

# bikebeat



EVERGREEN  
JAN/FEB 2008



Team Evergreen Bicycle Club, Inc. · PO Box 3804 · Evergreen CO 80437 · [www.teamevergreen.org](http://www.teamevergreen.org)

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Team Evergreen members take a break on the Amasa Back Trail in Moab over Thanksgiving weekend. Full trip recap on page 14. (Photo provided by Mike Brislin)



## FROM THE captain's saddle

### A Look Back

by Chris Porter, TE President

As the new president of Team Evergreen I have had the pleasure of meeting and speaking with many of our members including at least one of the founders of Team Evergreen. During these conversations, I have learned much about the history of TE and the individuals who dedicated their time and energy to make the club what it is today. In 2008 we will celebrate the 20th anniversary of TE and share the opportunity to participate in the 20th Triple Bypass. Being new to this position and involved in decisions that will affect future years, it felt fitting to

*continued on page 5*

## Triple Bypass Registration Now Open

by Leslie Caimi, Triple Bypass Director

Registration options for the Triple Bypass are available online. Please note that as of press time the event may already be sold out. We thank you for your continued support.

Happy New Year! Registration for the 20th Annual Triple Bypass is now open and booming! We saw more than 849 registrations in the first day and anticipate another record sell-out. The response for riding Team Evergreen's annual "little" event continues to amaze us! Remember, the 2007 Triple sold out on March 3 – so don't wait, REGISTER NOW! We will not be maintaining a wait list this year (*sorry, but the logistics involved with that were rather complicated*) so you will want to secure a spot.

The Triple will be held on Saturday, July 12th and will be traveling from



Bergen Park to Avon. Registration fees are: \$99 for TE members, \$129 for non-members. Go to [www.teamevergreen.org](http://www.teamevergreen.org) to register online or to download a printable version.

(Please note: the increased pricing is reflective of increased costs associated with organizing an event like the Triple Bypass. We thank you for your understanding and appreciate your continued support.)

*continued on page 2*

# Triple Bypass

Continued from Page 1

It's hard to believe that the Triple Bypass is 20 years old. What started as a small club ride with a handful of riders has grown into one of the premier rides in the country! How many of you remember the old days when just a few hundred hearty souls took on the challenge? How many former board members remember the anxiety of writing that check to pay for the jerseys when we had no idea how many people were going to register? How many remember the finish line location at the pool at the Evergreen Hotel in Vail? I remember the couple that got married on top of Loveland Pass (I can't remember the year but it was back in the late '90's). I'm sure everyone has fond memories (or not so fond) of their rides on the Triple Bypass – if you have a really memorable one please feel free to share it with us. Email your memory to me at: [triple@teamevergreen.org](mailto:triple@teamevergreen.org). Who knows you might see it in an upcoming issue of *Bike Beat*.

## New "Start Area" in 2008!

As always little things happen every year that require some change. As most are aware we have utilized Bergen Meadow Elementary School as our official start line for many years. Parking has been available on the lower soccer field with packet pick-up and event staging taking place in the upper parking lots. Fortunately for Bergen Meadow they have received funding to re-do the soccer field. Unfortunately for us we will no longer be able to use this field for parking. Additionally, Evergreen Middle School (our site for overflow parking) will be undergoing a major renovation project, so their lot will be unavailable in 2008.

Consequently we will be changing the official start/staging area to Bergen Park (next to the roundabout and RTD

lot). Parking will now be available at Bergen Meadow Elementary in the upper lots. Other parking will be available at Bergen Valley Elementary School, Bergen Village Shopping Center, RTD, Castle Court and surrounding office complexes. But with the loss of the lower field at Bergen Meadow – we will be losing a significant number of parking spaces, so we encourage you to carpool or arrange to be dropped off. As additional parking information becomes available we will keep you informed.

## Triple Bypass Commemorative Merchandise

Triple Bypass 2008 merchandise is available for purchase. (Product will be shipped in June) Items offered this year are: long-sleeve t-shirt, hat, wind jacket, wind vest, and arm warmers. Please go to the TE website to order online.

## Thank You to Our Sponsors

We would like to welcome, once again, Primal Wear as the top sponsor of the Triple Bypass! Primal manufactures quality cycling gear and has produced the Triple jerseys for the last five years. Check out their website at [www.primalwear.com](http://www.primalwear.com). Also, check out the 2008 Triple jersey on the TE website.

Other returning sponsors include Clif Bar, Specialty Catering, Bicycle Outfitters, GO Subaru West, Javelin Bikes, Wheat Ridge Cyclery, REI, Tommyknocker Brewery and Basil Doc's Pizza. We would like to welcome Optimize Endurance Services to the Triple Bypass family. OES will be providing training packages geared to the Triple Bypass as well as other training and testing programs. Please remember to support our sponsors!

## Happy Training!

## Triple Treats

Don't miss out! These items are selling like crazy. Visit us online at: [www.teamevergreen.org](http://www.teamevergreen.org) to checkout the Triple Bypass 2008 merchandise. Prices and sizes are listed on the website and include shipping and other fees. Merchandise will ship in June.



# Colorado Trails Could Close to Bicycles

A proposal by the U.S. Forest Service for the Continental Divide Trail could close much of this border-to-border route to bicycles.

## WHY THIS IS IMPORTANT

- Hundreds of miles of established trails in Colorado joined to form the Continental Divide Trail across our state, could be closed to bicycling.
- Among the trails that could be affected by the closure are the world-renowned Monarch Crest Trail and many sections of The Colorado Trail.
- Bicyclists would face stronger restrictions than other non-motorized trail users.
- Nearly all of the Continental Divide Trail is currently open to bicycling with the exception of segments in Wilderness and National Parks.

## WHAT YOU CAN DO

1. **USE YOUR VOICE:** Please send an email or letter to the U.S. Forest Service asking them to keep this important trail open to bicycles. Contact information and talking points follow
2. **GET OUT THE WORD:** Please share this information with bicyclists you know. We can only keep access with lots of comments from the public. For more information, visit: [www.BicycleColorado.org/to/UniteDivide](http://www.BicycleColorado.org/to/UniteDivide)

Send Comments by mail:

U.S. Forest Service · ATTN: Greg Warren, CDNST Administrator  
P.O. Box 25127 · Lakewood, CO 80225-0127

Send Comments by Email: [cdnst@fs.fed.us](mailto:cdnst@fs.fed.us)

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# Club News

## Ride Leader's Dinner

Sat, January 26, 2008

6pm Social

7pm Meal

Mountain Vernon Country Club

24933 Clubhouse Circle · Golden 80401

RSVP Requested

Via e-mail no later than January 20th  
gbrooneyiv@yahoo.com

If you were a 2007 ride leader, then you should have already received your official Ride Leaders' Dinner invitation by email to join Team Evergreen for dinner on Saturday, January 26 at the Mt. Vernon Country Club. Dinner is free for you and your spouse or guest as Team Evergreen's "thank you" for being a ride leader.

Dress is casual. The buffet-style dinner includes a variety of salads, veggies and side dishes, salmon, roast beef and plenty of desserts to choose from.

Directions from I-70: From the east or west, Exit 254 (Genesee Park Exit). Follow Genesee Country Club Road south for .6 miles until the road makes a sharp right, and continue east for .6 miles to the country club.

## Team Evergreen Welcomes New Board Members

The Board of Team Evergreen is pleased to announce the election of Mitchell Sprinsky, Tyler Pollesch, Paul Delia and Mark Spurgeon to the Board for a three year term. Thanks to our newest Board members for their involvement and commitment to our club.

Re-elected for second terms were: Bob Campbell, Mac MacShane, and Aaron Miller. In addition, Mac MacShane has agreed to serve as the new Board Secretary.

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## Is Your Membership about to Expire?

If you are receiving your copy of *Bike Beat* by email, your renewal date can be found in the subject line of the email you received notifying that a new issue of *Bike Beat* is available for download. If you are receiving your *Bike Beat* by snail mail, your renewal date can be found above your name on your mailing label.

## Captains Saddle *Continued from Page 1*

explore the traditions, history, and events behind the club and its rides. I've enjoyed learning about the journey and evolution of Team Evergreen and hope each month to share the bits and pieces provided by members. *(If you have a story please e-mail or call me as I may be able to share it with everyone.)*

Bob and Carol Middleburg, together with their good friend and fellow rider Larry French, conceived Team Evergreen. They had recently participated in the 1988 version of Ride the Rockies, but upon returning to Evergreen, felt a void and the need to find a century ride. After investigating and consulting local resources, they were disappointed to learn that there were no centuries available in Colorado at that time. This prompted Carol to create their own century. Her husband Bob was supportive and together, with the assistance of Larry French, they came up with the route for the first TE ride. Carol was quoted many years ago in a local publication stating "the first route we chose was all downhill because we thought people wouldn't want to work too hard". Ironically, that was the nature of the first TE ride – a far cry from the Triple Bypass's reputation today.

