



# CEDAR VALLEY CYCLISTS

VOL. 17 ISSUE 2 · FEBRUARY 2024

## Dropping Back with Troy

Hey Gang!

As we roll into a new month, there's an air of anticipation and excitement in the cycling community. By the time you read this, the RAGBRAI LI route will have been announced! Imagine the smell of sizzling pork chops and the refreshing taste of cold lemonade. We all have our favorite food spots on the ride, and there's nothing quite like the unique experience each rider finds along the way. Get ready to pedal through Iowa's scenic landscapes, vibrant towns, and create lasting memories with fellow cyclists. Keep that excitement alive by securing your spot on CVC's RAGBRAI charter and get ready for another unforgettable adventure.

The CVC board is gearing up for our annual retreat, a pivotal moment where we set the dates for our ride calendar and explore how we can make improvements across various aspects, including our WOW rides and RAGBRAI charter. Rest assured, our commitment to delivering a fantastic riding season remains unwavering. We're dedicated to enhancing your cycling experience and creating a thriving community of riders.

With the recent bitter cold, we invite you to join us for Spin Class at the Cedar Valley SportsPlex in Waterloo every Wednesday at 6:00 pm. The indoor sessions provide a warm and energetic environment to stay active during the winter months. Spaces fill up fast, so make sure to arrive early to claim your bike.

For those brave souls willing to face the cold outdoors, check out Wide Tire Wednesday rides. Details can be found in the Facebook group, "Who's Riding Cedar Valley". Embrace the winter chill, and build up your brown fat! Don't worry, brown fat is good.

Happy Pedaling!  
Troy Buzynski, CVC President



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# 2024 RAGBRAI Route Revealed

## As Anticipated We Are Going South!

Now you know all you need to know to participate in the oldest, longest and best supported bicycle ride in America!

Below are a few opportunities to be part of this legendary Iowa event. Please reach out to our Ragbrai Committee with questions.

Deb Bartels [deb@RideCVC.org](mailto:deb@RideCVC.org)  
Bob Recker [bobr@RideCVC.org](mailto:bobr@RideCVC.org)

### SPECIAL OPPORTUNITY 1

We have a few openings for "Supported Volunteer" positions on the CVC charter crew. If you would like to be involved with RAGBRAI, but not necessarily committed to ride every mile, every day, we may have an opportunity for you to participate in the ride several days and support the charter camping activities other days.

### SPECIAL OPPORTUNITY 2

Now that the route and overnight towns are defined, we begin the search for camping sites that meet our requirements for space and amenities. If you have connections in or very near these towns who would welcome 150 new "best friends" to camp for an evening on RAGBRAI, please have them contact Bob or Deb for more information.



Start	Miles	Elevation	End
Glenwood	44	2955'	Red Oak
Red Oak	40	1699'	Atlantic
Atlantic	79	4384'	Winterset
Winterset	74	3039'	Knoxville
Knoxville	60	2441'	Ottumwa
Ottumwa	82	3124'	Mt Pleasant
Mt Pleasant	45	1099'	Burlington



### REGISTRATION IS OPEN

- Early Registration thru February 29: \$225
- Standard Registration, March 1 to April 14: \$250
- Late Registration, April 15 to May 15: \$275
- May 15: Registration closes

**Links for registration – visit all three as registration is not complete until all are updated:**

- CVC Membership: [www.cedarvalleycyclists.org/become-a-member](http://www.cedarvalleycyclists.org/become-a-member)
- RAGBRAI Registration: [www.ragbrai.com](http://www.ragbrai.com) and click on "Registration" in the menu bar. Be sure to select "Team CVC".
- CVC Charter: <https://form.jotform.com/232883317784164>

Please send your payment to CVC within two weeks of registration to assure your spot on the charter. You will receive a confirmation via e-mail from CVC upon receipt of your payment.



