# Bikewriter 

NEWSLETTER OF THE EVANSVILLE BICYCLE CLUB • EVANSVILLE, INDIANA

REVISED EDITION

- Updated Ride List
- New Mileage Updates
- Rusty Yeager's 24-Hours of Sebring


BIKE FOREVER


Don't forget the EBC meeting on IN APRIL at our NEW/OLD LOCATION, Pizza Chef in NewburghThey're back!

## Evansville Bicycle Club, Inc. Mission Statement

The Evansville Bicycle Club Inc. is an organization formed to promote bicycling in the Tri-State area. We advocate bicycle safety and education in our local communities by participating in and supporting health, fitness and cycling activities. The club provides the opportunity for cyclist of all ages and abilities to partake in cycling activities on a regular basis by offering a variety of rides weekly.


## EBC 2015 CONTACTS

Diane Bies-President, Tour Director 812-473-3546

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Paul Jensen-Board of Directors
www.evansvillebicycleclub.org

## CLUB JERSEYS

If you are wanting to get one of these new club jerseys, please contact Diane Bies at biesdi@aol.com or phone 812-473-3546 and I can bring them to a ride, you can pick them up at my home or at a club meeting.

Short Sleeved Jersey: \$60, Sleeveless Jersey $\$ 60$ (limited quantities), Long Sleeved \$65, and Bike Shorts \$50.

We have both women's and men's in stock.


## Diane Bies <br> the president's letter

Wow! April promises to be extremely busy for me and I am sure for many of you as well. We have received our first request for a bicycle rodeo this year. I am not sure as of yet whether it will happen or not. Please keep your eyes peeled for email blasts that come out asking for volunteers. If you can help out it would be greatly appreciated.
There are many great opportunities to ride coming up. We have added the Thursday evening rides to the calendar. They are still at 5:30 due to sunset times. But remember if you start within a half hour of the start time, though you may have to ride alone, your miles still count. Just remember to be safe and use lights if you are out at dusk! The Redbud ride in London, KY is on the calendar also. I believe we should be well represented there as quite a few EBC riders are doing the Kentucky Century Challenge this year. It has been great to see our rides having more people at them. We are doing a better job of having riders of all speeds around so there should be someone for everyone to ride with at most rides now. It is more fun to ride with people, if you ask me anyway.

## 24 HOURS IS A LONG TIME!

Rusty Yeager

My initiation into 24 hour cycling events began in 2012 with the National 24 Hour Challenge (Middleville, MI) in June, followed by the CASA 24 Hours of the Track (Lafayette, IN) in August. Both performances were neither stupendous nor disastrous, so in 2013 I decided to have a go at them again. My results in the National 24 Hour Challenge were a little improved from 2012, particularly in consideration of a rain shortened event. However, my performance at the Subaru test track in 2013 was considerably worse ( 60 miles worse) than in 2012. It was evident that I wasn't a natural at this and probably should have just called it quits and stuck to riding centuries. But in 2014 it turns out I did just the opposite and signed up for six different 24 hour competitions. The Ultra Marathon Cycling Association maintains a calendar of various scheduled endurance events throughout the United States and even overseas as eligible rides for the different point's competitions theymanage each year. The following are accounts of my first UMCA 24 hour event in 2014.

Bike Sebring February 15, 2014 - Sebring International Raceway, Sebring, FL
Bike Sebring is hosted by the Rotary Club of Highlands County and the Highlands Pedalers Bicycle Club and sort of marks

There was a great turn out for the Saturday century in APRIL as the Thursday one was rained out.
It would be great to have more EBC members riding the Natchez Trace the week of April 12. Contact me asap if you are interested. Planning is underway on the 2015 Great Pumpkin Metric. If you would like to be more involved in the planning please let me or Melissa Stepro know. Any help is appreciated! I have had several requests for EBC jerseys. I think we will be making another order this year. We do have some inventory but are not always able to fill requests. If you want one, please respond when we send out an email blast so we get your size and sleeve length, sleeveless, short sleeve, or long sleeve. If you know you want one, you can email me about it sooner also.
Be ready for May to arrive all too soon! May is BIKE MONTH and will be full of many fun biking activities. Come join the fun and bring your friends.
Hope to see you on the road. Spring has sprung at last!

