

May 2005

Team Evergreen Bicycle Club Inc.

P.O. Box 3804, Evergreen, CO 80437

www.teamevergreen.org

From the Captain's Saddle

What is Your Goal?

by Bruce Epstein

TE President

Editor's Note: Bruce was having too much fun on the beaches of the Bahamas (and possibly looking for a new alternative to doping?) to write a column this month. But he left us with some words of wisdom to ponder . . .

If you have a goal, you might not reach it.

If you do not have a goal, you definitely will not reach it.

— Jack Jackson

See you on the bike.
Take care,
Bruce

Bruce can be reached at
president@teamevergreen.org

Get *Bike Beat* by Email

Save TE money and save a tree by choosing to receive your *Bike Beat* via email. Send an email to Roger Hassell (tbpregis@teamevergreen.org) to request the switch. We now have over 300 email subscribers! And, because there is no delivery delay, it arrives faster than snail mail.



Nearly 100 TE members enjoyed the annual spring picnic at The Nest at Keys on the Green in April. Photo by Ellen Nelson.

Five Mistakes

By Chris Kostman

Contributing editor to *UltraCycling*

MISTAKE #1: NOT USING SPEEDWORK

Endurance Cycling: Five Mistakes to Avoid

Centuries, double centuries, and brevets are the bread and butter of most endurance cyclists. They provide a good challenge, great training, an opportunity to test the efficacy of training and nutrition, and a nice day (or more) on the bike with fellow riders. But they're not easy and are not to be taken for granted. Here are five mistakes to avoid as you train for, and ride, endurance events.

One common endurance training mistake is just "putting in the miles." The mentality is that if you put enough miles in the bank in your training, you can withdraw them later as endurance, maybe even miraculously fast endurance. But this approach is boring, a waste of time, and you won't get substantially faster!

Many cyclists overlook the fact that the majority of the top RAAM racers over the past twenty years were, or are, also competitive cyclists in the tradition-

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Answers to Your TE Membership Questions

By Rich Boyan
TE Membership Chair

We have had some inquiries concerning when a member or family membership is due for renewal.

There are three ways we remind you when your membership is due for renewal:

1. You should receive a postcard with instructions on how to renew your membership. On the first line of your address label highlighted in yellow is your membership number and renewal anniversary date.

2. When you receive your *Bike Beat* by mail, look at the address label. The first line contains your membership number and renewal anniversary date.

3. For those who receive *Bike Beat* via email, the subject line of the email will contain your membership number and renewal anniversary date.

We are in the process of making the www.teamevergreen.org website more user friendly and easier for you to renew online.

The bottom line is that we value your membership and want to make your ongoing membership experience as pleasant as possible.

If you have any suggestions or comments concerning membership, either call me (Rich Boyan) @ 303-674-4872 or email me at rboyan@webconsul.com.

GRAB YOUR BOOTS!

Jefferson County Open Space Volunteer Trail Days

Volunteer to help build the trails you love to use!

Dates:

2005 Saturdays 8 a.m.-4:30 p.m.



- | | |
|------------------------------|------------------------------------|
| June 4th | Hildebrand Ranch Park |
| July 9th | Alderfer/Three Sisters Park |
| Sept. 10th | Centennial Cone Park |
| Oct. 8th | Centennial Cone Park |

Pre-registration required two days in advance of each project.

303-271-5922

Contact Nora Simmons, Volunteer Services Coordinator, for more information about times, locations and what to bring besides your boots!



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Camilla Fallon, Mary Rosinski, Heidi Barringer "Jessie", Amanda Shanks, Liz Shanks

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Cyclist Neck and Low Back Pain

Why and what can be done about it?

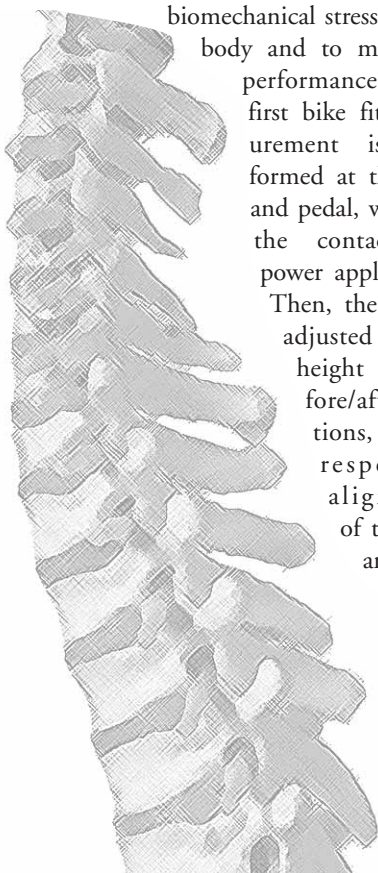
By Edith De Craene, PT

Weiss found that 20.4% participants in a 500-mile, 8 day tour, reported neck-shoulder pain. "Neck and back pain will be reported in up to 60% of bicycle riders at some time."

A rider's position on the bike does not resemble the more natural walking or running alignment, yet highly repetitive leg revolutions are performed while bent forward for prolonged periods of time at the back and hips; with a compensatory curve of the neck to maintain horizontal eye position, placing the cervical spine (the neck) in hyperextension.

Therefore, posture, position on the bike and the fit of the bike to the cyclist are extremely important for those logging a high daily or weekly mileage. Likewise, the beginner or casual rider working on increasing bike fitness should start with proper bike fit to avoid neck and back pain.

Proper bike fit is important to reduce biomechanical stress on the body and to maximize performance. The first bike fit measurement is performed at the foot and pedal, which is the contact for power application. Then, the seat is adjusted for height and fore/aft positions, while respecting alignment of the foot and knee position



to establish biomechanical leverage. With EMG studies, an increase in seat height have shown earlier activation of the leg muscles while contracting longer, without an increase in power output: in short, wasted energy. Handle bar height and reach (stem length) are especially important for posture and its effects on neck and back.

A combination of fitting the bike to the cyclist and accommodation for individual characteristics of muscular, joint and spinal flexibility issues accomplish prevention of spinal injury while cycling.

The lumbar spine or low back is in constant flexion (forward bent position), with significant amounts of hip flexion. This prolonged position could cause pain as a result of fatigue or spasm

,secondary to the constant load on the muscles and ligaments in the most posterior part of the spine. The type of muscle contractions to maintain the bike position are called isometric contractions, with little movement and blood flow. This directly influences the amount of metabolic waste products present in the muscle, leading to muscular spasm and pain and possibly trigger points (painful point in the muscle or its fascia) causing further local muscle activation and fatigue. Disc pain may be related to the static positioning, preventing necessary nutrients to migrate to the disc. Both muscle and movement of the disc segments or stretches (on the bike stretching) of the involved musculature can alleviate pain.

When a cyclist is stretched out too far without the sufficient flexibility for hamstrings and/or hip flexors, increased tension loads will occur at the lumbar spine. Finding lumbo-pelvic neutral (very commonly taught by physical therapists in the clinic) to avoid excessive rounding of the low back does not only prevent low back pain by reducing posterior stress but provides a more aerodynamic position. Cervical and Lumbar muscles should be trained (core stabilization) for endurance to maintain this posture for an

extended period of time.

When the seat is too high or there is a difference in leg length, the pelvis will rock side to side, which stresses the lumbar spine.

Leg length disparities should be corrected at the foot-pedal interface of the shorter leg.

Rotation of the spine to the side of the leg in flexion occurs with higher workloads (expressed by bobbing head and upper body during climbing or riding in a strong head wind), which can be reduced by using a higher cadence and lower gear ratio.

Cervical spine problems or neck pain occur due to load on the arms and shoulders with the neck in hyperextension. Road vibration is transmitted through the handlebars, arms, shoulder girdle and neck, straining the cervical musculature. Riding in the

same position, in the drops of the handlebars, with aerobars or with increased reach due to low handlebar position or long stem length, further stresses the neck and shoulders.

A lightweight helmet should be used to help with this issue and possibly raising the handlebars and riding with the elbows slightly flexed to absorb road shock. Slight movement of the neck and frequently changing hand position and therefore neck position, avoiding a hunched riding position is key. Stretches for the neck and shoulder girdle can also be performed while riding.

Left side neck and shoulder pain occurs more frequently due to rotation of head and neck to that side when monitoring oncoming traffic in preparation for a left turn or passing maneuver. Installing a bike or handlebar rearview mirror could alleviate this condition.

Early riding strategies to prevent neck pain may include gradually dropping the handlebars to the desired level with 6mm increments and increasing weekly mileage only by 10%.

Riding balance, riding technique and basic aerobic fitness should be optimal for the planned ride to conserve energy and prevent injury.

Randy Sclar, PA from the Arapahoe Peak Health Center will be available together with Edith De Craene, PT for bike fit and recommendations at the free clinic on Saturday, May 7th at the Evergreen Sport and Spine Physical Therapy clinic from 9-12, by appointment only. Please call: 303 670 4802, before May 4th. Limited availability.

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HARDER THAN THE Triple?



Starting off on the South Downs Way Randonnee.

Editor's Note: Our October Bike Beat featured the Highlander Century in New York, now we hear of another difficult ride, this time from across the pond.

To whom it may concern:

You must have had many similar letters like this, But your Triple Bypass has caused a few problems for me. I am a mountain biker in the UK, and train for one ride a year.

