



# Spoke and Wheel

Bicycle Club

Madison County and Surrounding Areas

[www.spokeandwheel.funurl.com](http://www.spokeandwheel.funurl.com)

December 2009

**Note new ride times!**

**Monday Morning Brunch Ride, 11:00 am:** This ride is moderately paced for anyone who wants to take the day off. The ride leaves from the K-Mart north lot on Broadway. It's informal and mileage is flexible, depending on who shows up and how they feel. All are welcome.

**Wednesday:** Ride begins at **3:00 p.m. from the SE corner of the old K-Mart parking lot (Southdale Plaza) at 53<sup>rd</sup> St and Columbus Ave.** Ride averages around 15 to 25 miles. Routes are marked on the streets. Several ride levels and speeds available. **Please recognize and welcome new riders!** Various members have volunteered to accompany new or slower riders, so no one is left behind. Please take a turn doing this.

**Sunday:** The ride will begin at **11:00am.** Meet at Falls Park in Pendleton. at the west entrance near the lake. There is no designated ride leader or destination. Come join the group and help make the decisions on where to go.

#### Club Officers:

<b>Chairman:</b>	<b>Tom Frazier 644-7192 (<a href="mailto:tlrfrazier@aol.com">tlrfrazier@aol.com</a>)</b>
<b>Vice Chairman:</b>	<b>Steve Rybolt 644-6275 (<a href="mailto:swrybolt@comcast.net">swrybolt@comcast.net</a>)</b>
<b>Membership/Treasurer:</b>	<b>Rosemary Frazier 644-7192 (<a href="mailto:tlrfrazier@aol.com">tlrfrazier@aol.com</a>)</b>
<b>Ride Coordinator:</b>	<b>Steve Seybert 778-4623 (<a href="mailto:sfseybert@gmail.com">sfseybert@gmail.com</a>)</b>
<b>Newsletter:</b>	<b>Nancy Muething 643-7498 (<a href="mailto:pmuething@aol.com">pmuething@aol.com</a>)</b>
<b>Webmaster:</b>	<b>Christopher Beasley 644-6969 (<a href="mailto:crb0311@aol.com">crb0311@aol.com</a>)</b>

**Club Meeting: NO MEETING IN DECEMBER!**

**December to Remember Ride: Sunday, December 6, 1:00 pm:** As of this writing, the weather has still been fairly nice, but two weeks can make a difference! Try your luck and plan to join us for this afternoon ride to Alexandria. Meet at the Activity Center at Shadyside Park near the volleyball courts. The round trip will about 28 miles. Pedaling always warms you up on a cold day.

**CHRISTMAS PARTY: Sunday, December 13, 5:00 pm:** It's party time again! Fun and food - what we do best! No riding involved with this event. Bring a spouse or a date and a covered dish to share and join us at the Muethings', 1105 Greenway Dr. (Going north on Madison Ave., it's the 2<sup>nd</sup> street on the left after you cross the bridge and the 2<sup>nd</sup> house on the left.) Soft drinks, tea and tableware will be provided, but you're welcome to bring beer or wine if you prefer. **Please RSVP at 643-7498 or [pmuething@aol.com](mailto:pmuething@aol.com) by December 11 so we have an idea how many to expect. When parking, please pull down the driveway as far as possible so we can get everyone in. We're looking forward to seeing everyone and sharing the holiday spirit!**

**13<sup>th</sup> Annual Luminary Ride (CIBA), Sunday, December 20, 6:30 pm:** Some of our members have enjoyed this ride through downtown Indy. The 20 - 30 mile ride leaves from The Running Company, 1079 Broad Ripple Ave. (Located in a strip mall just east of the Monon Trail) Headlights & taillights required.

**40<sup>th</sup> Annual Polar Bear Ride, January 1, 2010:** This is not a club ride, but a good one for brave folks. It starts in Kokomo at 9:30 am. For info and registration [www.active.com](http://www.active.com)

#### **CLUB NOTES:**

Members present at the November meeting were Steve & Mary Kay Rybolt, Steve Seybert, Terry Gustin, Kevin Barker, Tom Frazier, Paul & Nancy Muething, Christopher & Jacob Beasley, Chuck Baden, Dennis Shipley and Donna Davidson. Our club bank balance is \$643.80. We decided not to charge for the pizza at the party as we got a good deal on our order. Rides and activities were planned for December and January. There will be no December meeting. We voted to donate \$200 to the bike give away sponsored by Friends Helping Families.