Diane
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the beginning of the endurance competition schedule in the eastern U.S., much like the Daytona 500 is for NASCAR (had to through in the NASCAR reference for Gary Gardner's benefit). And after riding in 30 degree weather for a month and a half, I was more than primed for some warmer south Florida cycling. Or so I thought. Steve Gerbig had told me about this ride a few years back and it sounded like a good way to kick off the season - warm temperatures, flat terrainand a closed course track through the night (Got to quit listening to Steve - Ha Ha). By mid-February, I already had a dozen or so centuries, so I was as ready as I was going to be this early in the year, despite the fact I hadn't ridden anything over 100 miles for several months. Sebring is in central Florida south of Orlando and is roughly a 900 mile drive.

The event ran from 6:30am Saturday to 6:30am Sunday, meaning Friday was a travel day down and Sunday would be spent driving back. An 1800 mile round trip with 24 hours of cycling in three days was going to be a bit of a challenge on my own. So, in order to avoid a repeat of the 2013 incident where I fell asleep and rolled off of a picnic table at a rest area on the way back from the National 24 Hour Challenge in central Michigan, Dave Ashworth graciously agreed to make the trip with me to share the driving. Up until this
(continued on page 4)
time, the longest I had ever traveled with Dave in a vehicle was from Evansville to Huntingburg sharing a ride to TRIRI several years ago. With the exception of multiple potty breaks, and I mean multiple, the trip down was generally uneventful. Of course I slept through most of Georgia, including Atlanta.

The event was staged at the Sebring International Raceway, which in 1950 was converted from a World War II airbase used for B-17 training into what is now America's oldest road racing track. The list of professional and amateur racing legends that have left their mark at Sebring is impression, including Mario Andretti, A.J. Foyt, Steve McQueen, Paul Newman and even Walter Cronkite. The track has gone through several configurations over the years and currently consists of a 17 turn 3.74 mile circuit that is home to Skip Barber Racing. The Chateau Elan Hotel is located on the track property and served as the headquarters for the Bike Sebring event.I had considered booking Dave and I a room here for Friday and Saturday night, but with a name like Chateau Elan and after seeing photos of the opulent accommodations, I knew this was going to be way more than I was willing to spend for a road trip cycling ride - mistake \#1. We arrived at the hotel just after sunset and hightailed it to the room they had reserved for registration and picked up my packet. Having never participated in this event before I had a few logistical questions concerning where we were allowed to set up personal staging areas, etc. I was directed to a gentleman that was engaged in conversation with several others undoubtedly talking about the same stuff we all discuss the evening before any ride like this.

Although in this instance, one of the group was a lean 40 something guy with a British accent and a green mohawk haircut, not the sort of thing you don't notice. Of course my thought was "What a doofus" (more on this later), and I patiently waited to ask my question. Dave and I still needed to grab some dinner, make the customary trip to the grocery to buy supplies for the next day (bananas, yogurt, sandwich, water, ice, etc.), check into the Holiday Inn Express on the north side of town and take care of some last minute preparations with the bike gear, so we promptly scoped out a place to set up camp the next day at the track and headed back into town. Since it was dark, we were relying on GPS to navigate back to US27 and the hotel - mistake \#2. For future reference DeSoto Road does not connect up with Kenilworth Boulevard unless you are willing to go off road through an orange grove. Following our trip to the local Piggy Wiggly, we settled in at the hotel and awoke at 5:00am.