That ride is the South Downs Way Randonnee. It is now organised by the British Heart Foundation and is basically one of the hardest rides it is possible to do in the U.K. that is offroad and done in one day. The Ride covers the 100 miles from west to east along a chalk ridge from Winchester to Eastbourne. You only have 15 hours to do it in, and does not sound too difficult. Until you also realise that there are countless drops from the top of the ridge down to Sea level, and then the climb back up again. No climb is more than 650 ft, but some of these climbs are quite technical, some are long and most are steep. The total climbed along the route is 10,000 ft and also you have those descents to manage safely, which cannot be done at speed as the track is broken scree in most places. Dead easy, but hold on. This is mountain

biking. No rider or bike recovery, 6 checkpoints along the way to register at, (so no cheating possible) and the terrain is a nasty mixture of chalk, flints and clay.

There are normally around 400 starters, but less than 50% finish each year. This is a hard ride, and the toll on riders is high. You have to be fit for this ride, and it does help if you are young. Well, I can't really say that as most of the riders that carry a bit of maturity with



Windover Hill

them, understand how hard this ride is, and there are not many of us "olduns" that start the ride that drop out. I was in training for this ride in '99 and suffered a heart problem. This is where your name has caused me problems. Three months later and you've guessed it, a triple bypass.

A couple of other illnesses and I decided it was time to get back to riding the South Downs Way again. That was in

Jan 2003 and five months training and I achieved what I had not thought possible and did the organised ride in June 2003. Not only that, but I did it again in 2004, (incidentally in my best ever time of 12 hours in the six finishes I have made on this ride) and am currently in training for my 9th attempt on this ride in June 2005. Now comes the bit for your young competitors to laugh at, or to give heart to your older riders. I am 58 this year. No spring chicken I must agree, but full of enthusiasm for this young man's sport. Now the next bit for some of you mountain bikers, I also ride a tandem. Admittedly a top rate tandem that is set up for offroad, but to anyone that will pour scorn on four leg riding, get out and try it. Tandems are not easy things to master, well not offroad at least. I would not say that it is easier on a tandem, but for an accomplished "Rider team" I would not say it is any harder either.

Unfortunately, there is no way that I can get to your country to do the Triple Bypass for a couple of years, but I will be looking to visit around 2010, and if this can be around your ride time, then you may be looking at a foreign entry. In the meantime, I shall content myself by following your ride reports on your website, and throw a challenge to anyone of you that want a real ride, visit The British Heart Foundation web at <http://www.bhf.org.uk/> and get your entry in quick. Places are going fast.

— Doug Staplehurst

AROUND THE RINGS

by Robb McGuffin

Over the past quarter century or so, much has happened in the world of bicycling. Mountain biking took the sport by storm for many of those years. But thanks in part to the exposure Lance Armstrong's feats have brought to road cycling, the return to the purity of road biking has become the fastest growing segment of the sport. Many people who have not ridden since they were children have seen a spirit ignite within them to buy a road bike and rediscover the joy of cycling they remember from their youth.

If you are one of those people, where do you start? I've compiled some tips to help you get back into road cycling, and some advice to help you enjoy it. Let's start with the basics: what you need to enjoy road cycling today.

•Start Fresh. While owning a road bike is a pretty obvious need, it's not necessarily as easy as just going to a garage sale and buying a used bike. In fact, possibly the number one mistake you can make is thinking that just about any road bike that feels good on a ride around the block will satisfy you as you quickly progress in ability. In fact, it can easily hold you back. To "retrofit" a used bike to function well with your body often costs as much or more in the long run than a brand new bike with the latest technology and design advantages.

•Professional Fitting. Forget everything you ever learned about how to pick out the correct size bicycle. Today, fitting science is far more sophisticated—and your options far broader—than you can imagine. Even more importantly, be

aware that the odds of a bike fitting you "off the rack" are exceedingly slim. Last year I fitted over 300 bikes. I've never seen a bike that was set up correctly without a fitting. Your leg, arm and torso length, your flexibility, past injuries and more are fitting factors. From making sure you are on the right size and geometry of frame, to tweaking individual components like handlebar width, pedal crankarm length and more, a proper fit is of incalculable value to your performance and comfort. A well-fit bicycle works with you, not against you. Here in hilly Evergreen, that advantage often makes all the difference on a long climb or a swift descent.

"Note to the newbies: you don't wear underwear beneath the shorts; the anatomical pad is designed not just to offer cushioning, but to wick moisture and sweat."

•Frame Selection. The first consideration in a new bike is the frame. Choosing a frame that isn't right for your body and your riding goals compromises every other decision you make to outfit your new bike. Today, bicycle manufacturers give us far more options than in the past. Frames are available that are gender-specific, comfort-oriented vs. performance-oriented, designed for exceptionally tall riders, and more. Your gender, riding style, fitness, flexibility and goals are all factors a professional bicycle shop should assess with you to help you start with the right frame geometry and material.

•Be Weight Conscious. Just as bike fit helps on our mountain roads, the weight of a road bicycle is no small consideration in your enjoyment of the sport. Spending a few extra dollars for a light frame with excellent vibration dampening, light wheels, good brakes and a high quality drive train is money well spent. For our local topography, I recommend keeping the overall bicycle

weight under 22

pounds with components of Shimano 105 or equivalent. Of course, you can shave much total weight more off a bike, to as little as 16 pounds or less, with carbon fiber or advanced metallurgical technologies.

•Shoes and Pedals. The shoe-to-pedal connection is the cornerstone of how you convert your power into the bike. Most "roadies" today ride with clip-in pedals, where the shoe and pedal attach together while cycling, then click apart when stopped. This technology is not reserved just for hardcore riders. Once you become familiar with how these clip-in pedals work, their advantages are inarguable; more power throughout the pedal stroke and more efficiency on long rides. Combine clip-in pedals with a pair of good quality, cycling-specific shoes that fit like snug leather gloves. You want your feet to be comfortable for those long rides, but not "sloppy" inside the shoe.

•Look Good, Feel Good. We've all seen the "lycra-clad road warriors" riding the roads of Evergreen. While sporting the graphics and colors of some cycling clothes is like painting your car to match your favorite NASCAR driver's, there's a reason behind much of what a cyclist wears. Furthermore, there are plenty of options depending on how "colorful"

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Training for the Triple Bypass

Editor's Note: The weather is improving and hopefully your legs are too when you head out for your favorite ride. This is also the time of year when many of you are thinking: Should I do the Triple this year? or Can I do the Triple?

Bob Seebohar, MS, RD, CSCS Performance Director/ Sports Dietitian of the Colorado Center for Altitude Training and Performance in Evergreen, and new TE sponsor, can help you answer those questions. He has created an invaluable training schedule to help see you through the next ten weeks (yes, depending on when you read this, the Triple is only ten weeks away!).

This 12-week training program for the Triple Bypass comes with a few assumptions:

- That the athlete will be doing his/her long rides on the weekends.
- That the athlete can exercise for 1-2 hours during most weekdays.
- That the athlete has a base aerobic foundation and can pick up and ride a minimum of 2 hours at one time.
- That the athlete is comfortable on his/her bike and does not experience pain/numbness/discomfort during rides.

This training program is for the beginner-to-intermediate with the goal of finishing the Triple Bypass feeling good. This program is not

intended for experienced cyclists wishing to improve on their time (although it very well may be able to serve in that nature!).

Overall, the training program includes four days on the bike, two cross training days (which can be whatever the athlete chooses but I would recommend it not be cycling), and one complete rest day. The

maintain the recovery process with the body. If changing workouts is necessary, please try to follow the same template of the location of workouts.

There are three strength training (ST) days during the week. Strength training is crucial to any athlete's success and a strong core is paramount. The ST days are separated



Professional Coaching & Sports Nutrition for Endurance Athletes

May 2005-Team Evergreen Triple Bypass

Cycle	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Recovery	2 Rest	3 Bike 1' SD-HT ST core	4 Cross train 45" ST full	5 Bike 45" ED-ST (30" at <65 rpms)	6 Cross train 45" ST upper body	7 Bike 2' SD-HT	8 Bike 2' SD-HT Yoga
	9 Rest	10 Bike 1' ED-ST (5x5" at <60 rpms in a tough gear with 5" recovery spin after each set) ST core	11 Cross train 45" ST full	12 Bike 1' SD-HT	13 Cross train 45" ST upper body	14 Bike 3' SD-HT	15 Bike 2'45" SD-HT Yoga
Build 2	16 Rest	17 Bike 1'10" ED-ST (5x8" at <60 rpms with 4" recovery spin after each set) ST core	18 Cross train 45" ST full	19 Bike 1'15" SD-HT	20 Cross train 45" ST upper body	21 Bike 3'30" SD-HT	22 Bike 3' SD-HT Yoga
	23 Rest	24 Bike 1' SD-HT ST core	25 Cross train 45" ST full	26 Bike 1' ED-TE (5x4" at 100" rpms with 4" recovery spin after each set)	27 Cross train 45" ST upper body	28 Bike 2'30" SD-HT	29 Bike 1'30" ED-TE (mostly done at 90+ rpms on a rolling hill course at best) Yoga
Precomp Build 1	30 Rest	31 Bike 1' SD-HT repeats (6x3" climb with 5" recovery spin after each) ST core					

For a complete set of calendars, go to www.teamevergreen.org and click on the Triple Bypass Training Schedule in the Events and News box on the Home Page.

order of the workouts is important as it is stated on the training program because there is a progressive build within the week that breaks the body down. At the same time, recovery or off-the-bike workouts are planned to speed the recovery process. This is a Recovery Based Training Program and the timing of the workouts is crucial in order to

into core specific days, upper body days and full body days. I have not outlined a specific strength training program because there are too many background variables needed with athlete assessment before implementing specific exercises. If there is an injury or imbalance that I do not know about, then an exercise

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TRIPLE BYPASS

FOR THOSE WHO DARE

JULY 9 2005

Early registration deadline ends midnight **June 9, 2005**
Online registration for packet pickup at **REI, Bicycle Outfitters** and **Wilderness Sports** ends midnight **June 20, 2005**
Online registration for packet pickup at **Handle Bar & Grill** ends midnight **July 2, 2005**
Online registration for packet pickup at **Wheat Ridge Cyclery** ends midnight **July 4, 2005**
All online registration ends midnight **July 6, 2005**

