



February 2020

Volume 13 – Issue 1

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Editors' Comments

Sharon Boyd & Dale Campbell: Editors

Welcome to a new decade – The 20's of the 21st century. Given the advent of a new decade, it's natural to wonder what changes in bicycling, the cycling community and the Club might occur in the coming 10 years. For the Club, 2020 brings a change in the governing Board of our organization. Later in the newsletter, we'll let you know just how to get in contact with each of the board members. The coming years will, most likely, see changes in bicycling itself. One example is the large-scale expansion of eBikes. Dale also touches on this in his follow-up eBike article, bringing his 10-year exploration of eBike development into this decade. And, we know that we'll continue to see growth and changes in the support of cycling in the Pikes Peak community. The planned completion of the downtown Legacy Loop in the coming years is but one demonstration of this. Other improvements will be the continuing interconnection of the numerous trails throughout Colorado Springs and El Paso County.



Exit Glacier, Seward AK, June 2019

Continuing to think about this new decade, it's difficult to realize the passing of so many years since Sharon and Dale started creating the various editions of The Bent Fork Chronicles. We've been at this since 2009 and have enjoyed providing the periodic editions of the Bent Fork to the Club's membership. Sometimes, it's been a challenge to finalize the various editions, and in the past, the various contributors from within the Club have been a wonderful source of articles and ideas. This edition is yet another example of this, with the Mickelson Trail contribution from Alan Cavin. His article along with Sharon's article about our Bike & Barge trip is perhaps a good reminder that now is a good time to start planning any cycling trips you might want to make in 2020.

But, as is often said, all good things must come to a close. This is the last edition of the Bent Fork that Sharon and Dale will publish. After a decade plus of being creative with our editorial work, we're stepping down. We're turning the reins over the next person(s) who would like to contribute their writing and editorial skills for the Club. While the format and publication style may change with the coming decade, the love of cycling will always be there, no matter what mechanism is used to provide periodic bicycling updates to you, the Club members. In that vein, we encourage you to just get out there and ride – safely!

15 Popular Cycling Groups for When You're Tired of Riding Solo

Add more fun to your rides—and destination vacations—by joining one of these local packs.

By Jenny McCoy – Bicycling Magazine
Dec 16, 2019

There are many perks to group cycling. A great pack can encourage you to saddle up more often than you would on your own and push you to ride stronger and longer. Groups can also introduce you to new local routes (bye, monotonous training!), and expand your knowledge of the sport.

On top of that, a stellar cycling club can double as a social network, providing an easy way to get—and stay—connected with community. Lastly, riding together is, quite honestly, so much more fun than pedaling solo.

Here, we've rounded up 15 cycling groups across the country that seem to tick all of those boxes—and then some. From Southern California to Portland, Cleveland, New York City, and beyond, these local hubs were picked for either their long-standing history (some have been around for 40-plus years), large memberships (think: upward of hundreds of riders), or in many cases, both. Consider joining—or just hopping in for a ride if you're visiting the area—and enjoy all of the amazing perks that group cycling has to offer.

#12. Colorado Springs Cycling Club



Colorado Springs Cycling Club

The mission of this 640-plus member group is threefold: fun, [fitness](#), and [safety](#). During late spring through early fall, cyclists can saddle up for group rides of varying distances, speeds, and terrain hosted essentially every day of the week, plus two to three options on Saturdays and

Sundays. Riders still gather during colder months, with about five group rides a week (weather dependent).

The club, which was founded in 1987, also hosts several members-only speciality rides throughout the year, including a New Year's Day ride that happens no matter the weather (2020 will be the 33rd annual edition); a picnic ride every July; a "progressive dinner" ride every October (where participants pedal to three different members' houses, consuming a new course at each); and more. Another perk of membership? Discounts to safe cycling education courses.

Location: Colorado Springs, Colorado

Membership: \$21/year for individuals; \$28/year for families; out-of-towners and non-members welcome to join weekly rides (though after one ride as a non-member, you won't be covered by the group's insurance policy).