The first TE ride started at the bottom of Berthoud Pass, went through Winter Park and Kremling and finished in Silverthorne. Carol put an ad in the Canyon Courier announcing the event as the "Team Evergreen First Annual Rocky Mountain Century". She was overwhelmed with over 80 phone calls, 60 of which resulted in sign-ups. Everyone had such a good time on the ride that a steering committee was formed shortly thereafter, resulting in the first general meeting of TE in March of 1989.

Soon after the club was formed,

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*"The first route we chose was all downhill because we thought people wouldn't want to work too hard".*  
 ~ Carol Middleburg  
 First TBP Organizer

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local cyclist Mike Dern proposed the Triple Bypass. The Board was already content with the relatively intimate social attitude in the club and there was some hesitancy about taking on a daunting project like the Triple Bypass. Their fear was that it would take over the club and demand more than the group was capable of providing at that time. Despite their hesitancy, the TE directors gave the ride the go ahead resulting in the first Triple Bypass in the summer of 1989.

The route was from Bergen Park over Squaw, Loveland, and Vail passes, but the ride ended in Vail and did not include Swan mountain. This original route was approximately 108 miles and believed to be somewhat less than 10,000 vertical feet (although there are different opinions on the vertical feet). In 1998, the route was lengthened to a finishing point at the Eagle-Vail Pavilion. In 1999, Swan Mountain was added to avoid the Frisco traffic and finally, in 2001, the finishing point was extended to Nottingham lake in Avon with the resulting

distance of 120 miles and approximately 10,300 vertical feet.

Although today TE focuses on the Triple Bypass, the club sponsored the Rocky Mountain Century through 1999. TE also participated in other large rides including the Peak challenge, which was a one day summit of all the fourteeners in the state for the benefit of the Denver Griffiths Center. TE's contribution was a cycling summit of Mount Evans whereas the other fourteeners were climbed by hikers.

Team Evergreen was also the winner of the Elephant Cup numerous years in the early '90s. The Elephant Cup was presented to the club whose riders rode the most miles at the Elephant Rock ride.

Part of my history lesson included the opportunity to peruse *Bike Beat* issues from roughly 1991 through 2002. These articles are filled with notable events in the TE history including an ongoing tradition of cycling advocacy that appears to have made significant contributions to the betterment of our cycling circumstances today.

During the early nineties, *Bike Beat* contained a feature titled "Mega Milers" in which active TE riders were encouraged to log their monthly miles and vertical feet ridden. Although many of the entries are what you would have expected, I was blown away by a few of the annual statistics. In 1993, Jack Wolff logged an incredible 17,461 miles. How in the world can anyone ride 17,461 miles in one year in Colorado? One definitely couldn't have a day job and probably would not spend much time at home. I like to climb hills and was impressed with the fact that George Rooney rode 751,000 vertical feet and 8,100 miles in 1992. At first glance I

*continued on page 11*

# Advocacy News



## Share the Road License Plates Now Available!

By Jill Bergmann, Marketing and Membership Manager  
Bicycle Colorado

“Share the road” is a message now spreading throughout Colorado. With the Share the Road specialty license plates now available, bicyclists and bicycle supporters are sporting the new plates on their vehicles.

Funding from each license plate purchased will support Bicycle Colorado’s Share the Road Education Fund, making roads safer and more welcoming for bicyclists. Outreach education programs include:

- Educate motorists on how to safely share the road.
- Educate bicyclists on the rules of the road and safe riding.
- Educate event directors and bicyclists on best practices for event safety.
- Provide guidance to bicyclists involved in crashes.
- Outreach to law enforcement on the rights and responsibilities of motorists and bicyclists.

The Share the Road license plate will remind motorists to watch for bicyclists, pass with care, and respect bicyclists’ place on public roads.

It’s easy to get your own Share the Road license plates:

- 1) Order your plate online by visiting [www.BicycleColorado.org](http://www.BicycleColorado.org) and making a one-time \$25 donation to Bicycle Colorado’s Share the Road Education Fund.
- 2) Bicycle Colorado will mail an approval certificate to you, redeemable for a set of plates at your county clerk office (please allow 2 weeks to process).
- 3) Go to your local county clerk office with your approval certificate and other registration materials (including the \$50 state specialty plate fee and your regular registration fees) to pick up your plates, and enjoy!
- 4) Renew your plates every year to continue spreading the message at no additional cost other than your regular annual registration fees.

*Bicycle Colorado worked with the state legislature and the Governor to create the Share the Road license plates, reminding drivers and bicyclists to safely share the road and funding safety education programs.*



*Governor Bill Ritter signed the Share the Road license plate bill into law on June 3 at the Compass Bank Elephant Rock Cycling Festival in front of more than 7,000 bicyclists participating in the event. Ritter, a self-proclaimed dedicated cyclist, signed the bill after completing the 65-mile road course. Photo provided by Bicycle Colorado.*

# Road Hazard

## Reflective Glass Beads Can Cause Serious Bike Accidents

Reflective glass beads have played a large factor in increasing road safety thanks to the bead's reflective characteristics at night. In road striping operations, reflective glass beads are dropped onto the surface of wet paint. However, the glass beads do not always stick to the paint surface, and they are often simply left on the road.

These glass beads are a serious danger to bike riders when an excessive amount of beads are dumped on the road or into intersections and not cleaned up.

There were two recent incidents involving glass beads that caused experienced bike riders to crash. One of the riders suffered a broken clavicle which was surgically repaired with a plate and screws and incurred over \$25,000.00 in medical

expenses. Both riders had extensive experience as former racers and athletes.

Use extra caution when approaching areas that have been recently striped. If you encounter glass beads on the road, it is important that you notify the paint striping company. The identity of the company that dumped the beads can be determined by calling the public works department in charge of the road where the beads are located. Public works can determine which road striping company had the striping contract at that location. Let your public works department know about the problem so that they can incorporate clean up into all future contracts with paint striping companies.

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# Triple Training

## An introduction to *Optimize Endurance Services* and the Triple Bypass training plans

Team Evergreen is pleased to introduce a partnership with *Optimize Endurance Services*, which offers mobile coaching, testing & training. Optimize Endurance Services (OES) is owned and operated by Rob Lockey. Based out of a 31' RV, he is able to bring his business to you which optimizes your time. By teaming with Team Evergreen in 2008, OES brings you new and exciting training plans for this year's Triple Bypass. Programs are provided via *Training Peaks*, an on-line interface for coach and client with download capabilities as well as journaling and nutrition tracking.

Training plans for purchase are designed to guide anyone from a relatively new cyclist to the experienced Triple Bypass rider. Nine plans are available covering beginner to experienced cyclists, 26-week or 15-week designs, and mountain area riders or flat land riders. The plans are designed to work into everyday life and provide the structure to succeed.

Training Peaks service is free of charge for the entire length of the plan you purchase. If you currently have an account with Training Peaks, then you're already familiar with its benefits. If you haven't used OES before, now is a great time to try it. The plan gives you access anywhere you have an internet connection and the ability to track daily metrics, nutrition and uploaded data (many devices supported); this is a powerful journal to utilize for training. This allows OES to help you if have a question about the plan or desire some form of modification to ensure success. Once riders sign up, they are able to use Training Peaks to its fullest. *(Note: all Training Plan purchases will end on July 13th, 2008 and to continue Training Peaks service after that date, you will need to purchase the subscription, which is \$19.95 a month.)*

Organized practice rides, to complete the three major climbs, are provided over several weekends prior to the event.

Included with purchase is a coupon for a Lactate Threshold test with OES and a description on how to perform a field test.

If you would like additional services such as: custom training plans, working with a coach, exercise physiology testing (to determine proper training zones) and metabolic testing, contact OES for special rates for Triple Bypass participants.

The training is designed around the use of a heart rate monitor and/or rate of perceived exertion (RPE). Heart rate zone training based on the lactate threshold of the rider is the suggested model to benefit most from these plans, but a field test to determine threshold will bring similar results. More information is provided on a downloadable document after signing up for the plan.