For details: www.teamevergreen.org
Register: www.active.com

Name _____

Address _____ City/State/Zip _____

Email Address _____

Home Phone _____ Work Phone _____ Sex: M ___ F ___ Age _____

Emergency Contact _____ Phone _____

Packet Pickup Location: (check one)

- Bicycle Outfitters, Bergen Park (June 26 - July 8)
- Wilderness Sports, Frisco (June 26 - July 8)
- REI Boulder (June 26 - July 8)
- REI Lakewood (June 26 - July 8)
- REI Flagship Denver (June 26 - July 8)
- REI Fort Collins (June 26 - July 8)
- REI Colorado Springs (June 26 - July 8)
- REI Park Meadows (June 26 - July 8)

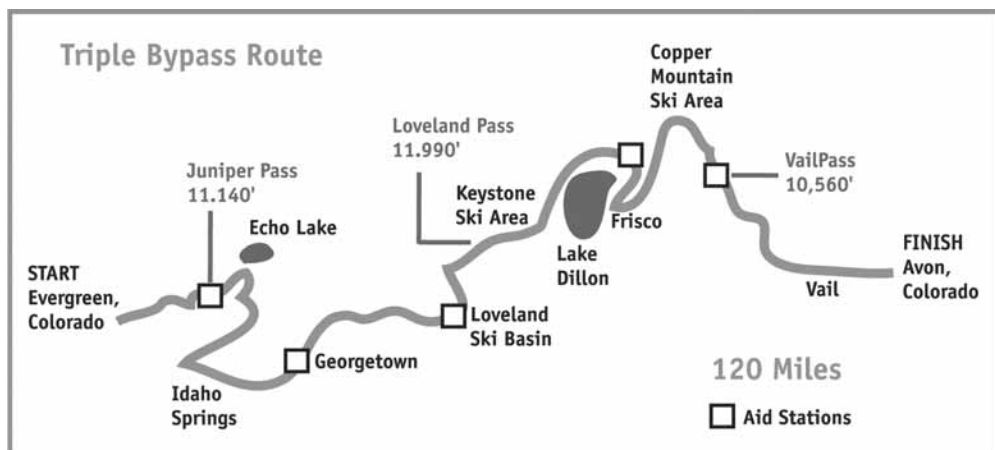
One Day Only Packet Pickup Locations

- Handle Bar & Grill (4 - 8 pm; Tuesday, July 5)
- Start line, Bergen Elementary (5:30 - 8 am; Saturday, July 9)
- Mail Option!** Mail the packet directly to me (\$5 additional fee, postmarked by July 3, 2005)
- Wheat Ridge Cyclery (3 - 7 pm; Thursday, July 7)

PLEASE MAKE A NOTE OF YOUR PICKUP LOCATION. IF NO LOCATION IS SELECTED ON THIS FORM YOUR PACKET WILL BE AT THE START LINE. PACKETS DESIGNATED FOR REI, BICYCLE OUTFITTERS OR WILDERNESS SPORTS WILL ONLY BE AVAILABLE AT THOSE LOCATIONS (NOT SENT TO THE START LINE). UNCLAIMED PACKETS WILL BE MAILED FOLLOWING THE EVENT FOR A \$5 FEE.

My spouse/friend may be willing to help on the day of the ride. Please contact:

Name _____ Home Phone _____



JAVELIN

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REGISTRATION FEE: Includes Triple Bypass cycling jersey, map, route markings; aid stations; light snacks and drinks; sag support; finish line party and barbecue. Your canceled check is your confirmation. All registration fees and collected contributions are not refundable under any circumstance, including, without limitation, my failure to participate in the Triple Bypass, for any reason, or the cancellation or rerouting of the Triple Bypass bicycle ride due to reasons beyond the control of the Team Evergreen Bicycle Club, Inc. (such as road closures or forest fires). **ALL RIDERS MUST WEAR THEIR RIDER NUMBER TO BE GRANTED ACCESS TO HWY 103, SWAN MOUNTAIN RD, AND PARTICIPATE IN THE EVENT.**

Registration (circle one):

- Early registration (midnight *June 9) Team Evergreen members \$80
- Early registration (midnight *June 9) **non-members \$98
- Late registration Team Evergreen members \$98
- Late registration **non-members \$118

Ride day registration \$129

Optional: packet sent to rider address (by midnight, July 3) \$5

Optional Membership (circle one):

- Individual \$25
- Family \$35

Please check box to indicate if new member or renewal.

- New Member
- Renewal

*Online deadline is midnight, June 9. Mailed forms must be post-marked June 9.

**Team Evergreen membership: You do not have to be a member to participate. Membership includes a one-year subscription to our newsletter, Bike Beat, discounts from our sponsors and special events.

Note: If you join Team Evergreen now, you qualify for the member Triple registration fee.

Additional contribution to:

- Alpine Rescue Team \$ _____
- PEO \$ _____
- Pediatric Aids (Border to Border) \$ _____
- Special Olympics Colorado \$ _____

Jersey size (included with ride fee — check one):

- Men's SM
- Men's MD
- Men's LG
- Men's XL
- Men's XXL
- Women's SM
- Women's MD
- Women's LG
- Women's XL

Note: See sizing chart below. If your jersey does not fit, you may exchange it at the finish line at the Team Evergreen booth (if size is available).

Grand Total \$ _____

All registrants must read and sign the following:

ACCIDENT WAIVER AND RELEASE OF LIABILITY

IN CONSIDERATION of being permitted to participate in any way in the Triple Bypass and all other 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 (including, without limitation, the Triple ByPass) 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.

I understand that I must wear my rider number to be granted access to Highway 103, Swan Mountain Road and to otherwise participate in the Triple Bypass.

I hereby certify that I have read this document, and understand its content.

Signature _____ Date _____

Signature _____ Date _____

If under 18 years of age, parent or guardian must sign below. If starting or renewing a family membership, all members of the family must sign.

My primary cycling interest is: Road bike Mountain bike

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

TE periodically sends pertinent email news. Which type(s) of news would you prefer? Club Road Mtn.

Bike Beat will soon be available by email, saving 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

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

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 _____ Date _____

Please make check payable to Team Evergreen.
Mail to Team Evergreen Bicycle Club, Inc.
P. O. Box 3804 · Evergreen, CO 80437-3804



Men's Jersey Sizes

SIZE	WAIST	WEIGHT	HEIGHT	CHEST
SM	29-31	120-145	5'4" to 5'8"	35-37
MD	32-34	145-170	5'7" to 5'11"	38-40
LG	35-37	170-190	5'10" to 6'2"	40-42
XL	38-41	190-220	6'1" to 6'5"	42-44
XXL	42-45	220-250	6'3" and up	44-46

Women's Jersey Sizes

SIZE	WAIST	HIPS	WEIGHT	HEIGHT	BUST
SM (2)	22-24	31-32	95-115	5'2" & under	30-32
MD (4-6)	25-27	34-36	110-120	5'1" to 5'5"	32-34
LG (8-10)	27-29	36-38	120-145	5'4" to 5'8"	34-36
XL (12-14)	30-32	39-41	140-165	5'7" to 5'11"	36-38

Use the above charts to determine the best jersey fit for you.

May Rides

for maps and more details of each ride, go to www.teamevergreen.org

You do not need to be a Team Evergreen member to join us on our rides as long as you sign our participation waiver.

HELMETS are **REQUIRED** on all Team Evergreen rides.

DEPARTURE: All rides will depart promptly at the time noted in each of the ride descriptions. Please arrive 15 minutes early to allow time to sign in and get ready.

CANCELLATION: Rides will be cancelled when temperatures are below 40 degrees and/or road conditions are obviously unsafe for bicycling. When conditions are questionable, call the ride leader for a last-minute check.

Sunday, May 1

Moderate/Difficult Road Ride

Tour of the Black Forest.

Option: Tour of the Air Force Academy.

RSVP to the Ride Leader for this ride. At least 7 riders are needed. Meet in Monument at the Monument Park and Ride next to Village Inn (Exit 161 off I-25) for a 9:30 am departure. Monument, Colo. 105, Walker Rd., Black Forest Rd., Hogden Rd., Eastonville Rd., Murphy Rd., Meridian Rd., Ayer Rd., Goodson Rd., Burgess Rd., Milam Rd., Shoup Rd., Highway 83, northgate Rd., Rollercoaster Rd., Higby Rd., Rollercoaster Rd., Colo. 105, Monument.

Option: From Shoup Rd. and Highway 85, Highway 85 south to Academy Blvd., southgate Blvd., Pine Dr., Academy Dr., northgate Dr.,

Mountain Gentlemen & Lovely Ladies

Mountain Gentlemen and Lovely Ladies weekly Friday rides are year-round, weather permitting.

The start times are as follows:

May	8:30 am
June	7:30 am
July	7:30 am
August	8:30 am
September	9:30 am
October	10:30 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.

Weather permitting. 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, time TBD. We will follow bike paths to McDonald's in the Bear Valley Shopping Center and return (22 miles) or continue to Chatfield and return (48 miles), or even pedal to downtown Denver and Larimer Square (45 miles). **Call Mike Carter (303-670-7898) to find out start time and see if there is going to be a ride.**

WEDNESDAY MORNING RIDES

Show and go for these easy to moderate road rides. Meeting times vary, based on weather and month. *RSVP to Molly Epstein (303-526-2061) for route and meeting place.*



TE cyclist pedals to the annual spring picnic. Photo by Ellen Nelson.