Learn More: bikesprings.org

For the full article, go to <https://www.bicycling.com/culture/a26522174/group-bike-rides-near-me/>

Have You Tried a Gravel Ride Yet?

Dale Campbell: Co-Editor



Photo provided by Mike Jones

If you have, you understand just how invigorating it can be to be away from traffic (for the most part) and enjoy the surrounding scenery. Gravel riding lets you enjoy just being out there without having to worry about the challenges of single-track mountain biking or the traffic challenges or of road riding, or the multiuse challenges of trail riding.

If you're interested in learning more about gravel rides in the Pikes Peak region, you will probably want to get a copy of the book featured in the photo. To do so, just log into the Club's website and click on "Ride Resources" in the menu bar. You'll then be able to download "Gravel Riding in the Pikes Peak Region", an eBook created by CSCC member Michael Jones (note: this is a free download for CSCC members)

Remembering an Enthusiastic Member of the Colorado Springs Cycling Community

Sharon Boyd & Dale Campbell: Co-Editors

Cyclists, friends and family came together at Woodmen Valley Chapel on Monday, 27 January to celebrate the life of Jessica Boda. Jessica – or Jess as she was known to a number of friends – had been serving on the Club’s Board of Directors as our Treasurer, managing the funds for the Club. Jessica passed away on 5 January 2020 after a yearlong battle with cancer.

Needless to say, Jessica was a strong and enthusiastic cyclist. Many of you have probably ridden with her at one time or another. She had also traveled to enjoy cycling opportunities in other locations. She enjoyed the Mickelson Trail, having ridden it in 2009 and 2016. And, just a couple of years ago, she enjoyed traversing the Katy Trail with several others in the Club (see the [Summer 2018 Edition of the Bent Fork](#)). During that ride, it was noted that on Day 1, “The most excitement we had all day was Jessica finding a turtle on the trail – and she was determined to move it off to the side so it would not be hit by a cyclist (which we saw 4 of the whole day!). After that she found 2 more and we started calling her the “Turtle Whisperer” and threatened to get her a bumper sticker for her bike saying ‘I brake for turtles!’”



Photo provided by Alan Cavin

One of her cycling buddies – Alan Cavin (also a member of the Club) remarked “When Jess and I would travel together to bike rides, the conversation would sometimes focus on different groups of people who were special to her in some way - her phrase for describing those folks was always "They're good people!" And she had a lot of good people in her life!”



Photo courtesy of Pastor Andrew Reichart

Jessica's Celebration of life service spoke to many in the audience in different ways, including those of us who knew her from her cycling activities. Pastor Charlie Geller spoke eloquently and described a



Photo provided by Dale Campbell

beautiful verbal picture of her friends being paint brushes and our experiences with Jessica being brush strokes on the canvas of her life. I'm sure there are a number of broad and detailed brush strokes on that completed life canvas as a result of her time as a CSCC rider. Also displayed at the Celebration of Life were her colorful bike jerseys, which brought back memories of her many cycling activities.

For those that knew her, we will all miss her, but also smile when we bring to mind the memories of her cycling along with us.

Bike and Barge in Italy – A Cycling Dream Come True

Sharon Boyd: Co-Editor

In April 2019, Dale & Sharon were joined by friends and fellow Club members Vicki and Neil in Italy to visit Venice, Florence & Rome. But, the main emphasis for the trip was to enjoy cycling the northern Italian countryside. But, first, the visit started in Venice, Italy's city of canals.

We walked Venice's maze of streets from courtyard to courtyard and climbed aboard Vaporetto water buses to enjoy the cafes, cathedrals, shopping and a fish market. After lunch at Piazza San Marco, we toured St. Mark's Basilica and museum, and took in the Bridge of Sighs and Rialto Bridge. Everyone enjoyed the delicious Italian food & wine, Gelato and Aperol Spritz.