Upon our arrival at the parking lot of the racetrack to set up our individual sites, several participants had already staked claim to territories along the edge, but we found a of gap to unload the van and set up the coolers, water, night gear, bike stand, tools, etc. before the 6:30am start time. Bike Sebring doesn't draw nearly as many participants as the National 24 Hour Challenge in Michigan, but there were still around 50 individuals starting the eventfollowing
the typical 15 minute riders meeting. Although the raceway is the venue for the event, the daytime portion of the ride only included three laps around the track before we exited the facility and ventured out on to public roads, since there were scheduled auto racing practices for Skip Barber Racing during the day. I've never been much of a fast starter, so by the time we left the track I was one of the last to exit. The first part of the event was a 90 mile out and back run north to Reedy Lake. It didn't take long for the temperature to warm up to the 60's, it also didn't take long for the wind to kick up. If it stayed this breezy for the entire ride, it was going to be a long day. Terrain wasn't quite as flat as I thought it might be, but had just enough small climbs to add some variety. Once the course left the town and broke free of the suburbs the landscape was primarily orange groves, produce fields, lakes and wetlands.

Because Bike Sebring is a RAAM qualifier, drafting is not allowed and the wind eventually started taking a toll of several of the riders which I slowly began to reel in. At the north end of Reedy Lake you are required to drop a numbered plastic poker chip into a bucket to prove you were there, turn around and ride the majority of the same route back to the raceway - which meant tailwinds. Despite having just pushed through nearly 40 miles of head and crosswinds, I conserved enough leg to take advantage of the push coming back. It's rare that I am ever able to sustain a pace of $25+m p h$ for any distance at all, but with this much help from the wind it was possible to cover over a 10 mile stretch of the course at over 25 mph . At the end of the tailwind portion before turning east back into the wind toward the race track, I slowly closed the gap and caught one more female rider. Usually side-by-side pacing is also discouraged for RAAM qualifiers, but as I pulled alongside her and glanced over, there was something familiar about her. After a few minutes of conversation, I learned it was Cassie Schumacher, a rider I had previously ridden with at the 2012 Calvin's Challenge in Ohio and who had also competed as a solo rider in the 2013 RAAM.

I never much cared for phrases like "He's good for his age" or "She's a good rider for a female". Plain and simple, Cassie is just a very good endurance rider period. At the headwind turn, she let me take the lead and slowly pull away. The key words are "let me" because she was more than capable of ditching me, but was running the first part of the ride more conservatively.
After going through the timing station at the race track and stopping at my staging area where my crew chief/manager was waiting, I realized that I had covered the first $100+$ miles in a little over five hours and therefore had nearly an hour "in the bank" ahead of a 400 mile/ 24 hour pace. A short break for eating and switching out bottles and I was back out onto the second route for the event, a 26 mile clockwise triangular loop in a suburban portion of Sebring that went from headwind, to cross wind, to tail wind back to the race track. Because of the horrendous headwind at the beginning of each loop, I usually took a small break at the end of each circuit
(continued on page 5)
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before heading back out. Nine loops later at the 200 mile mark I was still about an hour ahead of a 400 mile pace. Then came the surprise! When they closed the medium loop before sunset and transitioned the race onto the track for the night, it also required us to move our personal staging areas from the parking lot to along the pit wall inside the track. If you didn't have any crew to take care of this for you, it was up to the rider to make the move. Luckily, Dave had found out about this earlier, packed up the van and hauled all the gear inside so I didn't need to stop riding.
Dave was going to do the bulk of the driving back home Sunday, so the plan was for him to get a hotel room and not spend the night at the track, since I won't need any assistance for the remainder of the event. Ironically, Dave checked into the rates for a room at the Chateau Elan Hotel and discovered that it was slightly cheaper than the Holiday Inn Express we stayed at the night before. Since the hotel was within a short walking distance of the track pit areas, the van was left at the track on the off chance there was something I needed out of it overnight.

For the final nighttime stage, the hope was that the wind would die back, which it did to some extent, and that I would just knock off 10 loops at a time for the next 12 to 13 hours at a pace that would get me a 400 mile+ result. The track was flat and riding endless loops was something I was very accustomed to doing; however, there were two variables I hadn't counted on. Although it's southern Florida, it's also February and deeper into the night it got colder and colder. For the first couple sets of loops I was fine, but before I hit 270 miles I was putting on arm warmers and vests, then leg warmers and a heavier jacket and finally shoe covers, balaclava and mittens. Basically, the same winter gear I'd been wearing back in Evansville. Truth is, it probably only got down to the mid to upper 40s that night, yet considerably colder than the delightful temps during the day.

