p.m. – 5:30 p.m. - Afternoon Summit
Cost \$30 for non-Bike Indiana Membership; \$25 for members.

Bringing together regional advocacy efforts to a statewide audience
Presentations by industry professionals and municipal planners
Guest Speaker and Breakout Sessions For Planner For Advocacy For Cyclist

Make plans to attend and be part of the first State Wide Bicycle Summit. Register on line at www.bicycleindiana.org/summit

We have jersey designs!
There are several to choose from. I believe that we should be receiving a couple more. These should be posted on the web site soon. We will be voting soon. Check the web site for details. *(Pictures on Pages 11 & 12 -- Ed.)*



Save the Date

EBC Banquet

Saturday, January 23, 2010

Cambridge Golf Club



Bicycle Indiana is funded by grants and individuals and needs your support. The EBC donates \$1.00 per GPM rider.

The cost of being a member is minimal— \$25.00. You can make a difference by joining. <http://bicycleindiana.org/>

Your Role in the GPM, Dan Krueger, 2009 GPM Coordinator

Greetings fellow riders!

We are one month away from the Great Pumpkin Metric, and I am very excited to see everything coming together. The goal this year is 900 riders. What can you do help us meet that goal?

Here is what you can do to help with this year's ride:

VOLUNTEER!

We have a number of areas where volunteers are still needed. Please see the contact information on the side to see who you need to contact to help. Remember that all EBC members (except first year members) are expected to volunteer for this event. We need your help in every area of the ride....**ESPECIALLY REST STOPS!**

PROMOTE THE RIDE

Word of mouth is the best way to promote the ride. Registration forms are available, and online registration is now open. We can advertise all we want, but that personal touch goes a long way.

FORM A TEAM

You may not be able to ride with the

team, but you could help organize a group of neighbors, co-workers or friends to ride the GPM. Casual riders are more likely to come out if they are with someone they know. If you can help get those people together (minimum of five), they can sign on as a team.

BE A PROACTIVE CYCLIST

We all know the benefits of riding a bike, but do others? It may look tough, and we sometimes make it look easy. Encourage others to take on the challenge of one of our routes. For some, a 25K route may be difficult. For others, they may need to try something longer. Once they realize how easy it can be to ride, hopefully they will ride more often.

I can't stress enough the need for volunteers. The more volunteers we have, the better the ride will be which will result in the likelihood that they will return in future years. Please contact one of our coordinators to determine what you can do to help. I'm looking forward to working with all of you. Please contact me if you have any questions.

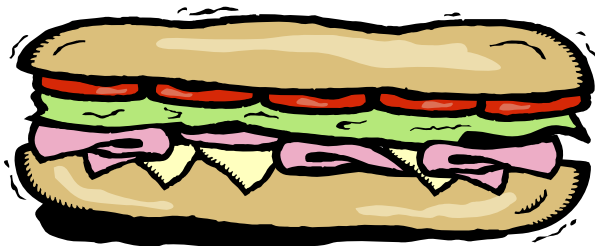
-  **SAG** — Jay Vercellotti, rides@endlessvistas.com
-  **Truck/Tents/Porta-Johns** — Mark Oliver moliver@insightbb.com
-  **Rest Stops**—Linda Clemmer lclemmer@csc.com
-  **Registration** — Rusty Yeager ryeager42@wowway.com
-  **Swine Barn** — Gary Gardner gogardner@roadrunner.com
-  **Post-Ride Dinner** — Ron Lee ronnie.lee@wowway.com
-  **Team Riding** — Paul Jensen pj-3@sbcglobal.net
-  **Parking** — Gene VanStone vanstone@insightbb.com



Pre-Pumpkin Ride Sunday, September 27, 2009

Members, come ride the GPM route on September 27th since you'll be volunteering on October 4th!

Gilles Cycling and Fitness will be hosting lunch at Subway.




Great Pumpkin
Metric
October 4,
2009
A Cycling
Holiday

Temperatures Highs and Lows

By Dave Ashworth

What a difference 3 weeks in mid summer in Indiana can make in riding comfort. Any resident in Southern Indiana knows that weather can make wide swings in temperature at anytime of the year. However, in mid June and early July, usually the variation is about 20 degrees.