Next stop, [Bicycle and Barge](#). On Saturday evening, 6 April, on Guidecca Island we boarded the Ave Maria, the barge, to settle into our accommodations for the coming week. Sunday, the tour company gave us a "back alley" tour of Venice, showing us sights off the beaten paths. On Monday, the barge motored to Murano Island for all the 31 cyclists onboard to watch a glass art demonstration and tour the island. About midday, the barge moved over to Lido Island to let us begin a week of cycling. It was a joy to bicycle south along beaches on the Venice Lagoon islands; we walked our bicycles aboard the ferry to Pellestrina Island where we spent the night.



The next morning, day 2 of cycling, the barge motored over to Chioggia to give us a quick tour of the town, which included seeing the world's oldest mechanical clock & museum and fish market. Meanwhile, our chefs collected provisions for kitchen on the barge. Our ensuing ride through the Po Delta Nature Reserve provided an opportunity to see a large flock of Pink Flamingos – yes flamingos in northern Italy!

Of course, we had a wonderful three course dinner that evening, prepared with the fresh ingredients procured by our chefs just that morning in Chioggia. This type of culinary delight was prepared every evening throughout the trip.

Cycling through the Italian countryside on the following days introduced us to the medieval towns of Adria, Ferrar and Zelo. In the Po River Valley, we stopped at the Grana Padano cheese factory for a tour and cheese & wine tasting.

While in Bergantino, we toured the National Museum of Carousel and were surprised to learn the town became the home to a number of amusement ride producers after World Word I. We bicycled along a canal next to the Po River toward Mantova, an Etruscan town filled with cathedrals, a castle, shops and cafes.



There were so many aspects of cycling the Italian countryside that they are all hard to capture in a short newsletter article. If you want to learn more about our experience, just ask us next time you happen to see us on a Club ride. The one definitive conclusion we came to is that [Bike & Barge](#) is great for touring; we'll plan another trip!

Photos provided by Dale Campbell & Sharon Boyd

Alan Rides the Mickelson Trail. You Can, Too!

Alan Cavin CSCC Club Member

Editor's Note: This was a "club" ride of the Colorado Springs Cycling Club on the Mickelson trail, covering 109 miles (175 km) over 3 days from August 30, 2019 to September 1, 2019. Following is an excerpt from his blog about the trip.



Photo provided by Dale Campbell

Introduction: Planning a multi-day trip

Sunday August 25, 2019

For my 70th birthday 2 years ago, I decided I wanted to do a ride of "7 Days for 70." Long story to get to the final decision, but I ended up doing a guided trip with TrekTravel in Utah. It was a great trip over 7 days from Escalante to Zion. After that I was determined to do one each year!

In 2018 I led a trip with 3 friends on the Katy Trail in Missouri. Except for getting rained out one day it was a fun trip.

So, for 2019 I tried several options (GAP/C&O, Idaho, and Colorado) but couldn't get traction on planning or participation, so I opted for a shorter trip - thus the 3 day trip to Black Hills in South Dakota and the George S. Mickelson Trail. It is drivable in a day from Colorado Springs and we can stay in one motel and do all 3 segments to cover the 109-mile trail in 3 days. Mickelson Trail Adventures provides a shuttle which made the one way trip each day a very do-able possibility.

I worked with the VP of the Colorado Spring Cycling Club (bikesprings.org) to set up the ride and advertised it through the Club website. We ended up with 8 riders, which is a very manageable number. I hope to post each day's journal at the end of the day with pictures. I'm also testing the mechanics of posting from my iPad (although I did the setup on my desktop computer). Hope you enjoy our adventure. Would love to have suggestions for restaurants and attractions from anyone who has

done this trail. (Mt. Rushmore and Custer St. Park being obvious choices!) You can click on the Guestbook link to send comments, questions, or encouragement.