Roller Coaster Rd., Colo. 105, Monument. Round trip: 47 miles 2,200 ft. elevation gain. **w/Option:** 65 miles 3,600 ft elevation gain. **Ride Leader:** Chris Canfield, 303-949-6162.

Wednesday, May 4
Easy/Moderate Road Ride
Wednesday Morning Ride
See details on this page.

Wednesday Night Mountain Bike Ride
Bear Creek Lake Park
(Park at the NW corner of C470 and Morrison Road).
See website for more details.

continued on page 10

May Rides

continued from page 9
for maps and more details of each ride, go to www.teamevergreen.org

Friday, May 6

Easy/Moderate Road Ride
Mountain Gentlemen and Lovely Ladies
See details on page 9.

Saturday, May 7

Colorado Trail/Bufalo Creek
Blue/Capable Mountain Bike Ride
Meet at 8 am for a 8:10 departure at Conifer Safeway. From downtown Evergreen go towards Conifer on Hwy-73. Stop at the Safeway if you plan to carpool with the group. Get on 285 going southwest. Turn left at Pine Junction. Follow this road to Pine Valley which is on the right, park in the lot at the bottom. This ride has it all; wide double track, awesome singletrack, a few obstacles, moderate climbing and a dirt road along a river. The ride begins at the lower Pine Valley lot, up the first long climb to the popular Buffalo Creek mountain bike area, a couple interesting loops, then another short loop, a fast single track back down to the start. Distance: 20 miles, 2500 feet elevation gain. **Ride Leader:** Andy Williams, 303-683-1074, shagydoQ@att.net

Sunday, May 8

Moderate/Difficult Road Ride
Double Nickel Loop
Meet at the Albertson's parking lot at Highway 74 and Stagecoach Blvd., 3 miles south of Bergen Park for a 9:00 am departure. This ride is challenging to say the least. Plan from 3 to 5 hours to complete the 55 mile loop. Highway 74 and Stagecoach Blvd., Bergen Park, El Rancho, I-70 to Genesee Pk., Highway 40 to I-70/Morrison Exit, Colo. 26 to Morrison, Colo. 8 to the Fort, through Willow Springs to Deer Creek Canyon Rd., Tiny Town, Indian Hills, Parmalee/Meyers

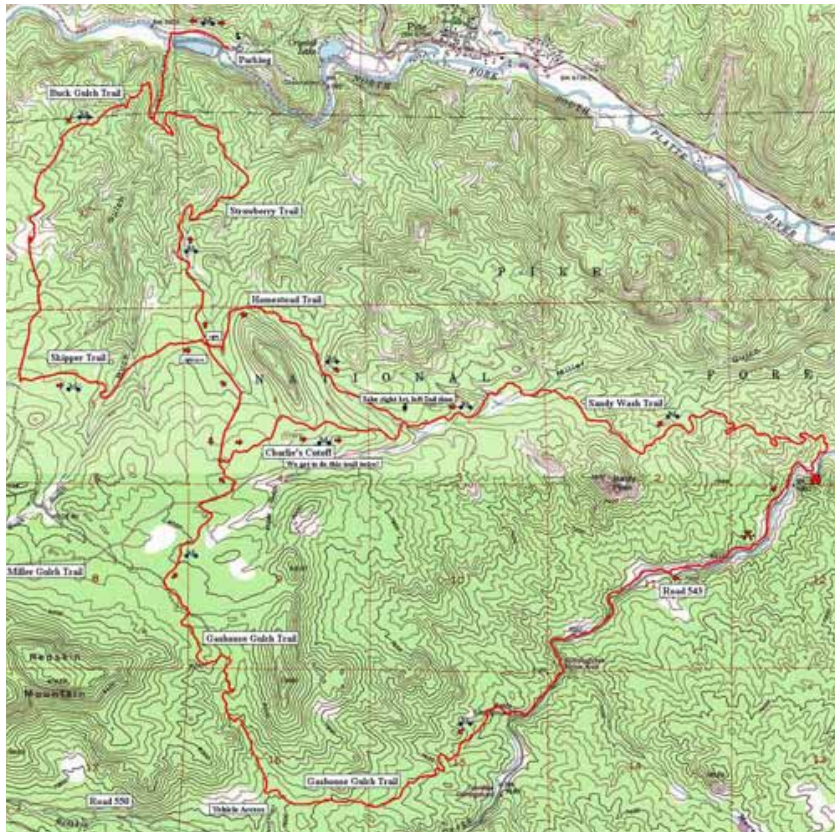
Gulch to Kittredge, Evergreen, Albertson's. Round trip: 55 miles 5,300 ft. elevation gain. **Option:** 29 miles 2,650 ft. elevation gain. **Ride Leader:** Kirk Ryder, 303-697-6748.

Wednesday, May 11

Easy/Moderate Road Ride
Wednesday Morning Ride
See details on page 9.

Wednesday Night Mountain Bike Ride
South Valley Park

Near Ken Caryl and C470. *See website for more details.*



Buffalo Creek Trail. See the TE website for maps, elevations, and more.

Friday, May 13

Easy/Moderate Road Ride
Mountain Gentlemen and Lovely Ladies
See details on page 9.

Saturday, May 14

Blue/Capable Mountain Bike Ride
Lory State Park in Ft. Collins
Distance: 16 miles 2,000 ft. elevation gain.
See website for more details.

Sunday, May 15

Moderate/Difficult Road Ride
Santa Fe Century
Round trip: 104 miles 3,800 ft. elevation gain. See page 19 for details of the fabulous Santa Fe Getaway!

Moderate/Difficult Road Ride

Greystone Ranch Loop
Meet at the Albertson's parking lot at Highway 74 and Stagecoach Blvd. For a 10:00 am departure. Albertson's, Upper Bear Creek Dr., Witter Gulch Rd., Stagecoach Blvd., Highway 74 to Bergen Park, return to downtown Evergreen via Highway 74. Round trip: 18.5 miles 1,700 ft elevation gain. **Ride Leader:** Janet Saxon, 303-777-4699.

Wednesday, May 18

Easy/Moderate Road Ride
Wednesday Morning Ride
See details on page 9.

Wednesday Night Mountain Bike Ride
Matthews/Winters Park
(Park at the SW corner of I-70 and Morrison Road).

See website for more details.

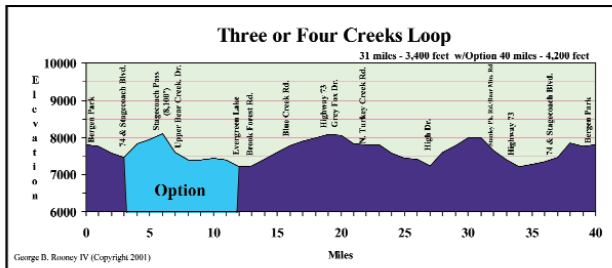
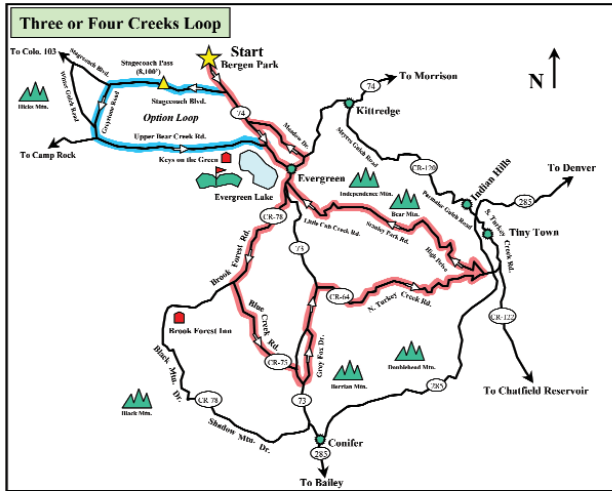
Friday, May 20

Easy/Moderate Road Ride
Mountain Gentlemen and Lovely Ladies
See details on page 9.

continued on page 11

May/June Rides

continued from page 10
for maps and more details of each ride, go to www.teamevergreen.org



See the TE website for maps, elevations, and more.

Saturday, May 21

Strong/Blue Mountain Bike Ride Deer Creek Canyon

Distance: 13.8 miles 2,000 ft. elevation gain.
See website for more details.

Sunday, May 22

Difficult Road Ride Bergen Park to Echo Lake

Meet at the Bergen Park Park and Ride for a 9:00 am departure. Bergen Park, Squaw Pass/Juniper Pass/Echo Lake via Colo. 103 and return the same. **Option:** From Echo Lake, Colo. 103 to Idaho Springs, bike path to Kermits, Highway 40 frontage road to Floyd Hill, Colo. 65 to Soda Creek and Bergen Park. Round Trip: 36 miles 3,800 ft. elevation gain. **w/Option:** 43 miles 4,300 ft. elevation gain. **Ride Leader:** Benjamin Wojtowicz, 303-674-5754.

Wednesday, May 25

Easy/Moderate Road Ride
Wednesday Morning Ride
See details on page 9.

Wednesday Night Mountain Bike Ride

Dakota Ridge to Red Rocks
(Park at the Rooney Road parking lot). See website for more details.

Friday, May 27

Easy/Moderate Road Ride
Mountain Gentlemen and
Lovely Ladies
See details on page 9.

Saturday, May 28

Stong/Blue
Mountain Bike Ride
Colorado Trail - Indian
Creek
Distance: 28 miles 3,000 ft.
elevation gain.
See the Team Evergreen
website for more details.