Temperatures and humidity leading up to TRIRI (Touring Ride In Rural Indiana) this year were about normal. Even on Saturday, the day before the Sunday start, the temperature was in the high 80's but not oppressively so. However, on Sunday, everything changed. There had been some rain on Saturday night, and Sunday morning was hot and humid by the time we started. Little did we know that it would only get worse with each day being a challenge just to complete the ride and try to find some way to cool down. Usually, I had ridden several centuries during the week, however this year I was sagged in twice and rode the middle route on one day and completed no centuries. The only cooler morning was the layover day in Lincoln. That evening, the breeze we had all day went away, and the oppressive conditions returned. By the transfer day to Harmonie, several riders opted to do the short ride to Huntingburg and get their car to either drive to Harmonie or terminate the tour.

Friday and Saturday did not get any better, making this the first TRIRI where heat and humidity lasted the entire week. Of course, the heat broke the very next day, and it was nice the following week.

Jump ahead 3 weeks to the next event and you have RAIN (Ride Across Indiana), which in mid July has been a real test of endurance and heat tolerance. A good example was last year when we started during a heavy thunderstorm, which was cool and very wet, and by lunch we were enduring high temperatures and even higher humidity. This year, the big decision was arm warmers or vest or both at the start. The temperature that morning was over 30 degrees less than what the temperature was the first morning of TRIRI. The real difference was it didn't warm up that much for the day, reaching only into the high 60's. That made all the difference in how the ride progressed. Where during TRIRI it had been all I could do to do 75 miles, on RAIN at 150 miles, I actually felt good. This year wasn't the best time that I had posted, however it was the best I had felt at the end of the event.

I had always known that temperature plays a big factor in my riding endurance; it was just the first time I realized how much.



2008 Zipp clincher wheel set

Front wheel is a 404
Rear wheel is an 808 w/
built in power tap
They are in great shape w/
less than 100 miles. I'm
firm on asking \$2,000.
Contact:
jumbach@gmail.com

4 women's jerseys, like new.



Top left: Bright yellow, sleeveless, medium, Cannondale, \$8

Top right: Light yellow, black trim, sleeveless, medium, Performance, \$8

Bottom left: Blue flower print, short sleeve, small, Cannondale, \$10

Bottom right: Orange red, short sleeve, large, Hind, \$10

Contact Dorothy Niekamp Garrett
dagar727@aol.com or 618-384-8679

Tag-Along

Adam's Fold-A-Bike Like New \$65.00
Call Bob or Darlene 812-490-0686



League of American Bicyclists

www.bikeleague.org

Mission: To promote bicycling for fun, fitness, and transportation. Work through advocacy and education for a bicycle-friendly America.

Membership begins at \$35.

Bicycle Helmet Fitting at the Otters

Pictures by Janet Robertson and Linda Clemmer



Thanks to Volunteers: Janet Robertson; Linda Clemmer; Dave & Vicky Ashworth; Dan Krueger; Kevin & Ann Pendley; Renee' Hanft; Gary Gardner; Amy Lutzel; Keith, Theresa, Brett, Brock, & Audrey Weyer



Kevin Pendley fits a "new" biker with his 1st Helmet



How many EBC members does it take to fit a bike helmet ?



SAGBRAW 2009 — Door County

By Dorothy Garrett

Pedaling along on a bicycle at 13-15 mph is a great way to see picturesque Door County, WI, in detail! At least, that's what 500 other bicyclists and I believe. We threaded our way around the scenic peninsula, covering 400 miles in 5-1/2 days! Aqua blue waters reflecting the azure blue skies were on one side, and lush green fields and forests were on the other.

At that pace, there was plenty of time to study the terrain—the sandy seacoast, rocky glacial hills, verdant forests, and plateau farmland. We rode through quaint seacoast towns, cherry orchards, and dairy and grain farm country. We passed magnificent mansions on Lake Michigan and rustic cabins in cool wooded forests. We saw the wildflowers and mile-long fields of cultivated sunflowers in bloom in minute detail and clearly heard the native birds singing.

