The Evansville Bicycle Club Newsletter

VOLUNTEERS NEEDED GREAT PUMPKIN METRIC, OCTOBER 5

Fall is just around the corner and it's time for the EBC to start organizing for The Great Pumpkin Metric. Behind the scenes of every great ride comes months of planning and preparation. Lots of volunteers are needed to make this ride a success. The Evansville Bicycle Club needs you. All members of the club need to take responsibility for the success of this ride, and all members, except for new members, are expected to help the day of the ride. The club needs a rest stop coordinator (speak to me or Randy Silke 437-9122). Two weeks prior to the ride, two to three people are needed to mark the routes. On Saturday, two people will need to pick up the delivery truck and food for the rest stops and sort it. The evening of October 4th five to six people need to help Ronnie Lee prepare the pasta. The day of ride, we need an enthusiastic group of 3 to 4 people to man the Burdett rest stop (a rest stop theme and decorations are necessary—please contact me if you are interested), two to three people for parking, two to four people are required to do the delivery and pick up of remaining supplies at the rest stops after the ride has ended. The list does not end there. We need 8 to 10 people for registration, 6 to 8 people for the pasta meal and clean up. Gary needs help setting up the swine barn, and then there are people needed for the rest stops. If you haven't already signed up to help, please call one of the following people. Darlene Wefel 490-0686 - GPM Coordinator, Rusty Yeager - Registration 464-5862, Ronnie Lee - Pasta Bar 421-8963, Gary Gardner - Swine Barn Coordinator 853-0476, or Wayne Fiester - Team Entries 490-2745.

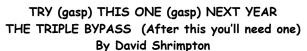
Remember this ride benefits **all** members of the club by providing funds to cover the postage of newsletters, support cycling through contributions to Indiana Bicycle Collation, and League of American Bicyclists, and bike safety programs through out our community. Many things depend upon the success of this ride. The club ask very little of its members through out the year, and this is the one event that depends on the help of all members.

Darlene Wefel, GPM Coordinator

I want to thank the Evansville bike club for the hospitality they showed me on the TRIRI ride. I came to the ride not knowing what to expect, whether I spend the week mostly by myself, or if I would make some friends. I consider myself very lucky to have met David, and then the rest of the club and I had a great time. You have a great riding club, and more importantly, a great group of people in the club. I had a great time on the TRIRI, mostly because the members of your club allowed me to "tag" along. Hopefully I can make it up to Evansville to do more riding. If any of you come down to Nasvhille area, let me know and I can show you some of our nicer rides.

Best Regards,

Andrew Getter



At the summit of Loveland Pass, all 11,990 feet of it, one is surrounded by 14,000 ft peaks, ridge after ridge of snow-patched mountains stretching away into the summer haze. We are above tree line here and vistas are unobstructed - spectacular does not come close to doing justice to this view. Below are thick forests of Ponderosa Pine and Douglas Fir, and the alpine meadows are carpeted with blue lupines and yellow and white springtime flowers

The Triple Bypass is a one-day, 123-mile cruise through the most stunning scenery the Rocky Mountains have to offer. In its 13th year, it is run by Team Evergreen from Evergreen, Colorado, just a few miles west of Denver in the Rocky Mountain foothills. Flatlanders have to understand that the term "foothills" in Colorado can be a bit misleading - Evergreen is at just under 8,000 ft elevation. One gets lots of practice breathing on the Triple Bypass.