*Visit OES online for detailed descriptions and purchase information.*

**[www.optimizeendurance.com](http://www.optimizeendurance.com)  
303.356.9893**



### Optimize Endurance Services Training Plans

Complimentary guideline to complete the Triple Bypass . . .	FREE
15-week Flat Lander Beginner Plan . . . . .	\$89.95
15-week Mountain Area Beginner Plan . . . . .	\$89.95
15-week Flat Lander Experienced Plan . . . . .	\$89.95
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26-week Flat Lander Beginner Plan . . . . .	\$149.95
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26-week Flat Lander Experienced Plan . . . . .	\$149.95
26-week Mountain Area Experienced Plan . . . . .	\$149.95

## Good News

Thanks to your participation, Team Evergreen is able to contribute to local charities and non-profits with the proceeds from the Triple Bypass.

### Evergreen Scholarships/Bootstraps

For more than 60 years Evergreen Scholarships / Bootstraps Inc. has been providing scholarships and interest free loans to Colorado students from the Conifer and Evergreen areas. The purpose of ESBI is to assist mountain area students in pursuing their goals of higher education.



## PRACTICE SAFE CYCLING

- Obey all traffic laws, signs and signals
- Never assume motorists see you or that you have the right of way
- Ride no more than two abreast, returning to single-file if riding two abreast would impede the flow of traffic
- Do not use headphones; it prevents you from hearing warnings.

Courtesy of Bicycle Colorado. For a complete list of Colorado Bicycling Statutes, road and trail rules, see [bicyclecolo.org](http://bicyclecolo.org).

Dear Friends,

Thanks you for your generous 2007 gift of \$1,000.00 to Evergreen Scholarship Bootstraps, Inc. Your donation supports our mission of providing scholarships and loans to deserving students from the mountain area who need a financial hand in achieving their educational goals. Additionally, your participation in this effort send a strong message of support to others within our community.

Again, thank you for your contribution!

Sincerely,

The ESBI Board of Directors

# \$92,000

That's what Team Evergreen donated to local charities and non-profits with 100% of the proceeds from the 2007 Triple Bypass. Way to go!



# Dear Scabby

Scabby will give advice about your cycling related concerns and questions, mostly centered around bike ethics and etiquette. Scabby is not a "gear-head" so no questions regarding repair or what the best rear derailleur of '08 is. Scabby is probably as clueless about relationships or etiquette as the rest of us, but will happily give his two cents if you so desire. Send your questions to: [editor@teamevergreen.org](mailto:editor@teamevergreen.org)

Dear Scabby;

I really like this guy in the club, and I think he likes me too, but I'm not sure how much. We've ridden a lot together and been on a few of the weekend trips and we seem to hit it off really well as friends, but I would like it to see it go to the next step. But he doesn't take the next step. Is he afraid or does he just not think of me as dating material?

Signed,  
Spinning My Wheels

Dear Spinning,

Ah, you raise many age-old questions, my dear, that go above and beyond your innocent inquiries. Like, should one date another club member? Or, should one, in fact, even date another cyclist? If we do date, do we have to be at the same riding ability? Is my partner going to expect me to true his or her wheel? These and other dilemmas have been bandied about for centuries (and, I'm sure, during centuries). Do you see what a can of worms you've opened up?

I can't help you with your basic romantic question: is he afraid or does he just want to be riding buddies? That's for another columnist. What I can tell you is that you've entered a tricky world, one which, if you consider all the possibilities and potential pitfalls, will lead you to paralysis and quite possibly, insanity.

So here's the plan. Invite this gentleman on your favorite road or singletrack ride. Just the two of you. If he will do this

much, and if he enjoys the rides you have chosen, you are off to an excellent start. You will know that you have very important things in common. After the ride, suggest dinner. If he agrees to this, things are now looking good from the romantic perspective, and this doesn't put you out on a limb because you can still be riding buddies and enjoy a good after-ride meal.

I must point out the importance of ensuring that the alcohol is flowing freely during this time. This where it gets risky...tell him you have a really cool cycling movie back at your house. If he agrees to this, this is another very good sign. When you are at your house and movie is playing, make sure the lights are dimmed for mood. And don't forget this crucial part, the alcohol should be flowing freely. Now, make your move. At this point, you will definitely get your answer.

You may be asking me, why do I have to do all the work? Well, it's obvious that this guy is just drafting along, not taking his turn up front and that you'll have to set the pace. This is the only way you will be able to satisfy your curiosity. However, be prepared that he may go running for the door and may suddenly disappear from the group rides and decide not to renew his club membership. If that happens, be assured, he wasn't worth it anyway.

Good Luck,  
Scabby

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## RAAM Field at 250 Racers

### Record Field for 2008 Edition of Transcontinental Bicycle Race

More than 250 courageous athletes have pre-registered to compete in the 2008 Race Across America (RAAM). RAAM is a non-stop, coast-to-coast race in June that will pass over two major mountain ranges, through the desert and across the American plains, and into the face of the severest weather patterns on the North American continent.

Now in its 27th year, the legendary event, known as the "world's toughest endurance race," inspires men and women of all ages. Participants spend a year out of their mostly ordinary lives training for the monumental challenge of pedaling across the United States to test the utmost limits of their physical strength, mental spirit, resilience and commitment.

For those inspired by the challenge of RAAM, but lacking the time off or resources, RAAM now offers a two additional events that occur simultaneously with the signature cross-country race.

New for 2008, RAAM presents the Race Across the West, which is a 1,000 mile race that finishes in Taos, NM. RAAM also continues to offer a 24-hour race on its first 500 miles, to Flagstaff, Ariz. Each of these events, start with the signature event in Oceanside, CA on June 8th and utilize the same route, rules, and logistics of RAAM. Registration for these races has been well accepted with over 30 racers committed.

Racer registration remains open; although a field cap is expected. Interested racers should act soon to secure a spot in the 2008 field. Registration information can be found by visiting the event webpage: [www.raceacrossamerica.org](http://www.raceacrossamerica.org) [director@raceacrossamerica.org](mailto:director@raceacrossamerica.org)

## Captains Saddle *Continued from Page 5*

thought the vertical feet had to be a typo, but later I found that George rode in excess of 570,000 feet in 1991 and 687,400 vertical feet in 1993. Now I know why it is tough to stay on George's wheel!

Did you know that during the early nineties the Triple Bypass director was referred to as "Chief Surgeon" as a play on the medical theme?

Throughout its history both TE and the TBP have experienced growth at a rate that would make any successful business envious. Although the Triple Bypass and TE struggled financially for many years, in the year 2000 (approximately) the clubs finances finally cleared critical mass and since then substantial contributions have been made on an annual basis to many local charities, sponsors, and cycling organizations.

I am overwhelmed by the dedication, participation, zeal, and enthusiasm that has been provided by the many officers, directors, volunteers, sponsors, and members to make this club what it is today. I thank all of you for the opportunity to be president of this organization and will do everything within my power to carry on TE's tradition of cycling, socializing, camaraderie, and advocacy. I personally want to thank Janet Saxon, Bruce Epstein, and Dave Nelson who have served as presidents of the club most recently as well as Bob and Carol Middleburg and Larry French for their vision and dedication to TE's mission. In addition to these individuals there are countless other officers, directors, and members that have similarly done an outstanding job over the years. I hope we can look back over the next twenty years and find that TE has done its part in making Colorado a better place to cycle.

### Moving? Change of Email or Physical Address?

Don't miss your next Bike Beat. Send your updated information to: [membership@teamevergreen.org](mailto:membership@teamevergreen.org).

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We urge you to practice good trail stewardship – please don't ride trails when they are wet or muddy!

# Club Rides

The March 2008 *Bike Beat* will feature a complete listing of Team Evergreen Road & Mountain Bike rides.



**Mountain Gentlemen and Lovely Ladies weekly Tuesday and Friday rides are year-round, weather permitting. November – March · 10:00 am**

This ride is perfect for cyclists new to bicycling. The ride leader promises that slower speeds will be encouraged and no one will be left behind. This one-speed (slow) ride is great for beginning cyclists or easy training miles. Meet in Morrison at the east end of town on CO Hwy 74 (near C-470) across the road from the Conoco Breakplace and be ready for a 10:00 am departure during the winter.