Sunday, May 29

Moderate/Difficult Road Ride Three or Four Creeks Loop

Meet at the Bergen Park Park and Ride for an 8:00 am departure. Bergen Park, Highway 74, Colo. 73, Brook Forest Rd., Blue Creek Rd., Colo. 73, Grey Fox Rd., Colo. 73, N. Turkey Creek Rd., High Dr., Stanley Park Rd., Little Cub Creek Rd., Colo. 73, Highway 74, Meadow Dr., Highway 74, Bergen Park. **Option:** Stagecoach Blvd., Greystone Rd., Witter Gulch Rd., Upper Bear Creek Rd., Highway 74. Round trip: 31 miles 3,400 ft. elevation gain. **w/Option:** 40 miles 4,200 ft. elevation gain. **Ride Leader:** Tom Evans 303-670-8828.

Wednesday, June 1

Easy/Moderate Road Ride
Wednesday Morning Ride
See details on page 9.

Wednesday Night Mountain Bike Ride Flying J Ranch

(Park at CO Hwy 73 and Shadow Mountain Road). See website for more details.

Friday, June 3

Easy/Moderate Road Ride
Mountain Gentlemen and Lovely Ladies
See details on page 9.

Saturday, June 4

Capable/Blue Mountain Bike Ride
Colorado Trail - Pine Valley
Distance: 24 miles 2,800 ft. elevation gain.
See website for more details.

Sunday, June 5

Moderate/Difficult Road Ride
Elephant Rock Century.
Round trip: 103 miles 5,800 ft. elevation gain.

DON'T MAKE THESE FIVE MISTAKES!

continued from page 1

al sense (i.e., USCF racing). Pete Penseyres, Michael Secrest, Rob Templin, Danny Chew, George Thomas, and Franz Spilauer are just some of the top RAAMers who raced at a national level (and were competitive there, too). Others, like Michael Shermer and Seana Hogan, train with a racing club at least once a week. High intensity training is an important, or even critical, part of endurance training.

You only get faster by riding faster! In practical terms, you need one or two days a week focused on high intensity speed training. Though hill repeats, interval training against the clock, or even a spinning class can be effective speed training, the best way to increase your speed is to ride with those who are much faster than you are. Joining a weekly racer club workout or weekly crit series is the ticket here. Get out and hammer with the big boys and girls in the pacelines, sprint for the city limit signs, and do your best not to get dropped. Be forewarned, though: it can be humbling for a while, if not for a long while. But you'll get faster for the long haul.

Another bonus is that, on event day, you won't get dropped right from the get-go when the lead pack of riders takes off like they're doing a 40km road race, as they inevitably do. You want to hang with them in the first hours so that you're not breaking your own wind, and setting your own pace, all day. It's a shame to get dropped: don't let it happen to you!

MISTAKE #2: DOING LONG SLOW MILES

Don't confuse "steady" and "slow" and just put in the long miles at an easy intensity. This is a waste of time because the only thing accomplished on physiologically by riding slowly is learning how to ride slowly. "LSD" doesn't stand for "Long Slow Distance," it stands for

"Long Steady Distance." Some endurance riding is necessary to train for endurance events, but while you're putting in those miles, do so at a good, steady intensity and keep these additional goals and benefits in mind:

- "Keep it steady and keep it moving" should be the mantra while riding LSD: Don't dilly-dally while refueling, fixing a flat, or reading the route sheet. Don't bog down while riding, either, whether on the hills or flats. Use your bike computer to push yourself to maintain an average speed; use your heart rate monitor to see how low you can keep your heart rate while maintaining a challenging average speed. When quicker riders pass you, pick up the pace; riding steadily doesn't mean you shouldn't push it sometimes, too.

- Base Fitness Training: LSD rides will allow you to slowly, but surely, rebuild your body from the inside out. You'll increase the efficiency of your cardiovascular system and get in touch with your heartrate and breathing patterns. This is particularly important in the early season, when you're laying the foundation for the year.

- Equipment Testing: If you're not comfortable on your bike, you won't ride far. Use your LSD rides, not events, to test saddles, shoes, pedals, aerobars, and such, plus variations on their position. What seems comfortable for 30-50 miles will not necessarily be so after 100 or 200 miles.

- Nutrition Testing: Food and drink choices also won't reveal their effectiveness until you get way out there. Use your long rides to see which fuel and hydration systems work for you. Whatever you eat and drink, it should be portable, go down well, provide consistent energy (no highs and lows), and keep you hydrated. If you don't want to carry 100 or 200 miles' worth of food and drink during your events, find out what the event promoters will serve and train

on that. Then when you do the event you won't need to carry all your own fuel. (But if the event is going to serve Danishes and hot dogs, as some do, you'll want to carry your own fuel.) By the way, essentially all top distance cyclists use a primarily, or exclusively, liquid-based (or liquid-, pill- and gel-based) fueling system.

MISTAKE #3: DOING THE SAME THING ALL THE TIME

The third common mistake is doing the same workout on the same day, week after week. This is boring and unnecessary, so lose those crazy "Tuesdays are for speed work, Wednesday are for hill-climbing" kinds of rules or club ride schedules. As long as you get in the variety and intensity of training necessary, it really doesn't matter which workout you do on any given day, as long as you recover in time for the next workout or event. Finally, don't skip training days during the week with the intention of making up for it on the weekends. Use your lunch hour, bike commuting, and even night training so that you are training, on the bike, four or five days a week, no matter what.

Many riders put in their big miles every weekend, because more time is available then. But it's also important to mix your weekends up and avoid ruts there, too. Some weekends should be back-to-back long rides. Some should be a long ride one day and either a recovery ride or speed work on the other. And some weekends you should just relax with your family after doing a fast club ride on one of the mornings.

MISTAKE #4: NOT ALLOWING RECOVERY

Hey man, give it a rest! The complimentary ideas of "rest days" and "recovery rides" are lost on most athletes. In

continued on page 16

Race Day Nutrition

By Bob Seebohar, MS, RD, CSCS
Colorado Center for Altitude Training and Performance

Race day nutrition is highly individualized and often times the general rule of thumb is, "If it tastes OK in training, chances are it won't work in a race. If it tastes great in training, it might work in a race." Because racing situations greatly magnify and change the taste of all food and drink, it is important to remember that the best source of calories and fluid for a race comes from those that you can get down and keep down. Most of the time, fluids or gels are usually a better choice than solid foods.

Depending on the length of your race and the environmental conditions, you may or may not need as much fuel. Water can be used in race situations of 30-60 minutes or less while sports drinks or easy-to-digest foods or liquids should be used thereafter. Carbohydrates and sodium are the most important nutrients during competition and should be an integral part of your race nutrition plan.

Race Morning

You will need to eat to refill your glycogen stores because you are coming off of an overnight fast and internal glycogen stores are used as you sleep. Eat 2-4 grams of carbohydrate (8-16 calories) per kilogram of body weight, 2-4 hours before the start of the race

and drink 17-20 ounces of sports drink during this time also. Drink 7-10 ounces of a sports drink 10-20 minutes prior to the start.

During the Race

Since athletes absorb different amounts of calories per hour, it is important to experiment with quantity during training. In general, consume 30-60 grams of carbohydrate (120-240 calories) per hour. Because fluid empties from the stomach very differently from athlete to athlete, experiment with fluid quantities during training also. In general, drink 24-48 ounces of fluid per hour, or 6-12 ounces every 15-20 minutes. It is important to try to drink more sports drinks rather than water during the race in order to replenish used carbohydrates and sodium.

After the Race

Hydration is just as important after the race as it is during the race. Immediately after the race, drink 20-24 ounces of sports drink for every pound of body weight that is lost. In addition, eat 1.0-1.2 grams of carbohydrate per kilogram of body weight within the first 30 minutes after a race. This can come in the form of liquid or solid, whichever you prefer, and should never be forgotten.

There is still debate in the scientific world regarding the addition of protein during training or a race but we know that the addition of protein to post-race

nutrition could enhance muscle repair and provide important nutrients for the immune system. A general rule of thumb is to consume a 3:1 ratio of carbohydrates to protein after a race.

Don't forget sodium! Sodium facilitates the entry of glucose and water into cells so choose sports drinks with at least 110 milligrams of sodium per 8 ounces and choose higher sodium snacks after a race. Finally, reward yourself with a mixed meal made up of carbohydrates, protein and fat about 2 hours after you finish and keep drinking those fluids so you re-hydrate your body.

Remember, a well-planned nutrition program may mean the difference of setting a new PR, a win, finishing, or simply feeling good at the finish. Don't overlook your nutrition training for your race. Plan ahead and try it in your training.

Bob Seebohar, MS, RD, CSCS is the Performance Director at the Colorado Center for Altitude Training and Performance. To find out more about sports nutrition, refer to Bob's recently published book, "Nutrition Periodization for Endurance Athletes: Taking Sports Nutrition to the Next Level". For questions about sports nutrition, weight loss or performance testing, contact Bob at 303-674-8008 or at bob@atpcenter.com.



TRAINING FOR THE TRIPLE

continued from page 6

could actually be detrimental to health/performance, therefore, I have not included this. However, the athlete has the choice of following their own ST program but adhering to the core, full and upper body days (this is very important for recovery purposes) or the athlete can consult a certified strength and conditioning specialist to design an individually tailored program to meet their body's needs.

Yoga is on the training program one time per week and is beneficial for any and all athletes. I would highly recommend either taking a class at a local health club or fitness center or using a videotape/DVD such as *Yoga for Athletes*. The purpose of yoga is to complement the cycling by providing increased range of motion of tendons, ligaments and muscles; therefore, it does not have to be over 45 minutes.

In addition to yoga, it is very important to engage in a routine flexibility program that targets cycling-specific muscles and that complements the athlete's specific body. Certified strength and conditioning specialists can provide ideas if the athlete does not have a set flexibility routine already.