Our route began in Menominee, MI, just across the river from Marinette, WI, and on the first day we rode 67 miles southward down the west bank of the Green Bay to Green Bay, WI. We then continued north up the east bank of the Bay to the tip of the Door County Peninsula and rode back down along the shoreline of Lake Michigan, ending in Milwaukee. Other overnight stops included Sturgeon Bay, Fish Creek, Kewaunee, and Sheboygan.

The riders ranged in ages from 8-77 years, were fairly even in the number of males and females, and came from 29 states. There were families (including grandparents and grandchildren), couples, and individuals in groups or alone. About half of the bicyclists over-nighted in school gyms, and half stayed in tents on the school grounds. A few opted for motels. The riders' skill levels ranged from first time and novice to veteran and experienced.

SAGBRAW (Schramm's Annual Great Bicycle Ride Across Wisconsin) is a fully supported bicycle ride. SAG (support and gear) vehicles constantly drove the route, and a bicycle shop provided mechanical assistance. There were plentiful rest, water, and food stops along the way, as well as scenic and historic points of interest, and local restaurants were also meal options.

This vacation on a bike in Door County was a dream-come-true for me. All I did was ride (burning 2,000-3,000 calories a day), eat (consuming 2,000-3,000 calories a day), read, and sleep 8-10 hours a night. The sometimes uncontrollable variables of health, mechanics, and weather were good to me. I met so many nice, friendly, interesting people, and we all had one thing in common--the love of bicycling.

For more information about SAGBRAW, see http://www.bikewisconsin.com/Main/about_us.html.



Dorothy Garrett rode through Peninsula Park near Fish Creek, WI, and stopped at the Eagle Bluff Lighthouse. This lighthouse is one of ten lighthouses in Door County that once guided sailing ships into the ports of Sturgeon Bay and Green Bay.



Supertrek 2009, Metropolis, Illinois

By Faye Carter and Charlie Miller

Every year as part of the Metropolis, Illinois, Superman Festival week, the Supertrek Bicycle tour is held. On June 13, Charlie Miller and I drove to Metropolis, Illinois to ride the Supertrek. I have done this ride on many occasions in the past, and it's one of my favorite rides. It was the second organized ride I did when I started cycling in 1994. The last time Charlie and I attempted to do this ride together, several years ago, a bad storm came up, and we had to cut the ride short and do the 50K ride to get back to camp before the storm hit.

Charlie and I arrived early and were lined up and ready when they had the drawing for pre-registered riders. Each year, they give away a mountain bike, helmets and other bicycle paraphernalia to pre-

registered riders (and you do not have to be present to win). The last time we did this ride, Charlie won a helmet which was mailed to him because he didn't hear his name called.

After instructions about the ride, Superman led the pack out to the main road. He does not fly but rides in a car instead (I'm sure that's a disappointment to children). Every year, a new Superman is chosen from the town's young men. The chosen Superman is never a disappointment to see wearing tights. 😊 Anyway, we headed out on flat river bottom land that over the course of the ride gave way to a few rolling hills.

At around 50 miles or so, a few not-so-gently rolling hills were encountered on the way to The Bluff. In 1994, I rode this hill easily

on my all-terrain Trek with the granny gear. Later years, I rode it on my Cannondale compact road bike with no problem. This year, I was riding my Cannondale R2000 (with no granny gear), and it was a challenge to me. I can say it was probably not the fault of the bike since I had only ridden a couple of rides this year before the Supertrek and not many rides last year either. I wish I could blame my poor performance on the bicycle instead of my lack of riding. I did make it up the Bluff but had to stop on the one really tough spot in the middle. Then I got back on and made it over the top. Charlie did a lot better on the hill than I did (which eats me alive since I used to be better on hills than him).

After The Bluff, what went up did come down with a


very nice, long downhill and some nice easy rollers. At the last rest stop, we chatted with the guys and I asked about the route to be sure I was correct in where we could cut off the loop by the golf course. We expected to end up with around 50 miles by taking the short cut. When we got into town, I took a turn when I should have went straight. We ended up with 60 miles for the ride instead of 62, so we didn't cut much off by taking the short cut.

This ride has never been disappointing to me in the SAG support, well-stocked rest stops or friendly people in Metropolis. I will do the Supertrek ride again and, hopefully, will do better on climbing The Bluff next time.