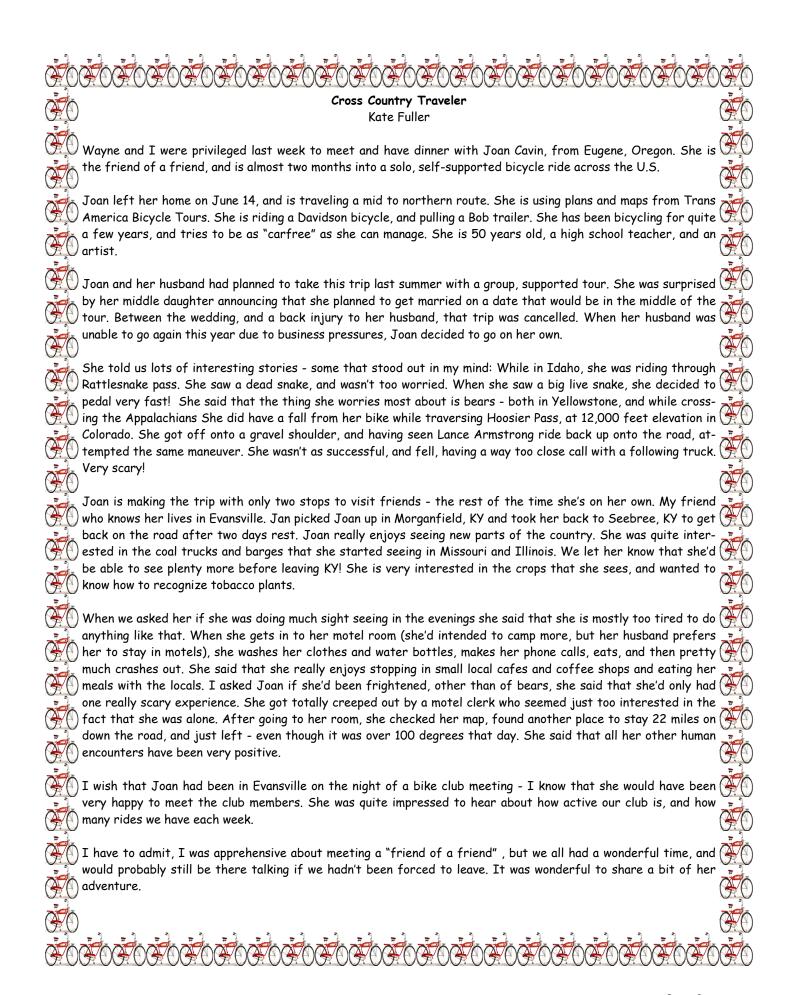
But I nearly forgot to mention that there are a couple of hills between Evergreen and the finish at Avon, near the ski resort of Vail, Colorado. Three, to be specific, and if foothills run to 8,000 ft, you can imagine what full-blown hills run to. The first aid station is at 16 miles, a surprisingly short distance at the front end of a ride. However, the first 16 miles are all climbing, from the start at about 8,000 ft to Squaw Pass at 11,10 ft. and the aid station is well placed for water replenishment. The route winds through lush forests the entire way to the pass with nary a car in sight (road closed to all but local traffic).

Riders are rewarded with a screaming, 16-mile descent en route to Georgetown, an old mining town struggling to exist on tourism and traffic to and from the ski resorts that sprout along Interstate-70 like fruit on a tree. The second aid station is at 46 miles, just after the start of the nearly 30-mile climb up the second "hill" to Loveland Pass, the highest point of the ride. If you fail to eat in Georgetown, you pay the price by the time you are half way through the climb, and the third aid station, a mere 11 miles from Georgetown, is a welcome sight. Then it is out of the forests (and blessed shade) and up the last 1,500 ft through open grassland to the top (just like Mt Ventoux!) and another screaming descent to the Dillon Reservoir at about 9,000 ft.

Swan Mountain Road skirts the reservoir, glinting invitingly below, before entering Summit, Colorado, set somewhat surprisingly in the valley rather than any summit. From there the route follows a bike path through the Copper Mountain ski resort and up the third hill to Vail Pass at 10,560 ft and the final aid station at 94 miles. From there it is all downhill through the luxury condominiums and ski lodges at Vail to the finish at Avon and the Beaver Creek ski resort.

The three hills and a few smaller ones thrown in for good measure totaled over 10,000 ft of climbing, but grades were 5% to 8% and feasible on a double chain ring with a "cissy" gear on the back (26 or 28). Though I wouldn't say no to a triple. There are some steeper, but mercifully short, sections of the bike path, and after 90 miles and all that climbing even 50 yards of a 10%+ grade is tough.

The aid stations were well-stocked and well run and the meal at the end superb. Fat Tire amber ale, too, so life was good again very quickly. The sobering thought is that this distance and this amount of climbing is roughly equivalent to one mountain stage of the Tour de France, and Lance and the boys do a total of seven of these stages, up to four back to back. And they do it at a somewhat faster pace, too. Rather you than me, mate, I'm happy with the view from Loveland Pass and a Fat Tire.



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The Evansville Bicycle Club, Inc.

Member 	ship Application 2003	
Name	Age	Release of Liability Evansville Bicycle Club, Inc. is organized for sole purpose of providing it's members with notification of central meeting points and times. Members freely elect to ride together as a group, following route of choice. In signing this form for myself and/or my family members I understand and agree to absolve EBC, Inc. and it's organizers or sponsors for all blame for any injury misadventure, harm loss or inconvenience suffered as a result of
Address	Individual \$12	participation in any ride or activity associated with or sponsored by the EBC, Inc. I further
CityState	Family \$20 +	understand that I, as an individual am responsible to abide by all traffic laws and regulations
ZipPhone E-mail Address		governing bicycling and take full responsibility for my actions. Make Checks payable to: Evansville Bicycle Club, Inc.
Signature		Mail to: Jim Niethammer 3008 Mockingbird Lane Evansville, IN 47710 Email hamrtym@aol.com
Descrident Davis Adhiventh (424-2490)	Mambaushin Ti	m Niethemmer (401 1700)

Dave Ashworth (426-2489) Membership Jim Niethammer (491-1709) Mark Oliver (476-3898)Rusty Yeager (402-1787)Statistician (842-0072)Tony Titzer (490-1397)Secretary Bob Messick Touring Treasuer **Bob Willett** (270 836-3546) Website Bob Wefel (490-0686)