Finally, nutrition is by far one of the most important components of

this recovery-based training program. Because there are back to back long rides on the weekends, it is important to make sure "gas tanks" are full prior to the training session (the eating-to-train principle that I developed) and recovery nutrition (that is what you put in your body before, during and after a training session) are focal points. Since the athlete only has about 24 hours or less on the weekends to replenish the "gas tanks," proper and structured nutrition is important. Contact me at the ATP Center if you have specific questions regarding this topic or consult my recently published book, *Nutrition Periodization for Endurance Athletes: Taking Sports Nutrition to the Next Level* by Bull Publishing (available at the ATP Center) or see the nutrition article on page 13 of this issue of *Bike Beat*.

Legend:

ST: strength training

": minutes

': hours

OD: overdistance, primarily aerobic based training

ED: endurance, still aerobic but on the upper end

ED-ST: endurance strength, these workouts are meant to improve leg strength with pedaling revolutions per minute (rpms) that are lower and should be done either with a harder gear or with added weight to the bike or body. There will be times of higher intensity (more toward anaerobic or lactate threshold but

the overall intensity/heart rate should be aerobic at the end of the ride).

ED-TE: endurance tempo, these workouts are meant to improve pedal efficiency (economy) with pedaling at higher rpms without "waddling" on the saddle or losing control of the legs. They should be done in a moderately challenging gear and the intensity should be moderate/aerobic with times being of higher intensity. Similar to the ED-ST rides, the overall/average intensity of the ED-TE rides should be aerobic.

SD-HT: speed hill training, these workouts are meant to stress the muscles and heart with either riding courses that are rolling to good climbing hills (such as Squaw Pass) or these will indicate specific intervals to be done on a hill. When intervals are suggested, it is best to find a longer hill of about 4-7% grade. The intensity of these rides will be higher than the ED-ST and ED-TE as there will be "spikes" throughout. These "spikes" are due to the terrain that is chosen for the workout. Therefore, the overall intensity/heart rate of these rides should be in the very high end aerobic zone by the time it is completed. It is okay for the intensity/heart rate to be near max, depending on the climbs that are chosen.

Happy training!

Bob Seebohar, MS, RD, CSCS
Performance Director
Colorado Center for Altitude Training
and Performance (ATP Center)
303-674-8008
bob@atpcenter.com



EVERGREEN

Club

News

BTOC & RTR Parties

Please join Team Evergreen Bicycle Club for the annual **Ride the Rockies BBQ** and first ever Team Evergreen **Bicycle Tour of Colorado Get Together and Happy Hour**. RTR will be on Tuesday, June 21 and BTOC on Wednesday, June 29. If you are in the area, stop by!

Ride the Rockies

Tuesday, June 21
in Montrose, location TBD

at 4:00 pm

Please RSVP to

Laurarobinson1@yahoo.com

Free to members or
\$10 for non-members

BYOB, more details to follow. See
www.teamevergreen.org

BTOC Get Together

Wednesday, June 29, 2005
(that's our day off)

The Grand Lodge – Crested Butte
www.grandlodgecrestedbutte.com
in the heart of the Mountain Village

4:00 pm – 6:00 pm

Please RSVP if you think you will stop
by so that we can get a head count.

RSVP: janet.saxon@juno.com

Free to members or
\$10 for non-members
Munchies and "limited" beer & wine

DO YOU WANT TO BE IN CHAMONIX?

10Fifty, Ltd., outfitter of our 2004 Chamonix trip, will offer a discounted trip for Team Evergreen members again this summer. Approximately \$750 for the week will again include all breakfast and dinners, transportation to and from the Geneva airport and lodging in the Chateau—a very nicely finished chalet with sauna and big old balcony from which to sit and drink the odd beverage right in the centre of Chamonix. There is a maximum of eight guests per week.

Here are the available dates:

June 18 - 25: room for two people.

July 9 - 16: room for two people.

July 16 - 23: open for a dedicated Team Evergreen group.

July 23 - 30: open for a dedicated Team Evergreen group.

August 6 - 13: room for 6 people.

September 3 - 10: open for a dedicated Team Evergreen group.

See our website for descriptions and photos. Please contact mountainbike@teamevergreen.org if you are interested in going to Chamonix this summer.



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FIVE MISTAKES

continued from page 12

training, you're either improving by pushing yourself or recovering by resting or going easily so that you're ready to push yourself again. Training at a mid-level intensity is only useful during LSD rides. The rest of the time, either hammer or go very, very easy (or don't ride at all). Each week should include one true recovery ride and one day of complete inactivity except perhaps a walk after dinner (a good habit every day).

If you're not recovered, your resting heart rate will be elevated and/or you'll feel listless on the bike. If that's you, park the bike and rest another day; training on tired legs is a waste of time. Make your training time count, but also make your recovery time count. The point is to keep building, ever higher!

MISTAKE #5: STAYING ON THE BIKE ALL THE TIME

Common mistake number five is never getting off the bike to work out. All cyclists can improve their cycling comfort, endurance, and speed by training off the bike, as well as improve their overall health and fitness.

I'm amazed at the number of overweight endurance riders I see. Either the extra weight is a result of poor dietary habits (fast food for breakfast, lunch, and/or dinner?) or these riders are stuck on a plateau, no matter how many miles they train, or how many long events they finish. They need to incorporate more intensity into their training *and* they need some cross-training to shock their bodies into pushing itself to a higher level. So do the rest of us!

As discussed on other occasions in Ultra Cycling magazine and my website, off-the-bike training should include

yoga, Pilates, and/or strength training (i.e., weight lifting). Think of it as filling in the blanks that are left by the huge volume of sports-specific training done on the bike. Swimming and running are two other great compliments to cycling that will not only increase your overall health, but also your cycling ability through increased muscular endurance, strength, and overall joint, muscle, and connective tissue health.

On-the-bike cross-training variations are great, too: mountain biking and spinning classes can do wonders for your road riding. I cross-train in all of these manners regularly and they pay off for me, not only when doing an Ironman Triathlon, but also as I ride doubles, and even as I sit at my desk writing this article.

Avoid the five mistakes outlined above and you should be able to say "make mine another century or double" with a smile and confidence. Enjoy!

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Chris Kostman began riding doubles in 1983. Besides producing the Furnace

Creek 508 each October since 1990, he also organizes the Death Valley Century and Double Century in March and October each year. Visit www.adventurecorps.com for all the info.

For more information on endurance cycling go to www.ultracycling.com Can you ride a century every month – including two makeup rides for winter? Sign up for the Year-Rounder Century Challenge at www.ultracycling.com/standings/year-rounder.html

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JULY 9th 2005

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register www.active.com

FOR THOSE WHO DARE!

Coming to a ROAD OR TRAIL Near You



Endurance Mountain Bike **WHISKEY OFF ROAD**

Saturday, May 14
www.epicrides.com

The Whiskey Off-road is scheduled to begin May 14th on the well-reputed (sometimes ill-respected) Whiskey Row in downtown Prescott. Via a highly cooperative effort with the Prescott Forest Service, Epic Rides is able to offer participants a fine taste of sweet single track, blazing fast double track and the occasional dirt road climb.



20th Annual **SANTA FE CENTURY**

Sunday, May 15
www.santafecentury.com

There's lots of riding and things to do in Santa Fe, include TE's popular Santa Fe Getaway (see page 19 for all of the party details!). 25/50/75/100 mile routes in Santa Fe.



7th Annual **BUENA VISTA BIKE FEST**

Saturday, May 21
www.bvbf.org

The beautiful century route goes North to Leadville, along the scenic rolling hills of Turquoise Lake Road, around the Mineral Belt Trail, meandering through the historic Leadville Mining District, and back to Buena Vista in the shadows of Colorado's highest mountain peaks. Nearly all of the climbing is completed over the first 60 miles of the ride, with the last 40 miles essentially downhill to flat! Riders also have options to take shorter routes including a 40 miler, a 50 miler, and a "metric century" (62 miles) while still enjoying the Collegiate Peaks' magnificent scenery.

COURAGE CLASSIC **July 16 - 18**

www.couragetours.com

On behalf of Copper Mountain Resort, I would like to personally invite you and your club/organization, Team Evergreen, to the Courage Classic July 16-18, 2005. I encourage you and your club to participate on any level . . . whether it be to put together a team of riders, to come to be part of the action, make a donation, or at minimum place on your events calendar for everyone to see. It is a great event with a great cause, with all of the proceeds going to Children's Hospital, with a record setting 2004 event raising \$1.4 million. There are directions on the Courage site as to how to register in the event and where to stay. There is also camping and "special" courage classic rooms that you may book from the Courage website. Hope to see you and your organization here for such a great cause.

34th Annual **IRON HORSE CLASSIC**

Saturday, May 28
www.ironhorsebicycleclassic.com

BEAT THE TRAIN! Climb 5,500 feet and scale two 11,000 foot mountain passes on this 47 mile ride through Colorado's San Juan Mountain range. Plus, the road from Purgatory — Silverton will be "bikes only" from 8:15 a.m. - 12:30 p.m.

ELEPHANT ROCK **Sunday, June 5**

www.elephantrockride.com



Seven rides to choose from for both skinny and fat tire fans, a cycling expo and more at this wild and crazy party in Castle Rock. Register for the ride as a TE member so that we can bring home the Elephant Cup for the most member miles!