Photo provided by Dale Campbell

Alan has more documented about this scenic and most enjoyable ride through the hills of southwest South Dakota as follows:

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Day 0: Travel to Custer

Day 1: Custer to Edgemont

Day 2: Custer to Rochford

Day 3: Deadwood to Rochford

Day 4: Epilogue and site-seeing: Final thoughts on the Mickelson Trail and the Black Hills

Day 1: Custer to Edgemont

Friday August 30, 2019, 45 miles (73 km) - Total so far: 45 miles (73 km)

Posted via email Fri Aug 30 20:01:02 2019 PDT

Friday dawned wet! It wasn't pouring rain, but it was steady. We gathered outside Dale and Sharon's room and debated as we watched the rain come and go. We finally began to see some blue sky on the western horizon – and eventually we saw the rain diminish and blue sky started showing. So, we headed out about 9:45 (instead of the planned 8:30 departure). The trail was initially wet and a little soft, but not really muddy. After about 30 minutes the blue sky had moved over us and eventually the sun came out. By the time we rode to Pringle - the first trailhead - the clouds were gone and we had blue sky the rest of the way....



Photo provided by Dale Campbell

To enjoy the full content of the ride experience, go to
<http://www.crazyguyonabike.com/doc/AlanMickelson2019>



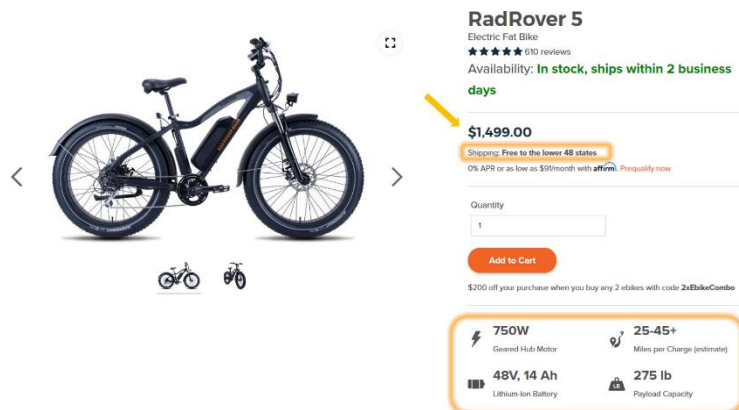
Photo provided by Dale Campbell

Looking for an eBike? Perhaps it's time to consider buying one!

Dale Campbell: Co-Editor

Over the course of my tenure as one of the editors of the Bent Fork, I've explored the growth and availability of eBikes. In the last 10 years, there has been a tremendous expansion of available models and demand for well-designed models from the cycling community. All of this growth has resulted in the major manufacturers designing and building their own versions of electrically assisted bicycles (Trek is a good example), and new companies entering the market. And, going back to basic economics and thinking of the supply and demand interaction, all this growth has resulted in affordable models.

One of these that was pointed out to me in the last six months is the 2019 RadRover Electric Fat Bike, marketed by Rad Power Bikes (). There are economically priced models that are only available by on-line ordering. Looking at their [website](#), the RadRover looks like a well-equipped eBike for \$1,499 (with free shipping). The company advertises this model as one that "makes running errands an epic adventure! The eBike that looks like a bike, but feels like a jet." However, doing a little more research on this company (web search of "rad power bikes problems"), I found several websites that noted multiple issues with the company and their products.



Moving back to more mainstream companies, I took a look at the Trek models that were available. With 29 models to choose from, prices run from \$2,499 to \$12,499. Like any other bicycle purchase; components, features and weight play into the pricing of the various models. And, Trek also has their issues (some examples of issues can be found with the search "[Trek Electric Bikes Problems](#)")

Throwing another twist into this is the addition of eBikes that begin to resemble small motorcycles in their configuration, suspension and ride capabilities. One such example is the new Super73 R-Series eBikes. This particular configuration of an eBike gets suspension, a more powerful motor and a high-capacity battery extends the ride. In fact, the Super73 company describes the R-Series as follows: "The R debuts Super73's most powerful and technologically advanced drive system with multi-class ride modes. This performance vehicle is a street-legal electric motorbike that does not require a license or registration." So, you may ask, does this cross the line from an eBike to a motor bike? I'll let you be the judge of that.