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# Miller Creek Bridge

## HISTORY OF MILLER CREEK BRIDGE REPAIR / REPLACEMENT

Late in 2019, Black Hawk County Conservation began to make plans for the repair or replacement of Miller Creek Bridge. This bridge is on the Cedar Valley Nature Trail (CVNT) near the Cedar River Natural Resource Area between Gilbertville and La Porte City. It had been identified by engineers and bridge inspectors as one of the trail bridges that most needed repair or replacement. It was also the last remaining lengthy bridge on Black Hawk County's share of the CVNT. At the time, County Conservation didn't have a funding source identified so contributions from outside sources were sought. On February 9, 2020 Cedar Valley Cyclists' Board of Directors agreed to contribute \$2,500 for the future project.



Additional funding was set aside for Miller Creek Bridge from Black Hawk County's share of American Rescue Plan (ARPA) funds. Now that paving of the unpaved portion of trail beyond McFarlane Park will be completed, County Conservation was able to focus on the segment of the trail between Evansdale and the new paving at McFarlane Park. In addition to bridge and culvert work, the trail will be re-surfaced with a new layer of asphalt. The goal is to have the project set this winter with construction spring/summer of 2024.

The project will start with the bridge repair, including Miller Creek Bridge. While this work will result in a closure of the Cedar Valley Nature Trail during the upcoming construction season, once the project is completed, the bridges will be secure and the trail surface will be brand new from Evansdale to where Linn County has jurisdiction at Bear Creek.

Trail users will enjoy this enhanced trail well into the future and Cedar Valley Cyclists' members can be proud to have been a contributor to this important trail renewal project.





# DATES TO REMEMBER



**January-  
March**

**Indoor Spin,  
6pm, Wednesdays at the SportsPlex**

**February  
16-17**

**Cedar Valley Winterfest,  
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# CVC: Beyond the Borders



## 2024 Triple D Through the Eyes (and legs) of Michael Maney

The Triple D Winter Endurance 73 Mile Race, named for the towns it passes through: Dubuque, Dyersville and Durango IA, is put on by the Tri-State Mountain Bike Riders (TMBR) on Martin Luther King Jr weekend. The Race, Ride, Run and Tour is one of TMBR's primary fundraisers to raise money for building and maintaining trails in the Tri-state area. In my 9th event, I thought I had seen it all. With just under 2 feet of fresh snow in the five days preceding the race, an adventure was in store.

Fellow Cedar Falls cyclist Kris Adams and myself drove over to the race after heavy snowfall and strong winds the day before creating "Travel Not Advised" conditions with tow bans in effect, the drive was an adventure in itself. We were signed up for the 70+ mile event at 9am. The half-distance "Double D" was scheduled to start at 10am.



Michael, Payson, Jacqueline, Josephine



Rolling from the start, we were greeted with a cold punch to the face from Mother Nature as the stiff West winds were beginning to howl. With a good layer of fresh powder on the city streets of Dubuque, even cruising out on pavement proved to be anything but easy. Embarking on the paved Heritage trail on the northwest side of town historically meant smooth sailing with a beautifully plowed trail. This year we weren't as fortunate as there was the 5-7" of remnant snowfall from the previous day's storm yet to be removed from the trail which made for tough conditions.





## CVC: Beyond the Borders

At Heritage Pond, we left Heritage trail where the course makes a short transfer on Sageville Road before joining the snowmobile trail on NW Arterial Road. This is where the day's adventure really began. With fresh snow and no snowmobile tracks in sight which would pack the fresh snow into something manageable, the only option was to walk. Walking is not foreign to this section, as even in years with better conditions, the steep hills and deep prairie grass can make riding the section impossible. Spirits remained cautiously optimistic as we prepared for the likely three mile walk before us. The walk was TOUGH, as the snow was over knee deep and very soft, the weight of fat bikes even with 4.6" tires sunk into the snow. This meant lengthy sections of carrying the bike was the easiest way forward, and easy it was not. Engage the internal mantra: easier conditions are ahead...keep making forward progress.