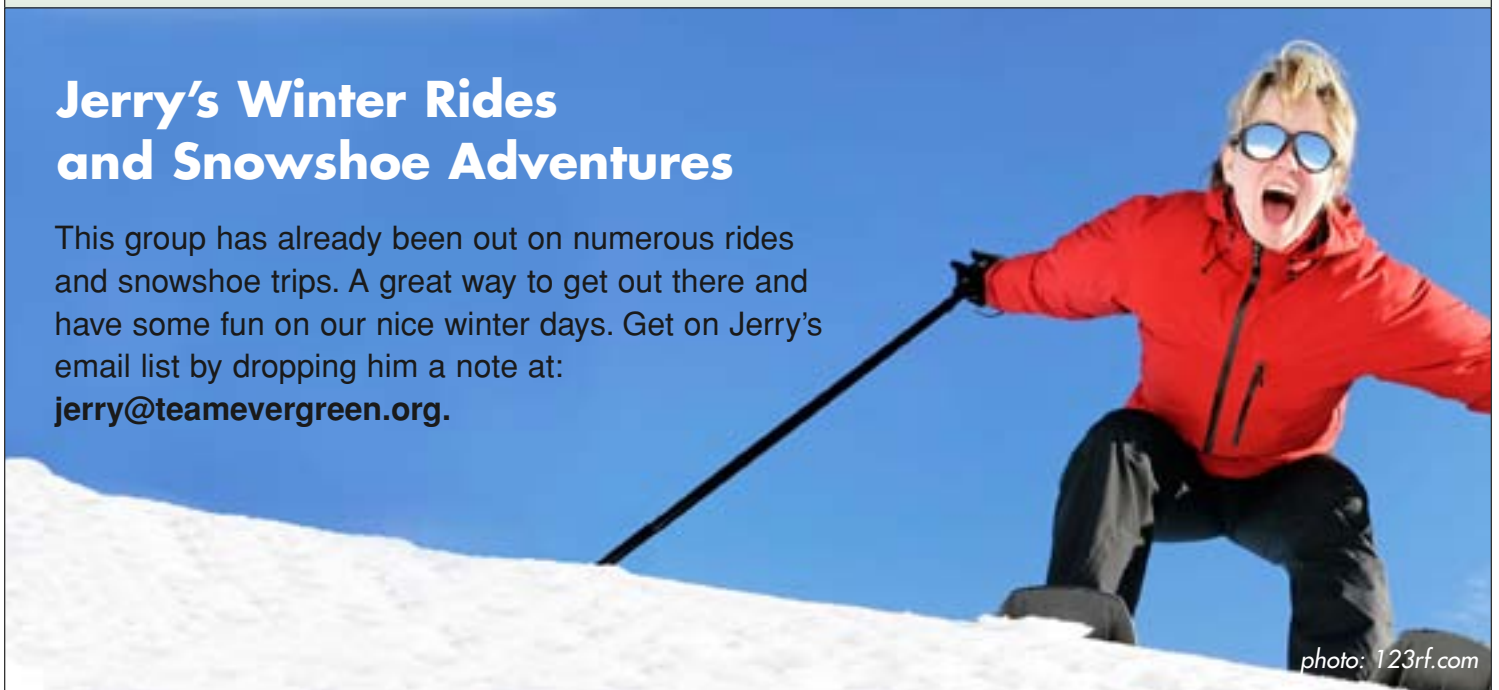
Meeting places will vary, based on the weather and temperature. Please note that the start time and even the ride day is subject to change, based on the weather. **It is imperative that you call Mike Carter the day before the ride for possible change in times and location (due to potential weather conditions).**

Call: 303-670-7898 · Email [MICHAE22L@msn.com](mailto:MICHAE22L@msn.com)

**Centennial Cone CLOSED for late season hunting through January 31, 2008**

## Jerry's Winter Rides and Snowshoe Adventures

This group has already been out on numerous rides and snowshoe trips. A great way to get out there and have some fun on our nice winter days. Get on Jerry's email list by dropping him a note at: [jerry@teamevergreen.org](mailto:jerry@teamevergreen.org).



# Coming to a Trail or Road New You

## **Bicycle Tour of Colorado 2008 Registration Open** [www.bicycletourcolorado.com](http://www.bicycletourcolorado.com)

The 14th Annual Bicycle Tour of Colorado will follow the Durango/Telluride loop and includes: Durango, Montrose, Telluride, Naturita, Cortez and back to Durango. This is a 7 day fully supported ride with camping services, baggage transportation, route maps, road markings, aid stations, bicycle repair services, and medical support.

## **2008 Ride the Rockies Registration Opens Feb. 3** [www.ridetherockies.com](http://www.ridetherockies.com)

Ride The Rockies 2008 is scheduled for Sunday, June 15 through Saturday, June 21. The route will be announced on February 3 when registration opens. The ride registration is conducted on a lottery basis and 2,000 participants will be selected at random from all applications received by February 22, 2008. Registration forms will also be available in The Denver Post on Sunday, February 3.

## **Tour de Palm Springs February 8-9, 2008** [www.tourdepalmsprings.com](http://www.tourdepalmsprings.com)

The Tour de Palm Springs hosts nearly 8,000 riders of all ages and abilities in Palm Springs, California. The ride benefits various charities.  
FRIDAY, FEBRUARY 8, 2008  
Bicycle Expo, Late Registration and Packet Pick-up, Pasta Dinner  
SATURDAY, FEBRUARY 9, 2008  
100, 55, 25, 10 and 5 mile rides  
Bike Expo, Entertainment

## **25th Annual Mt. Taylor Winter Quadrathlon February 16, 2008** [www.mttaylorquad.org](http://www.mttaylorquad.org)

The 2008 Mt. Taylor Quadrathlon is a 42 mile race to the top (and back) of the highest peak in Northwest New Mexico. Mount Taylor is 11,301 ft. high. The race consists of 4 parts: road bike, run, cross country ski, and snow shoe.

## **Tour of California February 17-28, 2008** [www.amgentourofcalifornia.com](http://www.amgentourofcalifornia.com)

The world's top professional cycling teams will compete over this eight-day, 700-mile race on a route that includes the California redwoods, wine country and the Pacific Coast. A great opportunity to see some of the world's top road racers!

## **Moab Skinny Tire Festival March 1-4, 2008** [www.skinnytirefestival.com](http://www.skinnytirefestival.com)

Moab has some of the best road biking in the world. There are hundreds of miles of paved roads in and out of the world-class scenery that is known by every adventure seeker globally. The Festival rides the best of the best: 1) Arches National Park, 2) Along the mighty Colorado River, 3) Dead Horse Point and back. Join the fun and adventurous group of riders through Canyon Country and support the Lance Armstrong Foundation.

## **Solvang Century March 8, 2008** [www.bikescor.com/solvang/](http://www.bikescor.com/solvang/)

Solvang Century & Half-Century in Solvang, CA. Touted as one of America's most scenic 100 or 50-mile rides in the beautiful Santa Ynez Valley of Central Calif (north of L.A. & Santa Barbara).

## **17th El Tour de Phoenix April 5, 2008** [www.perimeterbicycling.com](http://www.perimeterbicycling.com)

Ride 100, 75, or 25 miles around Red Mountain in the Valley's premier perimeter bicycling.

## **13th Annual New Belgium Brewery Fruita Fat Tire Festival April 24-27, 2008** [www.fruitamountainbike.com](http://www.fruitamountainbike.com)

"Lucky Thirteen" means sunshine, single-track, and live music. Products displayed from the best in the Bike Industry, the ever welcoming Beer Garden, the Clunker Crit and more.

# Giving Thanks in Moab



Post Ride Party - Amasa Back Trail Parking lot. Photo provided by Mike Brislin.

Story by Ed McIlvain

**There's one thing to be sure of when participating in a Team Evergreen trip – riding is but one of many activities to keep one entertained.**

True to form, the Thanksgiving weekend trip to Moab featured a campfire party, pole dancing, poker, a clementine-eating contest, BASE jumpers and, oh yeah, some great riding.

My wife and I arrived to the parking lot of the Klondike Bluffs trailhead with just minutes to spare before the group took off. Jerry led us on a ride that featured sand (as most rides in Moab do), sandstone, some wicked singletrack and of course magnificent views of surrounding desert country. I'm not sure if Jerry knew *exactly* where he was going all the time, but he pieced together a truly sweet ride that set us up nicely for that night's thanksgiving feast.

Bob and Nancy hosted the meal at their campsite. It was cold, but with lots of layers, a blazing camp fire, great food, and a healthy dose of alcohol, we kept warm. As is becoming tradition, Jerry demonstrated his pole dancing prowess, which both impressed and frightened many of the onlookers. A big hazy moon hung above us surrounded by an ominous ring.