The second factor that ultimately led to my demise was the track surface. Over one third of the track was on the old concrete tarmac of the original WWII airbase, with the remaining portion on relatively smooth asphalt. The years of wear and tear from the bombers and decades of weathering since had resulted in a network of fractures in the concrete portion of the track. It's not that there were chunks of concrete missing, but that many cracks, especially in turns 1 and 17, made for a rough ride on a 3.74 mile lap. Eventually, the vibration and cold began to wear on me physically, although more importantly psychologically, and before long a short break between 10 lap sets wasn't enough. I know from past experience that once I start taking extended breaks of an hour or more that the writing is on the wall and I'm not going to make up the lost time. At some point after midnight, I had had enough, climbed over the pit wall and headed to the van to warm up and rest. I set my iPhone alarm for something less than an hour, but by the time I actually woke back up, walked back to the track and started riding, more than an hour had passed. I felt fine for a while and was able to get
in a few more sets, but by now the sets weren't a full 10 laps. By 3:30 or 4:00am I was again too cold and fatigued to continue, so back to the van I went. This time for more than an hour. During this time, Dave had gotten up early to come over and watch the final hour and half of the event. Naturally, he headed straight to the pit wall where my gear was still laying out and watched to see me come around.

Wasn't long before he noticed that some other cyclists had come by two or three times, but still no sign of me completing laps on the track. Eventually, he leaned over the pit wall to discover that my bike was leaning against the inner wall with me nowhere in sight. Intuitively, he made his way to the van only to find me asleep inside. By this time, the event was about to enter the final hour, so I managed to climb back on for one final run until time expired at 6:30am. Couldn't force myself to just quit without riding to the end, but very glad when enough time had expired that I wasn't going to be able to complete another full lap.

Because it takes two Garmin GPS computers to record a 24 hour ride, I didn't make the effort at the end of the ride to total the two and see how I did, I knew it wasn't good. The race staff immediately compiled the results and had them posted by 7:00am. In the meantime, Dave and I began to haul all the gear over to the van and get it packed for the trip home. Because of the long drive ahead and my lackluster performance we decided to skip the post event awards ceremony, but stuck around long enough for the results to be posted. While standing at the board and sulking over my 338.7 mile result, who other than the green mohawk haired Englishman should stroll up, find his name and results and declare " 468 miles, I'll take that". I of course had no choice but to punch him in the face. Who am I kidding, the way I felt at the time I couldn't punch a gnat. Turns out the rider was Chris Hopkinson, which at the time meant nothing to me. Only later did I come to learn he is one of the best current ultra-marathon cyclists.

My effort placed me a distant second out of three male riders in my age category, but with an overall placing of 14 out of 29 male and female standard bike 24 hour competitors. Chris clearly won the standard bike event with a 27 mile margin over second. With 394.9 miles, Cassie Schumacher finished second of the females and $11^{\text {th }}$ overall. As a side note, Cassie had to withdraw mid-way through the 2013 RAAM event, only to return in 2014 and win the female RAAM title.

As for my overall impression of Bike Sebring - despite the cold and less than ideal surface on the track, it's a great, well organized event, especially for February. On the trip back home, I was pretty sure I wouldn't likely return to this event again. Since then, I've changed my mind and now would like an opportunity to take another stab at a RAAM qualifying attempt at Sebring.