At this point we are almost 2 ½ hours and 10 miles in. Call me hopelessly optimistic or too dumb to quit but the carrot that continued goading me to push forward was the possibility of a freshly packed trail made by a legion of snowmobilers out to enjoy the great conditions. Another hour of walking and we got our answer: There were plenty of snowmobiles on the trails but with all the fresh snow and the constant churning by the snowmobiles, the snow was like soft mashed potatoes. There were short downhill sections where we were able to "strider" our bikes, but they didn't last long. At 15 miles in, we stopped to eat and talk to a snowmobiler who was attempting to pack down the trails for the racers.

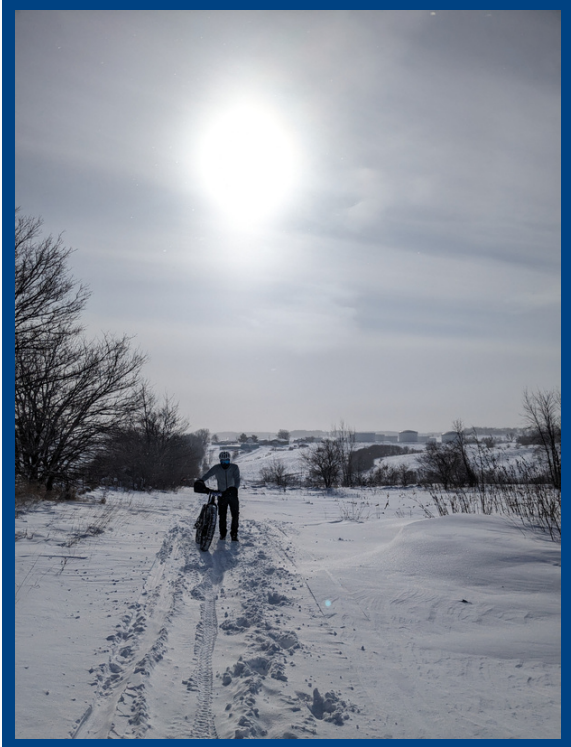
While stopped, the leader of the 35-mile DD caught up to us, attributing his faster rate of travel to being able to follow our tracks. The three of us would carry on to the first checkpoint. The first checkpoint was Sundown Mountain, 20 miles into the racecourse. It took us 6 hours to reach that checkpoint. Upon arrival, we were notified by the CP volunteer, Ross Lemery of the Colesburg gravel race, that race director Mark Stender had advised no racers shall travel on to Dyersville, the 2nd checkpoint on the Triple D and 42 miles into the 73 mile course.







## CVC: Beyond the Borders



Race pace had just been too slow to expect support to continue for the full course. Upon receipt of this news, Kris and I found it humorous to pretend we couldn't be stopped and would carry on to Dyersville "no matter what," though we never intended to execute on that plan. It nevertheless led to good laughs. After the hard fight to Sundown, Ross made it hard to leave with fresh hot pizza and a tapped keg of Toppling Goliath beer ready to rain its goodness on us. Kris and I decided to complete the now-shortened course as fast as possible was over so we chummed with the rest of the arrivals at Sundown for the next few hours before setting back on course around sunset.

Temperatures dropped significantly which benefited us greatly as the snowmobile trails firmed up over the last few hours. Suddenly we were able to ride most of the course! We were finally making good time and having fun to boot! And then, another problem. Kris' rear tire decided it no longer wanted to be the barrier to differential pressure gradients and relaxed itself into flat. We had pumps on our bikes, so refilling the tire

wasn't the end of the world. But then it went flat again, 15 minutes later. And then 10 minutes later. We noticed the tubeless setup was leaking sealant at the bead and were not having luck getting the bead to re-seal. With temperatures dropping and frustration ensuing, Kris and I made the call to separate as we were only 2 miles from the last checkpoint, the Handlebar in Durango Depot. I would check-in, inform them of Kris' impending arrival, and I would carry on to the finish to get the SAG vehicle to get Kris. Not long after leaving Durango, I got a call from Race Director Mark checking in. Mark still had a SAG driver and promptly dispatched to pick up Kris at Durango.