WELCOME

NEW MEMBERS

Scott & Charity Fisher and Family
Kim Voiles
Brooks Ligon



Please Note:

The dates for the bike MS: Cruisin' The Crossroads Ride 2009[®] have changed.

New dates:
SEPTEMBER 26TH & 27TH

More Info: http://bikeini.nationalmssociety.org/site/TR/Bike/INIBikeEvents?pg=entry&fr_id=10960

Fueling Cyclists

Amy Lutzel

ACSM Certified Personal Trainer

If you are noticing your performance suffer, most of the time it's not because you aren't in shape or haven't been practicing enough. It may be something as simple as your nutrition. If you are noticing that you are getting tired more easily and have no energy, you may just need to add more carbs and protein to your diet. The following information and guidelines from the American Dietetic Association may help you when you go out on your next ride. The amount of calories you need depends on the type of cycling (track cycling, road racing, or mountain biking), the intensity and duration of your training, and your body size. In one hour of cycling, you can burn 375 to 600 calories. Competitive cyclists usually train 15 to 24 hours per week.

Road racing is mostly an endurance event. Racing can last from more than one hour to several days. During long periods of activity, the body mostly uses energy systems fueled by oxygen. However, road cyclists also need bursts of speed for sprints or to power up hills. For these short

periods of speed, the body calls upon the anaerobic energy system (the system that doesn't use oxygen to fuel muscles).

Track and mountain cyclists require more power than road cyclists because track and mountain races last only seconds or a few minutes. The calorie needs of track and mountain cyclists are more similar to the needs of strength and power athletes than the needs of endurance athletes.

Calories needs for road cyclists:

Cycling at speeds of 14 to 16 miles per hour requires about 4.5 calories per pound of body weight per hour (10 calories/kg/hour).

Cycling at 16 to 19 miles per hour requires about 5.5 calories per pound per hour (12 calories/kg/hour).

Cycling at more than 20 miles per hour requires about 7.3 calories per pound per hour (16 calories/kg/hour).

Cyclists should get most of their calories from carbohydrate. You



need 2.7 to 4.5 grams of carbohydrate per pound of body weight per day (6 to 10 g/kg/day). In the Tour de France, cyclists eat an average of 850 grams (or 3,400 calories) of carbohydrate per day, and they eat half of this amount while they race. Good sources of carbohydrate include whole grain breads and cereals, fruits, vegetables, and sport drinks. Many cyclists find it convenient to choose energy bars or gels when they are on the bike.

Cyclists need 0.6 to 0.8 grams of protein per pound of body weight per day (1.2 to 1.7 g/kg/day). Good sources of protein include fish, chicken, turkey, beef, low-fat milk, cheese, yogurt, eggs, nuts, and soy.

Cyclists should eat at least 0.45 grams of fat per pound of body weight per day (1 g/kg/day). Choose heart-healthy fats, such as canola oil, olive oil, and nuts. I hope that you have found this information helpful and will have much success on all future rides.

See you on the road soon and Happy Cycling!





SUPERMAN Vs. MAD ANTHONY WAYNE

BY Charlie Miller



Which one is better? Superman is the man of steel. He has cool super strength that allows him to run faster than a speeding bullet and leap tall buildings in a single bound. He has X-ray vision and can see through anything except lead, he has a cool ice fortress retreat at the North Pole, he can fly, and all the ladies like his handsome features and those muscles bulging beneath his super blue tights. He's the perfect man. He's also quite fictitious.

Mad Anthony, on the other hand, was an American Revolutionary War hero and considered somewhat of a "Dandy" in his day. After America won her independence from England, Mad Anthony continued serving his country. He took command of the army after Arthur St. Claire's devastating defeat to the British-supported Great Lakes Indian tribes. The Red Coats hadn't given up all hope of regaining America quite

yet. Mad Anthony re-forged the beaten American army and recouped all of the losses in the Northwest Territory. He built Fort Recovery, Fort Defiance, and Fort Wayne. All three of them are cities today. He finally defeated Chief Little Turtle's Indian army at Fallen Timbers, just south of Toledo, and in 1795 he forged the Treaty of Greenville. This ended any treats of invasion on our young country from England, France, or Spain, and ceded all of present day Ohio to the United States. Mad Anthony had been called the General Schwartzkopf of his day. Had he not died at the age of 51 he may have beaten John Adams or Thomas Jefferson for the Presidency.