Steve Rybolt brought us up to date on what's going on with the bike routes. Bids have been called for to build three kiosks at trail intersections with maps and info. Also bids are being accepted to do signage for the new connector routes. The state has purchased parcels of land from Honey Creek to Elwood through Anderson along the old rail line. Hopefully, this means we will have a complete Rail to Trail throughout the state in the near future.

During next year's legislative session we plan to ask Teri Austin to help sponsor the "3 foot rule". This means cars have to allow 3 feet when passing a cyclist.

Our next meeting will be January 21, 2010.

**2009 Mileage: Don't forget to note your total mileage for the year and send it to me by January 15<sup>th</sup> for the February newsletter. Every little bit helps the club total.**

**Google Group:** If you're not receiving the Google Group messages, check your spam file. Several folks have noticed it going there. Otherwise, contact Julie Ward ([jward@anderson.edu](mailto:jward@anderson.edu)) and she will try to get it straightened out.

#### **Ride to Paradise by Steve Seybert**

Well the October 17<sup>th</sup> ride to the Paradise Café finally happened November 7<sup>th</sup>.

The day was sunny and in the 60's. Very good riding conditions right? Almost right, the wind was out of the west 20 to 30 mph which made the way over a little challenging. But the way home all you had was to sit up straight and you cruised along without much effort.

We had 13 riders and 1 eater, riders were, Kevin Barker, Terry Gustin, Steve & Francie, Julia Rinker, Mike Flowers, Dave Jones, Julie Ward, Tom & Rosemary, Paul & Nancy and Doug Nelson, joining us for lunch also was Karen. On the ride over Mike noticed we passed exit 10 and had the nerve to question me if I knew where I was going, Well I got lucky and found a little longer way to reach our destination.

After eating at the Paradise Café we mounted our two wheel rockets and headed home, and with only one detour arrived safely home after 32 miles. I did find out later that Paul was really excited about riding again after their vacation. Nancy said even after telling Paul the ride started at 11:30 he insisted on arriving at 10:30.

Thanks all for coming on this non scheduled ride.

#### **Apple Cider Century by Donna Davidson**

Apple Cider Century – Sunday, September 27, 2009

This ride is held annually in Three Oaks, Michigan, at apple harvest time. It is a popular ride with the registration limit of 5000 people reached in pre-registration. The event was based at a school complex. The fire department sold pancakes for breakfast, and there was a spaghetti dinner afterward. The gym was not open for sleeping, but camping was allowed on a first come, first serve basis at a nearby park. The SAG stops included plenty of apples and apple cider, as well as potato soup, and usual rest stop goodies. Route options were 15, 25, 37, 50, 62, 75, or 100 miles. We did the 62 mile route which included views of Lake Michigan, orchards, and wooded areas. My companions on the ride were Donna N, whom I met in June at the Flat 50 in Decatur, Barbara whom I met in July at the Three Rivers Festival Tour in Ft Wayne, and Katie, a friend of Donna N, who lives in Illinois.

#### **Raintree by Donna Davidson**

Raintree Ride - Saturday, October 3, 2009

Yes, there are some good roads in Henry County. This annual ride in New Castle begins at Westwood Park and includes many of the county's little towns. The 30 mile route went through Greensboro, Knightstown, Dunreith, and Spiceland, before returning to New Castle. The 62 mile course added Lewisville, Straughn, New Lisbon, and Millville. I mistook a road marking, and also went to Grant City. The SAG stops were at county sites of interest: Mt Lawn Speedway, where one could take a lap around the speedway; Hoosier Gym, with a lobby full of memorabilia from its time in the movie "Hoosiers"; and Wilbur Wright's Birthplace. This was a good ride with tee-shirts, route maps, plentiful food, roving SAGS, and roving sheriff support. Other club members present were Candy & Mike Ryan. (Sorry if I missed anyone else; it was too cold and windy for anyone to take off their coat to show their club jersey.)

### **Hilly Hundred by Steve Rybolt**

#### **"Longest Bike Ride to the Hilly" Award Goes to Local Trio**

October was a miserable month for bike riding and the Hilly 100 was on the last weekend this year. Attendance at the Hilly had to be hurt by the previous weekends, but both days of the Hilly actually turned out pretty decent. The week leading up to the Hilly was rainy all week. Therefore the usual riders from Iowa and beyond didn't ride to the Hilly. Actually, the usual riders from Indy, with a few exceptions, didn't ride to the Hilly. But three riders from the Anderson Spoke and Wheel Bicycle Club did ride to the Hilly.