After a bit of confusion at someone picking him up who wasn't me, Kris hopped in and made it back safely to the finish line to greet me as I rolled in as the second (and last) finisher of the DD course. After refueling and receiving awards and swag from Mark, we were on our way back to Cedar Falls. A day that went different than expected, but turned out to be an adventure we will remember for a long time. The bright side...it's not likely we'll ever have a Triple D with harder conditions...but nothing's impossible!





# Freewheeling with Nick

**Freewheeling describes a relaxed or casual state, or when we let off the pedal.**

In this segment, I have a freewheeling conversation with board members so everyone can get to know the person beyond their kilowatt output, drafting tendencies and social habits. Happy reading, Nick Taiber

## **Did you learn on training wheels or the hard way?**

I don't remember learning to ride as a kid! I was the only girl in my family with 6 brothers, my Mom had more important things for me to do than ride a bike. The first bike I remember was given to me by my boyfriend in college; he purchased it at Coast to Coast in Cedar Falls. It might have had 3 speeds?

## **Describe your riding as a kid (part of a bike gang? point-to-point commuting? thrill-seeker mbx, mountain, curb hopping?)**

My 'kid days' started in my late 20's. I was riding with a kid on the child bike seat (on top of the rear wheel) and another in a baby backpack. It was a great way to get exercise and run errands with the little ones in tow. Maybe not the safest, but that's how we rolled!



Freewheeler  
Deb Bartels

CVC Position  
Treasurer

Day Job  
Retired in 2015

Partner  
Carson, married  
51 years

Generation  
Baby Boomer

See Me  
Hiking the  
mountains of  
Nepal/Everest,  
Kilimanjaro,  
Patagonia, Alps,  
Dolomites,  
Canadian  
Rockies

Hometown  
Cedar Falls, IA

## **Every person has a biking gap in their life. Describe your gap, how did you re-discover your love for cycling?**

My biking gap happened while my kids were young until they moved away from home, there wasn't enough time. I rediscovered my love for cycling when I rode my first full RAGBRAI in 2013 with the CVC Charter. My favorite ride now is on a deserted blacktop with the wind at my back.

## **What are your big wishes for biking infrastructure in the Cedar Valley (trail connectors, bike lanes, bike washes)?**

I love our trails in the Cedar Valley and would like to see them expanded with more connectors. How great would it be if we could ride trails to Waverly and connect to the Readlyn and Rolling Prairie trails via the Waverly Rail Trail?!?

## **If the United States had a one-bike policy, what bike would you choose?**

I would probably choose the bike I don't own - a gravel bike. I love my road bike, but it's not suited for the trails with wet leaves, sticks, walnuts in the spring and fall, or on wet and dirty roads.

## **Outside of family and bikes, what do you love most about life?**

I love spending time with my family, especially my 2 granddaughters. But my favorite thing is hiking in the mountains, in the US or internationally - Canada, Iceland, Patagonia, Europe, Nepal, Tanzania, Peru, and Chile so far; I'm just waiting for the next adventure!

## **And finally, your favorite biking beverage?**

SingleSpeed Whirled Wide Haze

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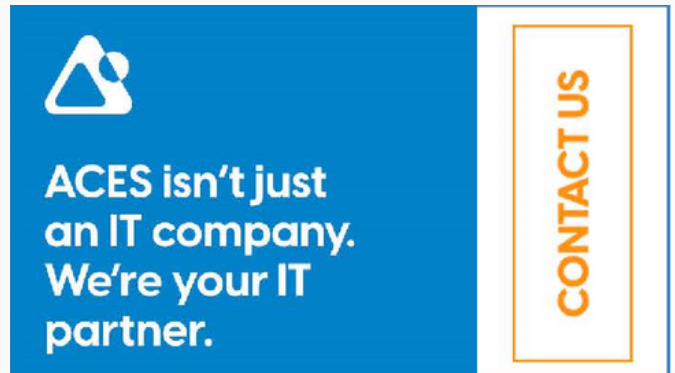
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The Mission of Cedar Valley Cyclists is to promote safe, social, and inclusive bicycling activities for people of all ages and abilities, while advocating for increased awareness and support for bicycling.

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