SOURCE: Super73 via Cyclevolta.com

Like any other major consumer spend we normally get involved with, doing your research will definitely help you select the right brand and model for adding an eBike to your riding stable. One website that appears to be quite helpful is the [Electric Bike Review](#). There are other web resources that will help you sort out and evaluate the products.

As it has been said on numerous occasions, ***caveat emptor***.

COTREX – Your Ultimate Trails Guide for Colorado

Information and Photo Provided by Colorado Parks & Wildlife



Are you looking for rides that may be a bit off the beaten path, or just searching for a new trail to plan a nice gravel ride? Perhaps when visiting another part of the state, you ask yourself what the closest trail to ride might be. Well, now there's a handy mobile, tablet and computer app that can help you in any and all of these situations.

Developed by Colorado Parks and Wildlife (CPW), they promote the Colorado Trail Explorer (COTREX) app as follows:

“Discover and explore Colorado’s unique trail experiences with the Colorado Trail Explorer. Available for free, COTREX offers the most comprehensive trail map available for the state and is built atop data from over 230 trail managers.”

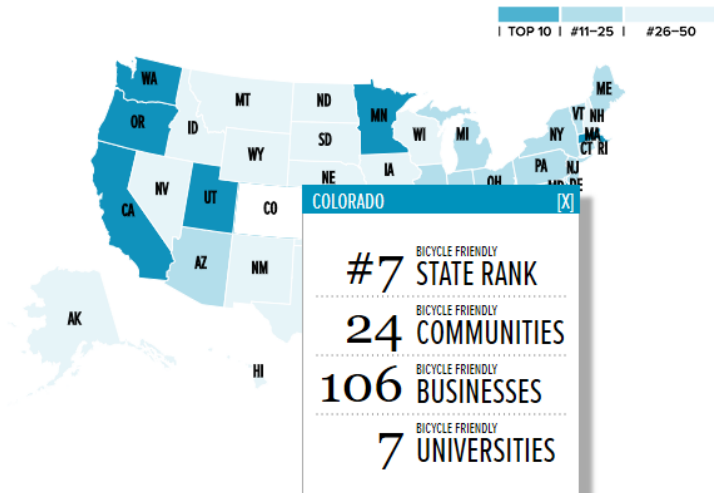
“View trails by allowed uses on the map, browse featured routes, download offline maps, record trips and notes in the field, complete challenges to earn badges, and share your experiences with the community. COTREX is your gateway into Colorado’s magnificent outdoors.”

You can view the web version at trails.colorado.gov (<https://trails.colorado.gov/>). Or, you can search COTREX in the Google Play Store and Apple Store for the mobile app.

Find out more details about COTREX at <https://cpw.state.co.us/cts>

What is Bicycle Friendly America and What Does It Have to Do with Colorado?

League of American Bicyclists



Do you know that LAB's BFA program ranks Colorado #7 in the Nation! Nice to be in the *Top 10* for Bicycle Friendly AmericaSM

What's BFA, you ask. According to LAB's description, "The League's Bicycle Friendly America program provides a roadmap, hands-on assistance and recognition for states, communities, universities and businesses. The BFASM program is a tool for states, communities, business and universities to make bicycling a real transportation and recreation option for all people."

"Much more than an awards program, the BFA program is making biking better for cyclists across the country.

- Sets standards for what constitutes a real bicycling culture and environment
- Affects decisions on how communities, businesses, universities and states grow
- Inspires action, involvement and coordination among people that want to improve conditions for bicyclists
- Guides progress by acting as a roadmap for what communities, businesses, universities and states should do next
- Rewards persistence as people respond to feedback, make changes and come back again and again to get recognition.
- Raises expectations as to what really is expected and involved in making a great place for bicycling"

The 5 E's for a Bicycle Friendly America are listed as follows:

- Engineering: Creating safe and convenient places to ride and park
- Education: Giving people of all ages and abilities the skills and confidence to ride
- Encouragement: Creating a strong bike culture that welcomes and celebrates bicycling
- Enforcement: Ensuring safe roads for all users

- Evaluation & Planning: Planning for bicycling as a safe and viable transportation option
- Bonus - the 6th E: Equity, Diversity & Inclusion (EDI)”

For more information about LAB’s BFA program, go to <https://bikeleague.org/bfa>

Want to Learn More About CSCC?