Several weeks before the Hilly Rob Goettman had contacted Dave Crandall and I about riding down to the Hilly with us. He promised not to show us up by leading at any time (his longest ride had been 40 miles). Dave and I agreed that was no problem because if it had been just the 2 of us we would have led the same amount.

The Thursday night before the Hilly we agreed that we were 90 percent certain we would not ride on Friday, but we agreed to get up and check the weather just in case it might be doable. Friday morning it looked like we could start at 9:00 and stay dry so we did. We didn't stay dry, however, but even worse was the wind. Rob did lead for maybe 2 miles in stretches with the wind to our back (West). It was a tough ride down with the wind in our faces most of the way and then the hills the last part of the ride. Rob struggled in the hills and almost bonked, but we gave him a gel pack at Peoga and he revived. We arrived at our destination with 104 miles for the ride.

Saturday evening, for the first time for all of us, we went to the Variety Show at the school. Reed Steel is a hoot! They gave out several awards at the end of the program and we were amazed to discover that we won the award for "Longest Bike Ride to the Hilly". They only had 1 plaque but they agreed to send us 2 more. Dave and I thought that since Skip Higgins knew us we could give Rob the plaque and Skip could send us ours. In the process of communicating back and forth with Skip, Rob told him that Dave and I had given him the plaque because he had pulled the "old men" all the way. Several days later Rob confessed to us that Skip hadn't really gotten that message, but he had made it look like he had sent it to him and CC'd Dave and I. WHAT A HOOT! And it was funny before we found out the truth, that made the joke even better!

The Hilly was actually very decent! The weather cleared by about 9:00 on Saturday and it warmed up almost to shirt sleeves by the end of the ride. Sunday was even better. That was the first weekend all month where both days on the weekend had been dry. Anderson Spoke and Wheel was low on numbers at the ride. Our riders included: Rob and Phyllis Goettman, Dave Crandall, Jeff Merryman, Kevin Minnick, Rex Upshaw, Charlie Loker, Mary Kay and Steve Rybolt.

### **The GAP and C&O from Pittsburgh (almost) to Washington DC by Chuck Baden**

Two weeks out the weather looked good but from that point on the forecast deteriorated each day. On the eve of our departure it looked like we might make Harpers Ferry before we got weathered out. "Allegheny Dave" Jones and his wife Pam and I headed for South Bend to catch the train for the first part of our incredible journey. We had to stage at South Bend because Amtrak does not have roll on service for bikes at this time on the Capital Limited Line and bikes must be checked as baggage. The ride is smooth and rhythmic with a gentle swaying motion and muted sounds, it is really comfortable and relaxing, though 15 hours may be stretching it for comfort. (The time it takes from DC to South Bend.) The Amtrak people really provide excellent service. We came rolling into Pittsburgh in the dark of early morning. Three rivers really do converge with a modern skyline and it creates a surreal visual as you roll into the station.

It was with anticipation of an epic ride that we parted company with Pam and debarked at Pittsburgh. We

really were on our own with just our bikes, which needed to be assembled, 336 miles from our destination. The baggage attendant guessed what we were doing as he brought our bike boxes to us. He gave us some friendly advice and insisted we tour his area so that he could show us the bike boxes he kept to give to bikers who might need them for train travel. He also provided the advice that though it was Amtrak policy not to allow boarding with a bike at some stations, if we got into trouble on the trail, we should go with our bikes to the nearest station and talk to the conductor as he/she made the final decision about boarding.

We shuttled from the train station to the trail head in McKeesport as the trail is 9 miles shy of its planned completion to Pittsburgh. The local bike shop shuttle driver was not sure where the trail head was but he was game to help us find our desired starting point. McKeesport is an unfortunate scar next to Pittsburgh and they have put little into their portion of the trail. Hopefully, when the trail is completed and linked to Pittsburgh McKeesport will come to the table and reevaluate their participation in accommodating cyclists and maintaining their facilities and portion of the trail. After viewing the area and talking with our driver we drove to Boston, Pennsylvania - three miles down the trail and departed from a nice park beside the trail. Goodbye pavement for the next 134 miles, this was more like it and off into the woods and hills we went!