| Sun | Mon | Tue | Wed | Thu | Fri | Sat |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| New Riders need to be ready to leave 30 min . early and are encouraged to start with a "Come Ride With Us" Ride. We often eat out after Monday and Wednesday night rides. | Note evening rides at $5: 30 \mathrm{pm}$, and are longer now. Come out and ride!! Wed. evening ride at 6 pm . | HELMETS ARE ALWAYS MANDATORY | 11:00@ Elite Fitness 57 and Kansas Rd. 17,23,35 mi. 6:00 PM Come Ride With Us on the Greenway from Garvin Park Ride 1 hr. get 20 mi. credit | 29:00 AM@ Mesker <br> Park Dr. 23 mi . <br> 5:30 PM Elite Fitness <br> Truck Pro Route Hwy 57 <br> and Kansas Rd. 22 mi . | 3 1:00 PM@ <br> I-164 Access, <br>  <br> Olmstead Rds. <br> $17,24,33 \mathrm{mi}$ | 4 9:00 AM \& 1:00 PM @ Elite Fitness ( 57 \& Kansas Rd) $16,23,35,43 \mathrm{mi}$. |
| 5 10:00 AM@ Castle HS on <br> Hwy 261 in Newburgh 23, 32 mi. <br> 2:00 PM Come Ride With Us @ I <br> -69 Access Burkhardt \& Olmstead Rds.17, 24, or 33 mi . | 6 1:00 PM@4H <br> Fairgrounds 15, 28 mi. <br> 5:30 PM Come Ride <br> With Us ${ }^{\text {a }}$ 4-H <br> Fairground 15 mi . | 7 9:00 AM and 5:30 PM @ I- <br> 164 Access <br>  <br> Olmstead Rds. 17, 22 mi . | $8 \mathbf{1 : 0 0 @}$ Elite Fitness 57 and Kansas Rd. 17,23,35 mi. 6:00 PM Come Ride With Us on the Greenway from Garvin Park Ride 1 hr. get 20 mi. credit | 99:00 AM @ Old Dam Site, Newburgh, 17, 27 mi. <br> 6:30 PM Club Meeting <br> @ Pizza Chef Newburgh, <br> on Hwy 261 | $10 \mathbf{1 : 0 0 ~ P M}$ <br> @ I-164 Ac- <br> cess, <br> Burkhardt \& Olmstead Rds. $17,24,33 \mathrm{mi}$ | 11 FCBA Natchez Trace 9:00 AM \& 1:00 PM @ Henderson Co. High School in Henderson, KY $24,32,47 \mathrm{mi}$. |
| 12 FCBA Natchez Trace 10:00 AM @ Mesker Park Dr. and Wimberg Ave. 23 or 38 mi . 2:00 PM Come Ride With Us a I -69 Access Burkhardt \& Olmstead Rds. 17, 24, or 33 mi . | 13 FCBA Natchez Trace 1:00 PM @ 4H <br> Fairgrounds 15, 28 mi. <br> 5:30 PM Come Ride With Us@ 4-H Fairground 15 mi . | 14 FCBA <br> Natchez Trace 9:00 AM and 5:30 PM @ I164 Access Burkhardt \& Olmstead Rds. 17, 22 mi. | 15 FCBA Natchez Trace 1:00@ Elite Fitness 57 and Kansas Rd. 17,23,35 mi. 6:00 PM Come Ride With Us on the Greenway from Garvin Park Ride 1 hr. get 20 mi. credit | 16 8:00 AM Club Century@ Crossroads Church Santa Claus or Touring Rte 100 <br> 9:00 AM @ Mesker Park Dr. 23 mi . 5:30 PM Elite Fitness Truck Pro Route Hwy 57 and Kansas Rd. 22 mi . | 17 FCBA <br> Natchez Trace 1:00 PM @ I164 Access, Burkhardt \& Olmstead Rds. 17, 24, 33 mi | 18 FCBA Natchez Trace 8:00 AM Club Century@ Crossroads Church Santa Claus or Touring Rte 100 <br> 9:00 AM \& 1:00 PM @ Elite Fitness (57 \& Kansas Rd) 16, 23, 35, 43 mi . |