AROUND THE RINGS

continued from page 5

you wish to appear. Colorado weather, as well all know, can test us at any time. On a bike, it's no different. At the least you'll want the following:

- Shorts.** Six or eight panel cycling shorts with an anatomical pad. (Note to the newbies: you don't wear underwear beneath the shorts; the anatomical pad is designed not just to offer cushioning, but to wick moisture and sweat.) Men might consider bib shorts and women should seek out women-specific shorts.
- Jersey.** The bike jersey is more than a fashion statement. It wicks moisture away from the body, provides pockets for storage and zips down the front for ventilation. Look for jerseys with large pockets, long or full length zippers and top quality moisture-transferring fabrics.
- Extras.** Socks, head band, arm warmers, leg warmers, long sleeve warm jersey and a rain shell will round out your riding attire for here in the mountains. Don't forget glasses. Specific sunglasses are optimally designed for cyclists, giving you a wide field of view while protecting your eyes from dust, flying insects and, of course, UV rays.
- Saddle Bag.** A small saddle bag underneath your saddle carries a few essentials you should never ride without: tire pump, tire levers, spare tube, patch kit, multi-tool and some cash. Having these basics will help you in the event of a flat or minor mechanical problem. If you need a refresher on changing a tire, a

good bike shop will show you how.

- Hydration.** As during any physical exertion, you should drink while you ride. A couple of inexpensive cycling water bottles and bottle cages attached to your frame will get you through most rides. For longer rides, some prefer a hydration backpack.
- Helmet.** There is no acceptable excuse to ride without a helmet! Helmets today are very advanced, exceptionally light in weight and provide many features to enhance their comfort. In fact, some helmets actually keep your head cooler than wearing no helmet as a result of highly-engineered venting designs.
- Bike Shop.** If you are working with the good shop, hundreds of decisions you face can be boiled down to a simple prescription. If the bike professional is not spending time with you and asking you a lot of quality questions about your intended use of the bike, fitness level, past expertise, goals, fears, concerns, likes, dislikes, dreams and passions about riding, you are not in the best environment for success. The experience of buying a bike and accessories should be fun and rewarding. Find a shop with which to build a relationship, and you create your own support network to keep you informed and motivated.
- Advice.** Ask the right people for advice about cycling. Friends mean well but sometimes inadvertently mislead. Just because a particular bike or accessory works well for your friend does not mean it is right for you. I see some disasters resulting from "expert" friends doing mechanical work, recommending a particular bike and giving fitting or training advice.

"We'll do everything you need to get ready for spring cycling.

Except shave your legs."

Robb McGuffin, Bicycle Outfitters

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The road to purity is paved with blood, sweat and tears. Loosely translated, that creed was painted on the road of a famous climb at the Tour de France. It's true. All things of sufficient value and happiness come to us through preparation, hard work and a focused effort. Nowhere is that more relevant than beginning the journey back to the bicycle. It's not that difficult to get started in the sport if you follow some helpful pointers. Once you find your way back to the joy of riding, a beautiful new world awaits you.

At this point you have a new cool bike and all the accessories to enjoy with it. In the future I will discuss fitness progression, riding techniques, teams and clubs, ride routes and nutrition. I hope to see you out on one of our many spectacular rides in the Evergreen area.

See you on the saddle,
Robb McGuffin
Evergreen Bicycle Outfitters



EVERGREEN

SANTA FE GETAWAY

Sunday May 15th, 2005

Join us for the annual Team Evergreen sojourn to beautiful northern New Mexico.

THE RIDE

Journey down the ancient Turquoise trail. The ride takes you through the old mining towns of Madrid, Golden, across the Ortiz and San Pedro mountains, through the Estancia valley. It continues over the famous "Heartbreak Hill" and on through the towns of Cedar Grove, Stanley, Galisteo, and finally back to Santa Fe. This ride is a great value at \$16.00! There are also several alternative "out and back" routes as well as an MTB route. Register directly with the organizers on the Santa Fe Century website (www.santafecentury.com).



Please note that you are responsible for picking up your ride packet at Capshaw School on Saturday.

WEEKEND FESTIVITIES

Pre-party

Stay tuned for further information on pre-ride activities.

A Pool Party following the ride

Join fellow club members for a Team Evergreen sponsored poolside party at the Marriott Courtyard on Sunday from 2:00 pm until 5:00 pm. Don't miss this chance to share some drinks and eats and of course get in on the ride post mortem with fellow club members.

The party is on us, for all Team Evergreen members. For those century riders that take 10 hours, we recommend that you start early enough so you don't miss this party!

Gardunos Mexican Café

Compare notes about your day's ride at the Team Evergreen sponsored dinner at Gardunos Mexican Café on Sunday evening. Dinner reservations are for 7:00 p.m. Gardunos is located at 130 Lincoln Place in Santa Fe. Check out the menu on their website at: www.gardunosrestaurants.com.

HOTEL DISCOUNT

Enjoy a club secured discounted room rate of \$79 (excluding taxes) at the Marriott Courtyard - Santa Fe. It's located at 3347 Cerrillos Road in Santa Fe. Team Evergreen has enjoyed its stay here for many years. Discounted rooms are available to club members for any of the

nights, Thursday, May 12th through Tuesday, May 17th.

HOW TO SIGN UP

Simply send an e-mail to Leslie Caimi at triple@teamevergreen.org. Please mark the subject field "SFC Sign Up," and provide your full name (as stated in the membership register), your phone number, and tell us how many will be in your party. Also, please let us know if you will be attending the Sunday evening dinner at Gardunos and how many will be in your party.

We will respond with an e-mail confirmation, and a code which will enable you to get the discounted hotel rate. **We request your courtesy in sending us an e-mail if you decide to cancel.**

Don't forget to wear your Team Evergreen jersey on ride day!

MOUNTAIN BIKE RIDES

Please contact TE Board member Mike Brislin at: info@teamevergreen.org for information on additional mountain bike rides.



Alison Dunlap Camp

June 4 & 5, 2005

Join World Champion Alison Dunlap and her intrepid husband Greg Frozley for a two-day intermediatel/advanced mountain bike skills clinic in the foothills, designed exclusively for Team Evergreen. The cost for this incredible opportunity is \$250/person. You must be a Team Evergreen member to attend.

If you just can't get a week off of work, then these two-day clinics are for you. On the first day, we will work on the basics and fundamentals of mountain biking. Depending on your ability level, you can learn how to ride over a six-inch curb or jump off a three-foot ledge — it's all up to you. The second day is spent entirely on trails. We'll take the techniques you learned from day one and apply them to actual riding. This is the fun part! Here's your chance to learn and practice the fundamental skills that will allow you to climb with confidence and descend with reckless abandon. It's an exciting two days and my goal is that regardless of your ability or experience in the sport, you will come away with a new appreciation and passion for mountain biking.

Registration Form

Name: _____

Address: _____

City/State/Zip: _____

Phone(s) Day: _____ Evening: _____ Mobile: _____

Email: _____

Skill Level: Intermediate Advanced

*Please make your check payable to Team Evergreen.
Space is limited to 15 riders so mail in your registration and check early!*

*Send the above form to: Team Evergreen Alison Dunlap Camp
P.O. Box 3804 • Evergreen, CO 80437*

*See our website (www.teamevergreen.org) for late breaking news and more details.
Contact mountainbike@teamevergreen.org for specific questions.*

Bicycle Advocacy News

by Dan Grunig
Executive Director Bicycle Colorado
dan@bicyclecolo.org

POSITION OPENING WITH BICYCLE COLORADO

Membership & Marketing Director

Bicycle Colorado is a not-for-profit statewide bicycling advocacy organization dedicated to encouraging and promoting bicycling, increasing safety, improving conditions, and providing a voice for cyclists in Colorado. The organization is 13 years old, is growing, and has been effective and successful in representing interests of all types of cyclists at the local, state, and federal levels. Bicycle Colorado's offices are located in lower-downtown Denver near bike paths, light rail lines, and bus stations.

Membership & Marketing Director reports to the Executive Director, the major responsibilities for this full-time position include:

MEMBERSHIP PROGRAM

In general, the Membership & Marketing Director will be responsible for increasing Bicycle Colorado's membership through membership drives, marketing outreach, events, and other means. The selected candidate will create and implement membership campaigns, including renewals, prospects, and special appeals. He or she will also create and implement membership campaigns specifically for businesses and events. These may include list procurement, design of mailing pieces, contracting with fulfillment companies, processing responses and tracking the effectiveness of campaigns.



The Director will explore opportunities for membership enhancement, including corporate matching programs, automatic fund transfers, member benefits, surveys of the membership and other possibilities. Develop and manage as appropriate.

ORGANIZATIONAL MARKETING

Our candidate will be responsible for managing a marketing program to develop organizational recognition. This includes implementing promotional strategies and branding efforts. He or she will ensure that our marketing message is incorporated into communications and events.

SPECIAL EVENTS

Bicycle Colorado typically holds two major events each year: Gala Celebration and Park-to-Park Tour. This position plans and coordinates these events.

OTHER DUTIES

Bicycle Colorado is a small operation with a statewide focus. Much of our communication with members and others is by phone, e-mail, and print. As all employees are representatives of Bicycle Colorado, this position requires a person who is professional, courteous and knowledgeable. Assist with light bookkeeping and purchase decisions. This position includes other duties as appropriate.

BACKGROUND SOUGHT

Knowledge of PC computer systems and programs is required as is a Bachelor's degree. Bicycle Colorado uses Windows XP, MS Office XP, QuickBooks Pro, FileMaker Pro, Ebase, Quark Xpress, Photoshop, and Illustrator. Experience

in membership management and marketing is required. We seek a person who is comfortable and productive working with minimal supervision, in an environment that is fast paced and entrepreneurial. Attention to detail is a must, as are excellent verbal and written communication skills. The ideal candidate will have at least some experience with budget, accounting, and/or finance.

General knowledge of bicycling in Colorado is strongly encouraged. Interest in and knowledge of road and mountain biking issues is preferred. Understanding or experience with government agencies and grants a plus.

Subjectively, we seek a candidate who is not only passionate about bicycling, but also the proposition that our mission makes healthier communities.

COMPENSATION

Starting base salary will be in the \$30K range with potential growth for meeting goals and objectives. Benefits include health insurance, major holidays, and paid vacation. Part of the package, and perhaps of equal importance, is the opportunity to be part of an exciting movement to improve and expand bicycling in Colorado.