Dale Campbell: Co-Editor

Like any other large club or organization, there are members who have ideas, suggestions questions and thoughts about the Club. If you want to learn more about the Club, have questions about the organization’s leadership and function, or have ideas to improve rides, safety or other aspects of what the Club supports, you can always contact the Club leadership. That is simply done by sending an email to the appropriate member of the Board or support team. Just contact us at:

- President: Paula Krantz (president@bikesprings.org)
 - Vice President: Position to be Filled (vicepresident@bikesprings.org)
 - Treasurer: Jeffrey Cowen (treasurer@bikesprings.org)
 - Secretary: Randy Susman (secretary@bikesprings.org)
 - Membership: Sara Hill (membership@bikesprings.org)
 - Webmaster: webmaster@bikesprings.org
 - Newsletter Editor: newsletter@bikesprings.org
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How to Avoid Getting Dropped from Group Rides



BY [PETER GLASSFORD](#)

JULY 9, 2019

These six tips might just be the difference.

1

GET FASTER

We may as well get this one out of the way first. It's pretty obvious [if you can gain fitness](#), you have more of a chance surviving and even thriving in a group ride. While the tips and tactics that follow help maximize the fitness you currently have, the benefit of a 'bigger engine' is you have more energy to waste and more margin for error.

If you are a new cyclist, try getting out for another session or two — even short ones — each week to [increase fitness](#) and your familiarity with the bike. Intermediate riders should start looking at making some rides steady and low-intensity and adding very hard intervals to 1–2 rides per week (remembering group rides are hard, so be careful to avoid overdoing intervals *and* group rides).

2

GET BETTER AT DRAFTING

One of the coolest things about riding in a group is the speed: You can cover distances much greater than you can on your own. To maximize your speed and efficiency, though, you will need to ride close to the rider ahead of you and get low (generally in the handlebar drops). If you are nervous about [drafting](#), ride with small groups where you can practice following riders and changing position with fewer riders versus starting on the big 50-person group ride. Covering both of your brakes while in a group is also a good practice to ensure you are prepared to slow down and maintain control.

3

HONE VISION AND ATTENTION

Riding in a group means riding smart. If the idea of following closely is terrifying, you are not alone. This is a very common reason group rides become hard. If you can't recover, get in to draft — don't stay on the front. Gain comfort in a group by actively focusing on scanning the road ahead and the riders around

you. You can be looking well ahead but also ‘attending’ to the riders and other relevant things around you.

Try this exercise while reading this article: Can you read the words but also pay attention to things going on around you? I can see some pens beside my keyboard and some photos on the wall while I read these words on the screen, for example. That’s the kind of multitasking attention you’ll need in a group ride.

4

FIND THE RIGHT CADENCE

While there is **no one magic cadence** for all cyclists there is a trend toward higher (i.e., 85–95 rpm) for road cyclists. This can be even higher as speeds increase, especially when you are drafting in a group. Your long-term **goal should be to be comfortable at higher cadences** by using high-cadence drills and playing with riding at the different cadence in your rides and intervals.

In the group ride, your goal is to maintain a gear which allows you to accelerate quickly to stay in the draft of the rider ahead. You may eventually need to shift if the acceleration is long or very hard, but this initial spin-up is critical to maximizing your efficiency — often, you won’t have time to shift when the pack starts surging. It’s similar to the way you push the gas pedal in a standard transmission car to accelerate until the rpms are too high, signaling the need to clutch and shift.

5

GO ALL IN

One of the hardest things to coach athletes on is embracing the critical moments in road rides and races where you need to go all-in to stay with the group. Knowing and actively telling yourself the discomfort of this one hill/attack won’t go on for the whole 2-hour group ride but simply for this one climb is a tactic of expending energy at the right time. This maximal effort is very hard, as it seems irrational, but if you can stay in the group, it often means you can recover for extended periods on the flat and downhill periods while drafting versus riding behind the group trying to catch up for minutes (if not longer).