| 19 10:00 AM @ Henderson Co. HS in Henderson, KY 24 or 32 mi 2:00 PM Come Ride With Us @ I -69 Access Burkhardt \& Olmstead Rds.17, 24, or 33 mi . | $\begin{aligned} & 20 \text { 1:00 PM @ } 4 \mathrm{H} \\ & \text { Fairgrounds } 15,28 \\ & \text { mi. } \\ & \text { 5:30 PM Come Ride } \\ & \text { With Us } \begin{array}{l} \text { a-H } \\ \hline \text { Fairground } 15 \mathrm{mi} . \end{array} \end{aligned}$ | 21 9:00 AM and 5:30 PM @ I- <br> 164 Access <br> Burkhardt \& Olmstead Rds. 17, 22 mi . | $22 \mathbf{1 : 0 0 @}$ Elite Fitness 57 and Kansas Rd.17,23,35 mi. 6:00 PM Come Ride With Us on the Greenway from Garvin Park Ride 1 hr. get 20 mi. credit | $\begin{array}{\|l} \text { 23 9:00 AM @ Old Dam } \\ \text { Site, Newburgh, } 17,27 \\ \text { mi. } \\ \text { 5:30 PM Elite Fitness } \\ \frac{\text { Truck Pro Route Hwy }}{} \mathbf{5 7} \\ \text { and Kansas Rd. } 22 \mathrm{mi} \end{array}$ | 24 1:00 PM <br> @ I-164 Access, <br> Burkhardt \& Olmstead Rds. 17, 24, 33 mi | 25 Redbud Ride London, KY. 23,38,70,102 mi. \$\$ 9:00 AM \& 1:00 PM @ Elite Fitness ( 57 \& Kansas Rd) 16, 23, 35, 43 mi . |
| $\begin{aligned} & \text { 26 9:00 Redbud recovery ride Rich- } \\ & \text { mond, KY } \\ & \text { 10:00 AM @ @ Elite Fitness } \mathbf{5 7} \\ & \text { \& Kansas Rd. 17, } 23,35,43 \mathrm{mi} . \\ & \text { 2:00 PM Come Ride With Us @ I } \\ & \text {-69 Access Burkhardt \& Olmstead } \\ & \hline \text { Rds. } 17,24, \text { or } 33 \text { mi. } \end{aligned}$ | 27 1:00 PM @ 4H <br> Fairgrounds 15, 28 mi. <br> 5:30 PM Come Ride <br> With Us @ , 4-H <br> Fairground 15 mi . | 289:00 AM and 5:30 PM @ I- <br> 164 Access <br>  <br> Olmstead Rds. 17, 22 mi . | 29 1:00@ Elite Fitness 57 and Kansas Rd.17,23,35 mi. 6:00 PM Come Ride With Us on the Greenway from Garvin Park Ride 1 hr. get 20 mi. credit | 30 9:00 AM @ Mesker Park Dr. 23 mi . <br> 5:30 PM Elite Fitness Truck Pro Route Hwy 57 and Kansas Rd. 22 mi . | Club Jersey <br> Sundays <br> Wear your EBC jersey on Sunday club rides | Redbud ride, London, <br> KY www.redbudride.com <br> FCBA Natchez Trace www.fullercenterbikeadven ture.org |