Sure enough, we groggily woke to a

blanket of fresh snow outside. No matter, we were on to Plan B. Arches National Park sits just outside town and some of us had never been, so a group piled into a couple of cars and headed out. We hiked to delicate Arch and spent the afternoon taking lots of pictures and making each other nervous with the dizzying heights.

I'm not sure what the other TE members did to entertain themselves that day. I believe some actually did ride while the truly hearty took the opportunity to party some more.

Later, Mike and Tammy Brislin hosted

a spirited game of Texas hold 'em in their deluxe accommodations. I got my butt kicked playing cards, but luckily my wife fared much better. Jerry was cleaning up early, but ran into an Old Chub brew (or two) and his game was never the same.

Sunday morning was cold but crystal clear. A perfect day for Amasa Back trail! Led by the sick single speed twosome of Shred and Eric, we all headed up the rocky, technical jeep trail. Oh the views! From the top there is an amazing panorama from the Canyonlands to the La Sals. The sky was

*continued on page 15*



Team Evergreen members enjoy the Klondike Bluff Trail. Photo provided by Mike Brislin.

## CONTRIBUTE A STORY!

Send us your bicycle adventures, mishaps, concerns and more...  
Contribute a story to *Bike Beat*.

Deadline for the March issue:  
February 15, 2008

email to:  
editor@teamevergreen.org.

## Off-Road Rules of the Trail

Courtesy IMBA (International Mountain Bike Association).

### 1. Ride On Open Trails Only.

Respect trail and road closures (ask if uncertain); avoid trespassing on private land; obtain permits or other authorization as may be required. Federal and state Wilderness areas are closed to cycling. The way you ride will influence trail management decisions and policies.

### 2. Leave No Trace.

Be sensitive to the dirt beneath you. Recognize different types of soils and trail construction; practice low-impact cycling. Wet and muddy trails are more vulnerable to damage. When the trailbed is soft, consider other riding options. This also means staying on existing trails and not creating new ones. Don't cut switchbacks. Be sure to pack out at least as much as you pack in.

### 3. Control Your Bicycle!

Inattention for even a second can cause problems. Obey all bicycle speed regulations and recommendations.

### 4. Always Yield Trail.

Let your fellow trail users know you're coming. A friendly greeting or bell is considerate and works well; don't startle others. Show your respect when passing by slowing to a walking pace or even stopping. Anticipate other trail users around corners or in blind spots. Yielding means slow down, establish communication, be prepared to stop if necessary and pass safely.

### 5. Never Scare Animals.

All animals are startled by an unannounced approach, a sudden movement, or a loud noise. This can be dangerous for you, others, and the animals. Give animals extra room and time to adjust to you. When passing horses use special care and follow directions from the horseback riders (ask if uncertain). Running cattle and disturbing wildlife is a serious offense. Leave gates as you found them, or as marked.

### 6. Plan Ahead.

Know your equipment, your ability, and the area in which you are riding -- and prepare accordingly. Be self-sufficient at all times, keep your equipment in good repair, and carry necessary supplies for changes in weather or other conditions. A well-executed trip is a satisfaction to you and not a burden to others. Always wear a helmet and appropriate safety gear.

**Keep trails open by setting a good example of environmentally sound and socially responsible off-road cycling.**

## Trip to Moab

*continued from page 14*

deep Utah blue and there were still vestiges of snow. The downhill was a blast, highlighted by Paul Delia's spectacular endo off a drop near the end.

By the afternoon it had warmed up considerably, providing the perfect conditions for an impromptu post ride party in the parking lot. Just as we were thinking it couldn't get any better than this, four B.A.S.E. jumpers leapt off the thousand-foot canyon walls opposite us. Brislin took video of this and other weekend highlights and produced a great little video, complete with rockin soundtrack. Check it out by visiting this link: <http://tinyurl.com/2krlzb>.

That night things got a little crazy. At one point, Jerry picked up a Clementine orange, gazed at it and asked "What am I supposed to do with this"? When I responded, "eat it" he popped the entire clementine, rind and all, in his mouth and proceeded to chew and swallow the whole thing. Others couldn't be outdone by this "challenge" and complete chaos and depravity followed. It was indeed the perfect capper to another crazy, action-packed, TE weekend.

# Avventura Italiana

Story by Steve Riggle

Seven buddies, coming from various California and Colorado cycling communities, embarked on what was to become one of the most challenging, beautiful, fun, and great camaraderie trips of a lifetime.

We had arranged our road biking itinerary with Marten Fekkes, owner of Sirocco Road Cycling Adventures out of Europe; he was a friend with one of our group and could speak five languages, was a top notch rider himself, and a really nice guy.

Our first challenge, as anyone who has traveled with a bike case can attest to, was checking in at the ticket counter. Yes, it is a pain to travel with a bike case, yet it was worth the hassle to ride our own bikes. Once this was accomplished, we set off for our destination of Milan, Italy.

Marten met us at customs in Milan, which is always an experience in itself. Eventually we got used to the police walking around with machine guns and dogs. Our first task was to build our bikes in the airport and load them on top of the van. We were quite a scene; seven Americans building bikes on the concourse of Milpensa airport. Once this was done we were off to Northern Italy and the Dolomites and the Alps.

If the first day of our trip was any indication what lie ahead, we would have turned around and headed for the Italian Riviera to bask in the sun and consume massive amounts of alcohol, but luckily for us, it was not. The five hour trip turned into an all night adventure, and we arrived at our first destination a day late. We had to deal with road and highway closures, detours, and more. Just about everything that could go wrong, went wrong. However, Marten kept our spirits up by stopping frequently, feeding us, and telling us cycling tales.



Steve and his crew celebrate atop Passo Pordoi. All photos provided by Steve Riggle.

Arriving to our first destination, San Martino di Castrozza (a small ski village) a day late and tired from driving all night, we were treated to absolutely magnificent scenery and a very nice hotel. We were all tired and grubby and it would have been easy just to hang around, take a nap, and relax all day but we came to Italy to ride, so we geared up and went out to ride.

Our first ride was three mountain passes with 5500 feet of elevation gain and a distance of 60 miles, one of the easier days; this after being up all night and dead on our feet. This should have been a warning sign, but we all missed that one.

Marten had arranged the trip so we would ride to our next destination without any van transfers. At some locales we would stay only one night and others we would stay two or three nights. I would

highly recommend this kind of itinerary; you don't come to Italy to ride in a van, you come to ride your bike. So this type of program is a great way to maximize saddle time.

The next day we rode from San Martino to Canazei, again over three mountain passes with 6500 feet of elevation gain and a distance of 55 miles. Canazei is another beautiful ski village in the Dolomites. In fact, just about everywhere we stayed was a ski destination during the winter. This was to be our base for three days. Our first loop covered four mountain passes, with Passo Pordoi and Passo Giau (I do not list all the Passos just the ones that most cyclists know), with 8400 feet of elevation gain and a distance of 72 miles. Ok, if you haven't noticed the correlation here, let me tell you; short di

*continued on page 17*

## Avventura Italiana *continued from page 16*

tances with lots of elevation gain = steep, steep climbs. During our eleven day tour, we saw gradients of 18% plus! All of us thanked the “Madonna de Ghisallo” – Patron Saint of Cycling” that we put compact cranks on our bikes before we left the states.

Our second loop out of Canazei covered five mountain passes, including Passo Sella, Passo Falzarego, and Passo Fedai - Marmolada, with 6200 feet of elevation gain and a distance of 62 miles. And as an added treat, Marten invited a friend of his, Mara, an ex-professional Italian road racer to join us today. This was truly a sight for sore eyes. Not only was she bella, bella, she was an awesome rider. A sincere “thank you” and a round of drinks for Marten were in order after the days ride for this surprise. By now our legs were starting to feel fatigued and we all knew there were still big days ahead of us, but this is what we signed up for so no complaining was allowed.

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*During our eleven day tour, we saw gradients of 18% plus! All of us thanked the “Madonna de Ghisallo” – Patron Saint of Cycling” that we put compact cranks on our bikes before we left the states.*

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On the third day we left Canazei to our next destination, Bolzano, with only one night here. Just another day in the saddle; four mountain passes, 7500 feet of elevation gain, and 90 miles. Bolzano was the biggest city we were to stay in (except for Milan) and quite frankly it was a let down after the first two destinations. Luckily, we were here for only one night. The infamous “Ice Man” resides here in the museum so we all made the trek downtown to see it; it was worth it. Plus we found a laundry facility to wash our cycling and personal clothing. You definitely want clean chamois with this kind of riding (*if you know what I mean*).