6

STILL GETTING DROPPED? DROP A LEVEL

Most clubs and shops offer different group ride levels. You may feel like you’ve outgrown the beginner/no-drop group from a fitness standpoint and often spend the entire ride off the front of the pack, but then you find yourself getting dropped every time you move into the middle or fast group ride. You can always go back and focus on riding in the ‘easier’ group, paying attention to where the draft is and how the ride unfolds. Mixing your ride difficulty also ensures you aren’t always going as hard as you can. Group riding should be challenging, but it should also be a fun and social experience.

SOURCE: <https://blog.mapmyrun.com/how-to-avoid-getting-dropped-from-group-rides/>

Help Wanted – Newsletter Editor(s)

Dale Campbell: Co-Editor



Position: Editor(s) for the Bent Fork

Job Description: Manage the publication of periodic Colorado Springs Cycling Club newsletter. Includes searching and composing articles, background research into assigned topics and proof reading of composed newsletter, requesting article input from the Board and Club members. Requires interest in bicycling and bicycling related activities/issues, desire to help with an all-volunteer organization and some basic background in composition.

Pay: Satisfaction of a job well done, appreciation from Club members, and knowledge that your contributions to the Club through the newsletter make a difference!

Further Comments: After a decade plus of being creative with our editorial work, Sharon and I are stepping down and turning the reins over the next person(s) who would like to contribute their writing and editorial skills for the Club. To apply, just email president@bikesprings.org and let the Club know how you can help!

Membership Update

Sara Hill: Membership Coordinator

Each month more and more cyclists in Colorado Springs have either renewed their membership or have become new members of the Colorado Spring Cycling Club (CSCC). To become a member of the Club, annual dues for an individual membership are \$21, and for a family membership, the annual dues are \$28.

Note that signing up on Meetup is not the same as becoming a member of the Colorado Springs Cycling Club. Meetup enables those on the Meetup list to view and receive notices about the Club's calendar of events. Club membership not only provides you with the opportunity to participate in our many biking and social activities, but also enables you to be covered by the Club's insurance while participating in a Club sanctioned activity. We encourage riders who are part of the Meetup group but who have not yet paid any dues to do so to realize these benefits.

With current website support, renewal notices will be emailed automatically, including grace period notices. Additionally, when logging into the website, notification of dues will automatically pop up starting in the renewal month. Membership is automatically dropped 60 days after renewal date if the dues are still unpaid. Further, renewal notices are mailed once a month, as are past due notices.

MEMBERSHIP REMINDERS:

(1) Family memberships are eligible for two adult online logins. With each login, members can comment on the message boards or respond to surveys independently. If you wish to have a second adult login, please contact Membership at membership@bikesprings.org. Provide the following information: Name on membership account, secondary member's name and email along with a preferred username. If you have a preference for billing identity, indicate this as well.

(2) Has your personal information changed? Don't forget you can update your mailing address, phone numbers and email at any time by logging into the membership area and clicking the "Change Contact/Profile Information" link under Member Information. You can even change your username.

(3) You can check your membership payment status online - and pay online as well.

If you have questions regarding membership, please contact Sara Hill, Membership Coordinator at membership@bikesprings.org.

Sara Hill, CSCC Membership Coordinator

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Cycling Thoughts to Ponder

Dale Campbell: Co-Editor

“Bicycling is human scale—a living, breathing alternative to the city’s domination by motor vehicles. There is magic in blending with traffic, feeling the wind in one’s face, the sheer fact of traversing the city under one’s own power.” Charles Komanoff, cycling advocate



Visit Our Sponsors!

Dale Campbell: Co-Editor



CSCC Marketplace

Dale Campbell: Co-Editor

Have some cycling items you'd like to offer to members of the Club? Just send your listing to newsletter@bikesprings.org

End of Bent Fork Chronicles February 2020

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