Don't blink or you will miss Buena Vista and Sutersville – small towns but comforting markers that we were headed the right direction and the hills were incredible. West Newton was a nice depot for a visitor's center, lunch and a stop at the friendly bike shop to say hi. Heading to Smithton, Perryopolis and Dawson with each stroke of the pedal we were getting deeper and deeper into the wilderness. The trail was good crushed limestone screenings to this point and the aforementioned towns were not always discernable. Hills on one side and a river to our left we pedaled past a couple of bucolic waterfalls and old abandoned RR bridges that crossed the river at a height that would make one dizzy and check their footing. Further east we get to Connellsville with no less than 3 bridges leading to town. One RR, one automobile and one cycling bridge. The trail takes us onto a city street with a median separating the bike lane from the auto traffic! This is a town of a few thousand but certainly not busy by our standards. We stop at a bike shop in town, on the trail for directions and I thought the owner was going to go with us to our day's destination of Ohiopyle. He spent several minutes assuring us we were on the right track and gave us tips on good dining and other information about our destination.

It was getting late, it had been a long day and we had 17 miles to go to our overnight guest house. As we approach Ohiopyle the trail passes through 17 miles of a state park, and you experience a sense of how big the surrounding country is. Ohiopyle is reluctant to appear but we are crossing high bridges and low bridges with spectacular views and soon roll into the town of about 50. From here if we had more time we could visit Falling Water, a Frank Lloyd Wright home, that is cantilevered over one of the beautiful rivers. Darkness approaches and we are looking for our lodging for the night, a guest house which we have to ourselves furnished with antiques and a fridge stocked with fruit juice and pastries. With a sense of relief, accomplishment and wondering what the next day will bring we quickly unload, ride to dinner and return to "sleep like a log."

A morning check of the weather is ominous; it is getting colder, much colder with rain and snow on our tails. We started as early in the morning as we could to try to stay ahead of the bad weather. The Ohiopyle depot is very scenic and at the depot this morning we met a rider with a group of 20 from Minnesota. It is rumored this is the most scenic part of the trail. We had high bridges, tunnels, mountains all around us, an overpass to cross I68 and a windmill farm as we came into Myersdale. Just 8 miles from the eastern continental divide and it was getting colder. "Alleghany Dave" had been grumbling about climbing all day. I continued to tell him no way as I looked to my constant companion, the Youghioughany River, to my left. The river was flowing the opposite direction of our travel but I kept insisting "climbing, no way." Dave started periodically checking his rear wheel for brake rub or bearing issues and of course finding no problem would continue on. As we crossed I68 we decided to stop for lunch and as the cold had closed in, a chance to thaw out a bit.

We pulled into a café right out of the old Andy Griffith show, small town, everyone knew everyone else, and when one person spoke everyone listened. The locals were interested in our stories of the trail and as we listened to their local "news" it became obvious something was causing a distraction. Dave mentioned that I might not want to look outside, the first snow of the season had arrived a couple of weeks early according to the gathered "local experts." "Well you guys only have about 8 more miles of climbing then it is down hill all the way to Cumberland." One of the locals tried to encourage us. "A piece of cake, just coast to Cumberland after you get to the divide," we were advised. The snow was not a light flurry; it was coming down in large wet snowballs that went SPLAT as they hit your body, impairing your vision and soaking through all of your layers.

Did I mention it had been cold; it was now wet and cold with some very interesting geographical features just ahead we couldn't quit. In eight miles we do indeed reach the Eastern Continental divide complete with murals,

one of which depicts graphically, the climb we have just completed. Oh well Dave, I was trying to motivate you with a positive message the last two days. After the divide came the Mason Dixon line and we entered Maryland. Then through another tunnel, complete with visual illusions that made it a challenge to stay upright, just focus and concentrate on the pin prick of light at the end of the tunnel and do not try to feel, see, or sense anything around you. It really was a neat experience and if you felt it was too dangerous to ride, you could always walk the tunnel.

It was downhill fast at this point, we were coasting along at 17-20mph. This is the really fun part right? Remember the part about wet and cold, now with little physical effort and a colder wind chill it was getting close to being dangerous. We pulled off the trail at an appropriately named village, Frostburgh, complete with a scenic railroad and depot, just shy of Cumberland, where we were staying for the night. I phoned the hotel (they told me they had a trail shuttle when I made reservations.) and told them we were ready for our shuttle! The hotel was set in the mountains and offered exceptional views as we pondered what to do next.

Next month on to D.C.

Some links if you would like more information.

<http://old.atatrail.org/linkup/trip.htm> <http://www.bikec>

**Thanks** to all our contributors this month and throughout the year. We all enjoy your articles.

**Don't forget to let me know if you're coming to the Christmas party.**

**MERRY CHRISTMAS and HAPPY NEW YEAR!**