I would like commend Marten for the lodging. If you have traveled to Europe, then you are familiar with the size of the hotel rooms and the in-room amenities; small and scarce. Hotels are rated by stars, from one to four stars, with four being the best. We stayed at three star hotels and all were very comfortable, clean, accommodating to cyclists, with

top notch food. The seven of us were truly appreciative of Marten’s effort on this front.

The next day we departed Bolzano to Bormio. Three of us had been to Bormio a couple years earlier so we knew what to expect. Personally, Bormio is one of my favorite places in all of Europe, but getting there was definitely not my favorite day. The distance was 75 miles with only one mountain pass – Passo Stelvio – 48 switchbacks and 8500 feet of elevation gain!

It was another beautiful day as we started the ride until we arrived at the foot of the Stelvio. The dark clouds were clearly visible when we started our climb. This is one of the all-time classic climbs in the world of cycling and has been used by the Giro many times; in fact, most if not all passes we conquered during this trip have been part of the Giro over the last 100 years. It is one of the most beautiful

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# Biking the Iditarod



Jill Homer, of Juneau, Alaska, is training to ride her bicycle in the Iditarod Trail Invitational — 350 miles of frosty pedaling over unimaginably tough terrain. It's the same course used by the famous dog sledding race.

Jill Homer is the kind of girl you'd like to meet on a bike ride. She's intelligent, attractive, determined, and apparently one tough lady. Problem is, if you meet her on the trail these days, it means you're out riding in the middle of nowhere in Alaska. Jill is currently preparing for the Iditarod Trail Invitational (350mi option). What makes Jill an inspiration is that she's not a racer, really. She's not

a professional on the circuit. She just likes to ride her bike. You can follow Jill's progress by visiting her blog at:

<http://arcticglass.blogspot.com>. National Public Radio is also tracking her progress, visit: [http://www.npr.org/blogs/bryantpark/biking\\_the\\_iditarod/](http://www.npr.org/blogs/bryantpark/biking_the_iditarod/) for updates and amazing photos. Jill is reporting regularly on her extreme training for the Feb. 24 event.

## Alaska Mountain Bike Trip Filling Fast

by Jerry Haynie

A small group of TE members are going to Alaska for five days of mountain bike riding. Trip dates are scheduled for Aug. 25 – 29, 2008. This will be a guided ride with an option to either camp or stay in a lodge. There are only two more spots available. For more information on the outfitter, visit: [www.mountainbikealaska.com/mtntours6day](http://www.mountainbikealaska.com/mtntours6day).

As of press time, non-stop, round-trip airfares from Denver to Anchorage were in \$525-\$600 range. If you are interested, contact Mountain Bike Alaska from the link. In addition, if we can fill all ten reservations, Mountain Bike Alaska will customize the rides to our liking.

This is not a Team Evergreen Club sponsored event so you will be responsible for your own airline and trip reservations. Please let me know if you are truly committed to going so that I can keep up with the count.

**This promises to be an adventure of epic proportions!**



# Top 10 Hints Biking on Snow

By Jill Homer

*The following is taken from Jill Homer's blog. If you're a die-hard cyclist in a cold climate (say, Evergreen?), take note. Except for the parts about moose tracks and sled dogs, her advice could apply to you. As a reminder, we encourage you to refrain from riding trails when they are wet and muddy.*

**1.** Think surface area. If you've ever used snowshoes before, you know that all that mass at the bottom of your feet can mean the difference between coasting atop power or wading knee-deep in it. Snow bikes work the same way. They incorporate wide tires with a flat profile in order to distribute bulk (you) as evenly as possible, allowing for maximum flotation.

**2.** Fat is the new skinny. As long as there have been bicycles, there have been weight-weenie types trying to shave grams off wheels. Nowadays, it's not uncommon to see a spoke-free wheel sporting tires as thin as razors. But once you slice into snow, skinny tires might as well be razors. Snow-bikers know that fat means float, and have been developing bicycles to accommodate increasingly larger wheels for years. I predict that not too far in the future, someone will build a bicycle frame with room for motocross tires. Look for it.

**3.** There is no shame in walking. Cyclists hate to admit when they come to a hill or an obstacle they just can't conquer. I have seen cyclists blow out their knees and face-plant over logs just to avoid suffering the indignity of getting off the bike and walking. Snow-bikers have no such pretensions. We know that bikes are not ready-made for snow, and vice versa. If snow is too soft, or too deep, or too wet, we simply step off and amble along until we can ride again. We learn to enjoy it, like walking a dog, but without the constant slobbering.

**4.** When in doubt, let air out. Often, snowy trails are what we would call "marginally rideable." By letting air out of tires, you can increase the surface area and improve your flotation. Sometimes it means riding on nearly flat tires at a pace a snail wouldn't envy, but, despite what I said in the previous paragraph, it's still better than walking.

**5.** Learn your snow types. It's been said that Eskimos have dozens of different words of snow. Snow bikers also understand the myriad varieties: powder, sugar, corn, hard-pack, sandy, slushy, and so on. Each type comes with its own challenges. But understanding the nature of the white stuff you are trying to ride atop, you can adjust your riding and wheels to meet the conditions.

**6.** Don't be disappointed when you fail to set a land-speed record. Snow, like sand, puts up a lot of resistance, and snow bikers are not known for their speed. I have often heard accounts of cyclists who said they felt like they were careening down a hill, only to look down and see they hadn't even breached the 10 mph barrier. In snow races, 10 mph is considered fast. Eight mph is average. Six mph is respectable, and four mph isn't uncommon. When asked to describe the nature of the 2006 Iditarod Invitational, which was plagued by cold temperatures and fresh snow, third-place finisher Jeff Oatley said, "It was about as intense as a 2.5 mph race can be."

**7.** All brakes are not created equal. When contemplating what brakes to put on their

bikes, cyclists have all kinds of reasons to choose between disc or rim. But snow bikers, who often find their rims coated in a thick layer of unrippable ice, have the best reason of all: Rim brakes could mean an icy death by gravity. Go with disc.

**8.** Re-lubricate and be free. There is nothing that will slow down a snow biker faster than having their hubs freeze up, which is always a possibility when the mercury drops below zero. We have to lube up our moving parts with a special low-temperature grease, sold widely in cold regions like Fairbanks and Minnesota.

**9.** Stay away from moose tracks. Common injuries for road cyclists include road rash and head injuries. Mountain bikers have problems with broken collar bones and bad knees. Alaska snow bikers are always being tripped up by the deep, narrow holes moose leave when they walk through the snow. Avoiding these minefields will help curb post-holing injuries like broken ankles.

**10.** Stay away from dogs. We talk a lot about fear of angry moose, grumpy bears and rabid wolves, but our most likely animal to have a dangerous encounter with remains the sled dog. They approach so quickly and quietly that we sometimes don't even have time to jump off the trail. A collision can be disastrous -- imagine tangled lines, confused canines and a lot of sharp teeth. Add to that an annoyed musher who's likely packing heat, and you stir up the kind of fear that convinces snow-bikers to give those racing puppies a wide berth.

## Avventura Italiana *continued from page 17*

Passos in Italy – but not today. It rained and turned cold, very cold. It is the highest pass in Italy. I may have climbed tougher passes or suffered more but I can't remember when. The rain and cold drains all your energy, and your motivation seems to desert you and it takes everything you have to keep turning the pedals.

The Stelvio is one of the few passes that you can see the top from over half way down so there is no guessing where the top is. You look up and see switch-back after switchback; it really does appear, at least today, that the road ascends to the heavens. We all made it to the top, albeit cold, wet, tired, shivering, and probably close to hypothermia. Lucky for us there was a café at the top and we all must have downed four cappuccinos each. However, the ride was not over. We

had to descend into Bormio in the same weather. Marten had informed us that our hotel had a sauna and hot tub. It was a great incentive to get our butts on the saddles and move, and move we did.

We arrived at the hotel and Marten graciously took care of our bikes, check-in, luggage, etc. and we all headed to the sauna. It is amazing what lying in hot, bubbling water and drinking a glass of wine will do for your spirits and the memory of the pain you just suffered.

We stayed two nights in Bormio. OK, forget about what I just wrote about the Stelvio being the toughest climb – the next day was to be the toughest day that I have ever spent in the saddle.

From Bormio we headed to the feared Passo Mortirolo; Lance Armstrong said it was the toughest climb he has ever done, and Marco Pantani still has the

record. As on all the major climbs in Italy (and France), there are names of famous cyclists painted from bottom to top. In this part of Italy you see Marco Pantani – El Pirata on every climb. But you also will see Eddie Merckx' name who retired over thirty years ago. Try doing this in America and you would end up in jail for graffiti. It is just a way of life over there and actually pretty cool to a cyclist.