HOW TO APPLY

We will accept applications until the position is filled. Please email letter, resume and references to jobs@bicyclecolo.org

You may contact Dan Grunig by email at dan@bicyclecolo.org. Bicycle Colorado is a non-profit organization, and your membership makes them stronger. Join Bicycle Colorado today online at <http://bicyclecolo.org>.

Team Evergreen Classifieds

EDDY MERCYX TITANIUM AX FOR SALE: 53 cm. Campy chorus triple and groupo. Mavic Sup CXP30 aero rims. Profile aerobars, other extras. Excellent condition. \$1200 obo. Mickey Berry 303 779 3607. mickeyberr@aol.com.

MOUNTAIN BIKE FOR SALE: TREK4500 2002 BLACK/GOLD 18in Mtn bike. Like new, less than 50mi/never trail ridden includes owner's manual. \$300. Call (970) 484-8459.

JERSEY FOR SALE: Giordana long sleeve, red on black. Size medium, possibly a woman's jersey. New, never worn. \$40. 2 pairs of good Shimano casual mtb shoes. size 42, about 8.5. I will have these with me at rides that I attend. Ben Sokolski, roaddog@bicycling.com (719) 486-5983.

BIKE FRIDAY FOR SALE: Mountain Bike/\$800. Recently professionally tuned, refurbished, low miles. Mint Condition. Travel suitcase for bike and a few tools. Call for more information or email photographs. Dave Williams (970) 879-3730 or williams@esteamboat.com.

BIKE FRIDAY TANDEM FOR SALE: Bike Friday Tandem Traveler XL. Very light and fast, great condition. Full Ultegra components plus Sachs 3-sp internal hub giving incredible range - did 2000 Triple. Breaks down into 2 suitcases for travel. Both captain and stoker sized for 5' 5" to 6' 1" \$2,750. Call Dave (303) 748-1167.

WHEELS & PEDALS: New Mavic Ksyrium SSC SL2 Front & Rear wheels, clinchers, Shimano Hubs, \$700; New Look CX6 TI Pedals Black, \$225; both wheels and pedals NEW "in box." Contact Mike (719) 484-0227.

BIKE FOR SALE: Specialized FSR medium frame, ideal for rider 5'6" to 5'8". Have 2 different stem lengths available. Factory irridesent paint on moncoque frame both in very good condition. Judy, Shimano XT, Time or platform pedals available. \$500. Ben Sokolski. Leadville (719) 486-5983 or roaddog@bicycling.com

TWO BIKES FOR SALE: Griffen Triton 60/60 cm c-c, 17 lbs 15 oz, 9 spd, Dura Ace derailleur/shifters/brakes, 38/53 CR, 12-23 cassette, Reynolds Ouzo Pro carbon fork, Chris King headset/hubs, Thomson seat post, Velocity rims, Terry dragonfly saddle, Zipp cranks, Profile 100mm stem, pedals not included. This bike is made of Boron Carbide which is stiff yet able to absorb shock, extremely lightweight and has no fatigue life! \$2,200. 16" Ti Airborne Lucky Strike purchased new in 2000. 23 lbs 7 oz. Race Face cranks and BB. Thudbuster seat post, FSA headset, ti handlebars, Profile Designs Stiffy stem, SRAM 9.0 rear derailleur, with SRAM 1/2 pipe shifters, SRAM 9.0 brakes & levers, Shimano XT front derailleur, Terry saddle, brand new Mavic XM117 rims w/new Hutchinson Python tires (never ridden), Cateye enduro computer and Wellgo clipless pedals. Fork is a Manitou Diva, with a spring rate and damping for under 140 lbs. 80 mm of travel, air/coil/oil with a lockout. Recently overhauled. Bike was ridden exclusively by a 50 year old female (not thrashed by some freeriding punk!). \$1100 obo. Circ (303) 730-2266.

STUFF FOR SALE: Trek Fuel 90 Mtn Bike, Women's design, 16 inch, full suspension, Shimano equipped, Rockshox Duke XC front and Fox Float rear. Hardly used orig. \$1200 selling for \$700. 1999 Cannondale Road Bike R600T, 48 cm, Shimano components, with carbon fork replacement. Orig. \$1100 selling for \$300. Cannon digital camera, Power Shot S230, 3.2 mp. Orig. \$300 selling for \$150. Radio Shack Electronic Keyboard, used once orig. \$100 selling for \$50. (303) 921-9561.

Team Evergreen members can place a free classified ad by emailing it to bikebeat@teamevergreen.org or fax to 303-670-4656.

Neck & Back Pain

continued from page 3

Lastly, if intensity and duration are increased too rapidly, the risk of injury is greater.

For people with spinal problems, adapting the bike position and providing the cyclist with an appropriate stretching and strengthening program lessens the stress on the spine.

Intradiscal pressures (compression on the intervertebral disc) of the spine increase with prolonged flexion and may be corrected by positioning the cyclist to a more upright position. Vibration with high-pressure tires are not very well absorbed and can further stress the disc. A softer ride with a mountain bike, shocks and padded seat maybe more appropriate.

Spinal canal stenosis (narrowing of the canal in which the nerves and spinal cord run) and facet joint (small joints on each side of two adjoining vertebra) irritation for the low back may be alleviated by the flexed position but would be aggravated for the same condition at the cervical spine secondary to the extension position.

A bike fit includes a Physical Therapy evaluation for flexibility and strength, including core strength for lumbar and cervical spine, which will then enter the equations for correct position and posture on the bike. Bike fitness, any medical conditions and current problems will be taken into consideration for making direct or gradual changes.

Edith De Craene is a Physical Therapist working at Evergreen Sport and Spine in Evergreen and Idaho Springs. Please call (303) 670-4802 or (303) 567-0299 to schedule an evaluation or ask any questions.

References:

Jacqui Lockwood, PT and Jeff Lockwood: *The Biomechanics of the cyclist: Fit, Function and Pathology*, Oct. 2004.

Paul Swift and Vint Schoenfeldt, MPT edited by Andrew L. Pruitt and Robert Mohr: *The Bicycle Fitting System*.

Richmond, *Clinics in Sports Med*, Jan 1994: Handlebar problems in bicycling:

Chris G. Sheets, BS; Stephen H. Hochschuler, MD: *Considerations in cycling for persons with low back pain*.

Mellion, *Clinics in Sports Med*, Jan.1994: Neck and Back pain in bicycling.

Edmund Burke, PhD, *Clinics in Sports Med*, Jan 1994: Proper Fit of the Bicycle.

Team Evergreen Board of Directors

President	Bruce Epstein	303-526-2061 (h)	303-526-2155 (w)	president@teamevergreen.org
Vice President/Treasurer	Janet Saxon	303-777-4699 (h)	303-850-4776 (w)	janet.saxon@juno.com
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Asst. Secy/Volunteer Coordinator	Terri Wickstrom	303-474-4161 (h)	720-359-3119 (w)	bicyclebabe@comcast.net
Road Bike Committee Chair	George Rooney	303-670-1908 (h)	303-619-1908 (c)	gbrooneyiv@yahoo.com
Mtn. Bike Committee Chair	Bob Campbell	303-949-2566 (c)	303-526-3000 (w)	mountainbike@teamevergreen.org
Sponsorship Chair	Tom Evans	303-670-8828 (h)	303-296-8011 (w)	tomlarae@speedtrail.net
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Board Member	Tom Gardner			askfornumber33@yahoo.com
Board Member	Mac McShane			macm@prodigy.net
Board Member	Steve Riggle	720-855-9348 (h)	303-910-6466 (c)	shredderco@aol.com

Committee Heads

Triple Bypass Coordinator	Leslie & Carl Caimi		303-525-6373 (c)	triple@teamevergreen.org
Team Evergreen Racing Director	Chris Harry	303-263-2103 (c)	303-939-6915 (w)	racing@teamevergreen.org
Database Coordinator	Roger Hassell	303-674-0691 (h)		tbpregis@teamevergreen.org
Bicycle Advocacy Chairman	Tim Morrison	303-697-4122 (h)		timomorrison@cs.com
Bike Beat Editor	Ellen Nelson	303-674-7510 (h)	303-674-7789 (w)	bikebeat@teamevergreen.org
Team Evergreen Hotline		303-674-6048		information@teamevergreen.org

Team Evergreen Membership Application/Renewal

Name _____

Address _____

City/State/Zip _____

Home Phone _____ Work Phone _____

Annual membership fees: Individual \$25 Family \$35 New membership Renewal

My primary cycling interest is: Road bike Mountain bike

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 2 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



EVERGREEN

Team Evergreen Bicycle Club
P.O. Box 3804
Evergreen, CO 80437

**Is your membership
expiring? Check your
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what comes around...

Thank you for your support of Team Evergreen. For great savings, simply create an account on www.FullCycles.com and use the Sponsorship/Group Code "TEAMEG." Your Team Evergreen Discounts will be obvious on products from companies like these:



TEAM EVERGREEN BIKE BEAT MAY ISSUE!



PRESENTS
Cutting Edge Seminars
For Endurance Athletes -All levels

NUTRITION PERIODIZATION (90 minutes)

BUILDING YOUR CORE FOUNDATION (90 minutes)

May 4th

5:30 pm- 8:30 pm

University of Denver's Ritchie Center

May 18th

5:30 pm-8:30 pm

Mt. Vernon Country Club-Golden, CO

Contact the ATP Center to register or for more information
Ask for Andrea Wieland
Andrea@WinningSystemsInc.com
303-674-8008

www.ATPCenter.com

Click on Seminars to Register On-line!
Or Download a Brochure
Training with Altitude!

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