What does this have to do with Cycling? Nothing, except for the two great bike-rides named in their honor. On June 13th, Faye Carter and I traveled to Superman's adopted home of Metropolis, Illinois to participate in the

Supertrek Bicycle Ride. Since Faye is more attracted to guys with bulging muscles in blue tights than I, she has taken on the task of writing about this ride. She is a much better writer than I am, so enjoy her story of our adventures on the super trek. That leaves me free to expound upon the Mad Anthony River Rally (MARR).

On August 1st, I traveled to Perrysburg, Ohio, to ride in the Toledo Area Bicyclist's annual MARR Ride. I rode the MARR last year as my first organized century ride ever, and I repeated that feat again this year. I began riding from the Perrysburg YMCA at 7:00AM. This is truly a flat-lander's bike ride. Down in Clarksville, Tennessee, they claim to have the fastest century ride on record. I believe if the Toledo Club had sanctioned time records, the MARR would take that title away.

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SUPERMAN Vs. MAD ANTHONY WAYNE (Cont.)

By Charlie Miller

(Continued from page 9)

The ride begins along the banks of the Maumee River. There are some beautiful old homes in Waterville, Ohio, along the river's north shore. At 10 miles, the ride turned north and away from the river as we entered Fallen Timbers Park and the Anthony Wayne Monument. Leaving the park took us over the only "hill" on the ride. It was the "Million-Dollar" Bike Bridge that crosses over one of the very few highways encountered on this ride.

At 18 miles, we came to the first rest stop. It was the breakfast stop at The Community of Christ Church in Whitehouse, Ohio, where we enjoyed Chris Cakes, fresh fruit, and homemade cookies. After "catching" my breakfast, I was once again on the road. The traffic was light, and, except for the SAG support, I don't think I saw more than a handful of cars on the back roads all day. Riding through the towns

was only a little more congested. The route had changed a little from last year, but they still had the rest stops at all the same places. At 50 miles, I rode into Grand Rapids for lunch. Pizza, hot dogs, fresh fruit and more homemade cookies were served to the hungry riders in a park along the Maumee.



Like Last year, the second 50 miles felt like riding into a strong head wind most of the way. There was a water stop at 73 miles near Bowling Green, which gave me a chance to take a break from the wind. They didn't erect those big windmill power generators in a Bowling Green cornfield because of gentle breezes. The final food stop was at 88 miles in the town of Tontogany, Ohio. Here I found a historic marker in the

park informing me that this was the boyhood home of Colonel Tom Custer and his more famous brother General George Custer. They both lost their lives at Little Bighorn.

The final 12-miles ended the ride with an enjoyable tailwind. My one complaint about this ride last year was along this section. A four-mile stretch named Hull Prairie road was so rough the locals took to calling it "Hell Prairie" road. It literally rattled your teeth and jarred your bones to ride upon. I was delighted to find they diverted us past Hull Prairie this year for a much gentler final five miles. I finished with 100 miles at 3:30 PM and enjoyed the ice cream offered at the YMCA.

So which is better, Superman or Mad Anthony Wayne? The truth is both rides are great. But I think the MARR has become a favorite with me, and I'm already looking forward to next year.

Jersey Designs

Submitted by Paul Sluder, Dan Krueger, and Darlene Wefel
Go to evansvillebicycleclub.org to check out all the designs.



Jersey Designs (Cont.)



EBC Bikewriter
P.O. Box 15517
Evansville, IN 47716

<http://www.evansvillebicycleclub.org>

The Evansville Bicycle Club, Inc.

Name(s) & Age(s) _____

Address _____

City _____
State _____
Zip _____
Phone (____) _____ - _____
Email _____
Signature _____

Membership
Dues

Individual
\$12

Family
\$20 + \$1 per
child

Send me the
newsletter by:

- Email
 USPS

Release of Liability

Evansville Bicycle Club, Inc. is organized for the sole purpose of providing its 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 its 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, 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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Evansville, IN 47712
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