This was by far the toughest climb of the trip with relentless gradients upwards of 18%. We rolled down this climb, with a fun and fast descent. In fact, all the descents were world class, fun, but dangerously fast. In the distance, the Passo Gavia was waiting our arrival. It is another one of those classic climbs in cycling that has determined the winner of the Giro many times. It is relentless. Again, thank goodness for the café at the top for cappuccinos and the compact crank which quite frankly will never, never be taken off my bike. Again, the cappuccino's provided the fuel to roll down to Bormio and our hotel and the sauna once again.

On another side note, our trip paralleled holiday time with some European countries, especially Germany and Austria. How we knew this is because there were literally thousands of motorbike riders on the roads – all German and Austrian. And guess what they like to do? They ride the same passos cyclists like to ride. It makes for an interesting mix and sometimes an uncertain outcome on the switchbacks. However, we all survived unscathed – something we cannot say for the motorbike crowd. We were witness to a fatal motorcycle crash on one of the Passos; a rude reminder that anything can happen on two wheels.

The second day out of Bormio was



*Photo provided by Steve Riggle.*

*continued on page 21*

## Avventura Italiana *continued from page 20*

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*The Stelvio is one of the few passes where you can see the top from over half way down, so there is no guessing where the summit is. You look up and see switchback after switchback; it really does appear, at least today, that the road ascends to the heavens.*

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over four mountain passes with 9000 feet of elevation gain and a distance of 75 miles. The day before three of the guys passed on the ride to recover and today another three decided to pass and go shopping.

Three of us jumped on a bus in Bormio and headed to Livigno for a day of shopping. What we discovered was that Livigno was a shopper's paradise. People from all over Europe, tourists, locals, etc. come here to shop; there are no taxes. We all picked up a few items for friends or loved ones, but the real treat was people watching. It was an incredible sight to behold, watching all the different nationalities shopping and dealing with the shop owners. When we returned to our hotel in Bormio the other part of the group had just returned from their ride. Even though the three of us needed to rest our legs and spirit, we felt a slight disappointment of not riding after hearing their epic stories of the day.

We left Bormio on what we all thought to be a fairly easy day to Lake Garda and basically the end of our trip. Someone's definition (Marten) of easy and our definition of easy did not jive. We

traveled over five mountain passes, an elevation gain of 11500 feet and a distance of 100 miles. Not only that, we had to go back up the Passo Gavia out Bormio – suffer you Americans! It was one long, tough day in the saddle. This was our last day on the bike and we thought it could not possibly get any harder than the previous days, wrong. That Marten is one crafty dude.

We arrived in Lake Garda completely exhausted but it was one of the most beautiful descents, if not the best, we had during the trip. We descended with the lake in the distance, through vineyards on tight, twisty, steep road – fun, fun, fun. This was the end of the riding; somewhat a relief but also the feeling of “it sure went fast”. Probably the same sentiments everyone has on vacation. Marten treated us to an awesome dinner in Lake Garda. We dined at a family restaurant at a working winery, under actual vines, with family members as our hosts, drinking the family's own wine. It was fantastic.

Next day we got up and headed off to Milan. We did a little site seeing but it was a day of rest, relaxation, and reflection. We spent the night there and got up very early the next morning to make our way to the airport. At the airport, we all had to tear our bikes down and box them up, which went surprisingly well. We said our goodbyes to Marten and a few of the guys who had an earlier flight. As we were waiting for our flight, it finally hit us – it is over. What seemed like a long vacation has been reduced to a few short hours now. There is a part of me that was happy to be done, but also a part of me that did not want it to end. Thank goodness for seven cameras that will allow us to re-live the trip over and over.

### Ride Recap

Distance 700 miles +/-, 70000 feet +/- of elevation gain, average gradient 8-10%, and max gradient 18%+. The weather was great; we encountered rain only one day. All seven of us have ridden the Triple-By-Pass multiple times and we all agreed that everyday was like riding the Triple (for basically nine days in a row).

It is hard to cover all aspects of a trip like this because the riding overshadows everything else. I would like to summarize and highlight a few things. First and foremost our guide, Marten, is one great dude. He was a gracious host and put together a first-class trip. I would highly recommend anyone planning a trip to Europe to contact him. Second, the people of Italy were absolutely awesome and went out their way to make us feel welcomed. Third, the lodging, food, and wine were as good as it gets. The Italians have it figured out. And lastly, the riding was everything we expected and much more; all world class.

The seven buddies: Dan Knight, Bruce McNab, Kelly McGrew, Eddie Vargas, Jim Moore, Bill Brick, and me – Steve Riggle.

Marten Fekkes, Owner  
Sirocco Road Cycling Adventures  
[www.siroccoroad.com](http://www.siroccoroad.com).

*Caio*

# Team Evergreen Classifieds

## PROFESSIONAL SALES STAFF WANTED Wheat Ridge Cyclery:

If you've ever wanted to work in one of the premiere bike shops in the country, now's your chance. Wheat Ridge Cyclery is expanding and looking to add depth to our already stellar staff. We are interested in individuals who want to join our team in delivering outstanding customer service. If your forte is providing an excellent fitting experience to cyclists with the best equipment to suit their needs, we have a place on our newly expanded sales floor for you.

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Sales Representatives Contact Chris Russum: [chris@ridewrc.com](mailto:chris@ridewrc.com)

or Jim Kennedy: [jimk@ridewrc.com](mailto:jimk@ridewrc.com) · 303-424-3221

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**ROAD RACING PHOTOS:** Tour of California, Tour of Georgia, Tour de France: See and Order your favorite road racing, general interest photos from Tour of California 2006, 2007; Tour of Georgia 2007; Tour De France 2004, 2005, and 2007 at [www.carbonfibrephoto.com](http://www.carbonfibrephoto.com). For information, contact Peter Morales at 303-907-6534 or email at [pmorales@carbonfibrephoto.com](mailto:pmorales@carbonfibrephoto.com)

**SAN JUAN HUT SYSTEM:** 4 trip credits available (Telluride to Moab or Durango to Moab). Trip costs are currently at \$620. I am selling my trips for \$550. For each trip purchased from me buyer must bring 1 additional full paid hut rider. Credits can be applied anytime between July-Oct. Maximum group size is 8. Call Kathy for details 303-829-5022.

**TREK MOUNTAIN BIKE FOR SALE:** 13" Trek 6700 hard tail mountain bike; front shocks, red, white and blue with Cateye Enduro 2 cyclometer, quick cleat pedals, excellent shape \$350. Call Sue Meinerz at 303-526-1744.

**YAKIMA STUFF FOR SALE:** Yakima Extreme Getaway hitch mount bike rack in perfect condition, used very few times. Holds 2 bikes with extra attachment to allow 4 bikes to be carried. Requires 2" standard hitch. Rack pivots to lower bikes to ground level or to open rear hatch. Should fit most vans, SUVs and pickups. Extra features include keyed locks for rack & bikes. Original cost well over \$500.00, will sell for \$275.00. Yakima crossbars with keyed towers to fit Honda factory rails. May fit other vehicles? Available with wheel trays, ft. fork locks & wheel carriers. Take the whole package for \$100.00. Yakima Rocket Box 16. Good condition. With keyed locks. Should fit any top rack with 32" spacing between rails. Original cost over \$450.00 will sell for \$200.00. Negotiations are possible. 303-929-0312.

**FOR RENT:** Keystone 1 Bedroom Condo for rent, sleeps 4. Beautiful view of the mountains! Located in Dakota Lodge in River Run Village only 5 minutes from Sky Run Gondola. Year-round discounts for Team Evergreen members — 35% off Keystone Resort rates. Inquire via email to [RiverRunFun@jatee.com](mailto:RiverRunFun@jatee.com) or call Tom at 303-674-6255.

**Team Evergreen members can place a free classified ad by emailing it to: [editor@teamevergreen.org](mailto:editor@teamevergreen.org).**

## Cycle Europe

Marten Fekkes, owner of Sirocco Road Cycling Adventures, will host an evening in which he will show slides and talk about the bicycle tours the company offers in Europe.

When: Jan 23rd · 7pm

Where: To be determined

Contact Marten or Steve (Riggle) for more information.