| Overall Standings |  |  |  |  |  | Men's Standings |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Club Member | Exp. | Ride Host | $\begin{gathered} 100 \\ \text { Miles } \end{gathered}$ | No. of Rides | Club Miles | Club Member | Exp. | Ride Host | $\begin{gathered} 100 \\ \text { Miles } \end{gathered}$ | No. of Rides | Club Miles |
| 1 Bies, Diane | 6/1/15 |  | 4 | 23 | 676 | 1 Otolski, Kevin | 7/1/15 |  | 3 | 16 | 587 |
| 2 Otolski, Kevin | 7/1/15 |  | 3 | 16 | 587 | 2 Johnson, Bill | 7/1/15 |  |  | 14 | 511 |
| 3 Johnson, Bill | 7/1/15 |  |  | 14 | 511 | 3 Niethammer, Jim | 12/1/16 |  | 8 | 9 | 385 |
| 4 Niethammer, Jim | 12/1/16 |  | 8 | 9 | 385 | 4 Carter, Archie | 8/1/17 |  |  | 11 | 350 |
| 5 Carter, Archie | 8/1/17 |  |  | 11 | 350 | 5 Majors, Bill | 5/1/15 |  |  | 14 | 306 |
| 6 Holland, Diana | 1/1/16 |  |  | 12 | 339 | 6 Gumbel, Tony | 8/1/15 |  | 1 | 6 | 269 |
| 7 Majors, Bill | 5/1/15 |  |  | 14 | 306 | 7 Voegel, Bill | 4/1/15 |  |  | 8 | 242 |
| 8 Gumbel, Tony | 8/1/15 |  | 1 | 6 | 269 | 8 Heng, David | 5/1/16 |  |  | 9 | 238 |
| 9 Voegel, Bill | 4/1/15 |  |  | 8 | 242 | 9 Fisher, Scott | 1/1/16 |  |  | 4 | 219 |
| 10 Heng, David | 5/1/16 |  |  | 9 | 238 | 10 Silke, Randy | 7/1/15 |  |  | 7 | 214 |
| 11 Fisher, Scott | 1/1/16 |  |  | 4 | 219 | 11 Palmer, Dale | 10/1/15 |  |  | 5 | 160 |
| 12 Silke, Randy | 7/1/15 |  |  | 7 | 214 | 12 Jones, Charles | 1/1/16 |  |  | 3 | 157 |
| 13 Palmer, Dale | 10/1/15 |  |  | 5 | 160 | 13 Brouillard, Gene | 6/1/15 |  |  | 5 | 155 |
| 14 Jones, Charles | 1/1/16 |  |  | 3 | 157 | 14 Mueller, Tom | 1/1/16 |  |  | 2 | 133 |
| 15 Brouillard, Gene | 6/1/15 |  |  | 5 | 155 | 15 Yeager, Rusty | 6/1/15 |  | 3 | 4 | 128 |
| 16 Loehrlein, Colette | 1/1/16 |  |  | 5 | 146 | 16 May, Tony | 10/1/15 |  |  | 5 | 87 |
| 17 Redden, Donna | 8/1/15 |  |  | 7 | 137 | 17 Ballard, Tom | 1/1/16 |  |  | 3 | 71 |
| 18 Mueller, Tom | 1/1/16 |  |  |  | 133 | 18 Breivogel, Gary | 5/1/15 |  |  | 3 | 61 |
| 19 Yeager, Rusty | 6/1/15 |  | 3 | 4 | 128 | 19 Ashworth, David | 1/1/16 |  |  | 2 | 56 |
| 20 May, Kara | 10/1/15 |  |  | 5 | 87 | 20 Sullivan, Patrick | 10/1/15 |  |  | 2 | 46 |
| 20 May, Tony | 10/1/15 |  |  |  | 87 | 21 Brindle, Matt | 1/1/16 |  |  | 1 | 43 |
| 22 Spearin, Alicia | 7/1/15 |  |  | 3 | 74 | 22 Spearin, Mike | 7/1/15 |  |  | 2 | 39 |
| 23 Ballard, Tom | 1/1/16 |  |  | 3 | 71 | 23 Bosko, John | 6/1/15 |  |  | 1 | 33 |
| 24 Breivogel, Gary | 5/1/15 |  |  | 3 | 61 | 23 Holland, Greg | 1/1/16 |  |  | 1 | 33 |
| 25 Ashworth, David | 1/1/16 |  |  | 2 | 56 | 23 Hunt, John | 1/1/16 |  |  | 1 | 33 |
| 26 Sullivan, Patrick | 10/1/15 |  |  | 2 | 46 | 26 Fodstad, Bob | 4/1/15 |  |  | 1 | 24 |
| 27 Brindle, Matt | 1/1/16 |  |  | 1 | 43 | 27 Pendley, Ron | 4/1/16 |  |  | 1 | 22 |