Marten:

[marten@siroccoroad.com](mailto:marten@siroccoroad.com)

Steve: [shredderco@comcast.net](mailto:shredderco@comcast.net)

[www.siroccoroad.com](http://www.siroccoroad.com)  
[info@siroccoroad.com](mailto:info@siroccoroad.com)

## Parting Shot



# Team Evergreen Board of Directors

President	Chris Porter	303-526-9335 (h)	303-888-9001 (c)	pres@teamevergreen.org
Vice President	Chris "Rocky" Davis	303-679-2749 (h)		chirocdavis@msn.com
Treasurer	Janet Saxon	303-777-4699 (h)	303-850-4776 (w)	janetsaxon@msn.com
Secretary	Mac McShane	303-355-3581 (h)	303-757-5446 (w)	macm@prodigy.net
Assistant Secretary	Aaron Miller	303-359-2670 (h)	303-492-3597 (w)	aafmiller@yahoo.com
Road Bike Committee Chair	George Rooney	303-670-1908 (h)	303-619-1908 (c)	gbrooneyiv@yahoo.com
Mountain Bike Committee <i>Co-Chair</i>	Bob Campbell	303-526-3000 (w)		mountainbike@teamevergreen.org
Mountain Bike Committee <i>Co-Chair</i>	Jerry Haynie	303-915-5395 (w)		jerry@teamevergreen.org
Mountain Bike Committee <i>Co-Chair</i>	Paul Delia	303-219-1709 (h)		pdelia@ast-ss.com
Mountain Bike Committee <i>Co-Chair</i>	Mitch Sprinsky	609-706-7811 (c)		mitchell@schnauzers.ws
Board Member	Chris Davis	303-679-8510 (h)	303-502-0422 (c)	c_davis45@comcast.net
Board Member	Rolando "Rolo" Luarca	303-726-1722 (c)		rluarca@gmail.com
Board Member	Mark Spurgeon	303-601-9874 (h)		msspurgeon@comcast.net
Board Member	Tyler Pollesch	920-319-1260 (c)		tpollesch@hotmail.com
Board Member	Terri Wickstrom	303-474-4161 (h)	720-359-3119 (w)	bicyclebabe62@comcast.net

## Committee Heads

Triple Bypass Coordinator	Leslie & Carl Caimi	303-525-6373 (c)		triple@teamevergreen.org
Team Evergreen Racing <i>Co-Director</i>	Kevin Skruch	720-936-2916 (h)		racing@teamevergreen.org
Team Evergreen Racing <i>Co-Director</i>	Patrick Bull	303-809-7741 (c)		racing@teamevergreen.org
Database Coordinator	Jason Bertolacci	303-674-8434 (w)	413-683-2723 (f)	membership@teamevergreen.org
Merchandise Coordinator	Leslie Caimi	303-525-6373 (c)		triple@teamevergreen.org
Bike Beat Editor	Tamra Mcllvain	303-204-2232 (w)		editor@teamevergreen.org
Bicycle Advocacy Chairman	Tim Morrison	303-697-4122 (h)		timomorrison@msn.com
Mountain Bike Committee <i>Co-Chair</i>	Terry Mitchell	303-838-6675 (h)		aspens80421@netzero.net
<b>Team Evergreen Hotline</b>		<b>303-674-6048</b>		information@teamevergreen.org
<b>Team Evergreen Website</b>				<b>webmaster@teamevergreen.org</b>

## Team Evergreen Membership Application/Renewal

Name \_\_\_\_\_

Address \_\_\_\_\_

City/State/Zip \_\_\_\_\_

Home Phone \_\_\_\_\_ Work Phone \_\_\_\_\_

Annual membership fees:  Individual \$30  Family \$40  New membership  Renewal

My primary cycling interest is:  Road bike  Mountain bike (you may check both)

Email Address (where you would like to receive Team Evergreen news) \_\_\_\_\_

TE will periodically send pertinent news via email. Which type(s) of news would you prefer?  Club  Road bike  Mtn. bike

Bike Beat is available by email (under 3 MB), which will save club funds. Select Bike Beat delivery:  US Mail  Email

TE occasionally shares its mailing list with its major sponsors, such as Bicycle Outfitters and other prominent bicycling organizations and events, such as Bicycle Colorado and Elephant Rock. For those who grant permission, only name, email and mailing address is shared. Please indicate if TE SHOULD NOT share contact information with bicycle-friendly organizations.  Do Not Share

### ACCIDENT WAIVER AND RELEASE OF LIABILITY

IN CONSIDERATION of being permitted to participate in any way in all activities (collectively, "Activities") sponsored by Team Evergreen Bicycle Club, Inc. ("Club"),

I acknowledge that these Activities are an extreme test of a person's physical and mental limits, and I voluntarily assume all risks of all loss, damage or injury occurring in connection with such Activities. I fully understand that my participation carries with it the potential for death, serious injury, and property loss. The risks include, but are not limited to, those caused by terrain, facilities, temperature, weather, conditions of athletes, equipment, vehicular traffic, lack of hydration, actions of other people including, but not limited to, participants, volunteers, spectators, coaches, event officials, and event monitors, and/or producers of the event. These risks affect not only athletes, but also volunteers. I hereby assume all of the risks of participating and/or volunteering in these Activities. I realize that liability may arise from negligence or carelessness on the part of the persons or entities being released, or from dangerous or defective equipment or property owned, maintained or controlled by them.

I certify that I am physically fit, have sufficiently trained for participation in these Activities and have not been advised otherwise by a qualified medical person.

I acknowledge that this Accident Waiver and Release of Liability form ("Waiver and Release") will be used by the event holders, sponsors and organizers, in which I may participate and that it will govern my actions and responsibilities at said Activities.

In consideration of my application and permitting me to participate in these Activities, I hereby take action for myself, my executors, administrators, heirs, next of kin, successors, and assigns as follows: (A) WAIVE, RELEASE and DISCHARGE from any and all liability, claims, demands, actions or rights of action, which are related to my death, disability, personal injury, property damage, property theft or actions of any kind which may hereafter accrue to me which are related to or are in any way connected with participation in all Club Activities or result from my traveling to or from these Activities, THE FOLLOWING ENTITIES OR PERSONS: Team Evergreen Bicycle Club, Inc. and its directors, officers, employees, volunteers, representatives, agents, contractors, the event holders, event sponsors, event directors, event volunteers and their successors, assigns and insurers; and (B) INDEMNIFY AND HOLD HARMLESS the

entities or persons mentioned in this paragraph from any and all liabilities or claims made by other individuals or entities as a result of any of my actions during these Activities. I UNDERSTAND THAT THIS IS A LEGAL DOCUMENT AND THAT BY SIGNING IT I AM GIVING UP MY RIGHT TO SUE OR OTHERWISE MAKE A CLAIM against the Club and other entities and persons mentioned in this paragraph.

I intend this Waiver and Release to be effective whether or not any loss, damage, injury or death RESULTS FROM NEGLIGENCE of the Club or any of its directors, officers, employees, volunteers, representatives, agents, contractors, the event holders, event sponsors, event directors, event volunteers and their successors, assigns and insurers. I understand that negligence means a failure to do an act which a reasonably careful person would do, or the doing of an act which a reasonably careful person would not do, under the same or similar circumstances to protect himself, herself or others from injury or death.

I hereby consent to receive medical treatment which may be deemed advisable in the event of injury, accident and/or illness during this event. In the event of accident and/or injury I further consent to the release of any and all transport, treatment and or medical information to the Club relating there to.

I understand that at these Activities or related events, I may be photographed. I agree to allow my photo, video, film likeness and email address to be used for any legitimate purpose by the event holders, producers, sponsors, organizers and or assigns.

I agree to wear an ANSI or SNELL approved helmet and to ride in accordance with all applicable laws.

This Waiver and Release shall be construed broadly to provide a release and waiver to the maximum extent permissible under applicable law.

### PARENT GUARDIAN WAIVER FOR MINORS (Under 18 years old)

The undersigned parent and natural guardian or legal guardian does hereby represent that he/she is, in fact, acting in such a capacity and agrees to save and hold harmless and indemnify each and all of the parties referred to above from all liability, loss, cost, claim or damage whatsoever which may be imposed upon said parties because of any defect in or lack of such capacity to so act and release said parties on behalf of the minor and the parents or legal guardian.

Signature(s) \_\_\_\_\_

If a family membership, all members must sign; if under age 18, parent or guardian must sign.

Mail to: Team Evergreen Bicycle Club, Inc. P.O. Box 3804 · Evergreen, CO 80437 · Questions? Call 303-674-6048



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**Team Evergreen Bike Beat January / February Issue**

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Don't miss the next issue of *Bike Beat*.