| 28 Breivogel, Judy | 5/1/15 |  |  | 2 | 39 | 28 Farr, Lance | 8/1/15 |  |  | 1 | 20 |
| 28 Spearin, Mike | 7/1/15 |  |  | 2 | 39 | 29 Gardner, Gary | 6/1/15 |  | 3 | 1 | 17 |
| 30 Ashworth, Vicky | 1/1/16 |  |  | 2 | 34 | 29 Janowski, Robert | 7/1/15 |  |  | 1 | 17 |
| 30 Connelly, Laura | 8/1/15 |  |  | 2 | 34 | 31 Garrett, Brian | 11/1/15 |  |  | 1 | 15 |
| 30 Robertson, Janet | 5/1/16 |  |  | 2 | 34 | 31 Wong, Howard | 8/1/16 |  |  | 1 | 15 |
| 33 Bosko, John | 6/1/15 |  |  | 1 | 33 |  |  |  |  |  |  |
| 33 Holland, Greg | 1/1/16 |  |  | 1 | 33 |  |  |  |  |  |  |
| 33 Hunt, John | 1/1/16 |  |  | 1 | 33 | Women's Sta |  |  |  |  |  |
| 36 Fodstad, Bob | 4/1/15 $4 / 1 / 15$ |  |  | 1 | 24 |  |  |  |  | No. of | Club |
| 36 Humphrey, Mindy 38 Pendley, Ron | 4/1/15 $4 / 1 / 16$ |  |  | 1 | 24 | Club Member | Exp. | Host | Miles | Rides | Miles |
| 38 Pendley, Ron 39 Farr, Lance | $\begin{aligned} & 4 / 1 / 16 \\ & 8 / 1 / 15 \end{aligned}$ |  |  | 1 | 22 | 1 Bies, Diane | 6/1/15 |  | 4 | 23 | 676 |
| 40 Gardner, Gary | 8/1/15 6/1/15 |  | 3 | 1 | 17 | 2 Holland, Diana | 1/1/16 |  |  | 12 | 339 |
| 40 Janowski, Robert | 7/1/15 |  |  | 1 | 17 | 3 Loehrlein, Colette | 1/1/16 |  |  | 5 | 146 |
| 42 Garrett, Brian | 11/1/15 |  |  | 1 | 15 | 4 Redden, Donna | 8/1/15 |  |  | 7 | 137 |
| 42 Weber, Jane | 1/1/16 |  |  | 1 | 15 | 5 May, Kara 6 Spearin, Alicia | 10/1/15 |  |  | 5 | 87 |
| 42 Wong, Howard | 8/1/16 |  |  | 1 | 15 | 6 Spearin, Alicia <br> 7 Breivogel, Judy | 7/1/15 <br> 5/1/15 |  |  | 2 | 74 39 |
|  |  |  |  |  |  | 8 Ashworth, Vicky | 1/1/16 |  |  | 2 | 39 <br> 34 |
|  |  |  |  |  |  | 8 Connelly, Laura | 8/1/15 |  |  | 2 | 34 |
|  |  |  |  |  |  | 8 Robertson, Janet | 5/1/16 |  |  | 2 | 34 |
|  |  |  |  |  |  | 11 Humphrey, Mindy | 4/1/15 |  |  | 1 | 24 |
|  |  |  |  |  |  | 12 Weber, Jane | 1/1/16 |  |  | 1 | 15 |
|  |  |  |  |  |  | Youth Mileag |  |  |  |  |  |
|  |  |  |  |  |  | Club Member | Exp. | Ride <br> Host | $\begin{gathered} 100 \\ \text { Miles } \end{gathered}$ | No. of Rides | Club Miles |
|  |  |  |  |  |  | Commuting Mileage |  |  |  |  |  |
|  |  |  |  |  |  | Club Member |  |  | les |  | Month |


| Ride Mileage Information |  |
| :--- | :---: |
| Club Rides | Mileage |
| Boonville | 21 |
| Castle | $23-35$ |
| Circuit Rides | 20 |
| Dogtown | $12-23-45$ |
| Elite | $17-22-32-43$ |
| Elite TP | $22-37$ |
| 4H Circuit | $15-28$ |
| Henderson High School | $24-32-47$ |
| Mesker Park | $23-38$ |
| Newburgh Dam | $22-27-40$ |
| New Albany | 122 |
| Olmstead | $17-22-33$ |
| Reitz | $21-40$ |
| Scott School | $15-26-33$ |
| West Terrace | 25 |
| Hosted Rides |  |
| Specialty Rides |  |
| Volunteer Events |  |

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