



Vol 3 Issue 5 October 2010

CSCC Bent Fork Editors



Sharon Boyd & Dale Campbell

New Bent Fork Newsletter Editors!

The OCT issue of the Bent Fork Newsletter introduces Sharon Boyd and Dale Campbell as the new CSCC newsletter editors. We would like to take a moment to thank Janine Hegeman for the excellent newsletters during her term as editor and also her guidance during the transition period.

This edition of the Bent Fork brings together a multitude of articles that cover a broad range of bicycling activities and events. Thank you to all of the contributors. You will notice as you read this newsletter edition that we've broadened our viewpoint, including articles and references around the globe.

Notices & Announcements:

CSCC Gold Camp Color Ride--Cancelled.

The CSCC Gold Camp Color Ride scheduled for Friday, 1 OCT 2010 is cancelled due to the Gold Camp Road closure (details included in the notice below). Contact Joan at joanstahl@gmail.com or 660-5372 with questions.

[read more...](#)

Socially Yours

Chris Conboy

Hello Fellow Club members! How

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President's Message

Charlie Czar

We roll into October one pedal stroke at a time. Here are the current highlights:

- Club miles are tracking to match our 2nd best year. We still have 3 months to add more miles.

Thanks to Jean Zeh for recording miles for us. We revised the Club Miles Criteria after the ride committee and then Club Board of Directors considered the recommendations. I personally like the way we are encouraging Club members to participate in area and state sponsored rides.

- The Progressive Dinner Ride is Oct 24th. Mark your calendars and reply to the EMAIL that will call for RSVPs. That will also remind us that the ride will start from a different location and different time.
- The Club Holiday party is scheduled on DEC 11th at the Clarion Hotel. This presents a good time to pause and consider the progress that the Club made in 2010. It's one pedal stroke at a time, but we've covered a lot of miles.



[read more...](#)

Membership Updates

Sara Hill

do you like the cycling conditions this Fall (what Fall??). The weather has been better than summer and we are enjoying the consistent balmy weather and sunshine. So if you haven't jumped on your bike in the last few weeks, you're missing out!

[read more...](#)

Ride Committee

Janine Hegeman

Just a reminder that the Other Rides/Events calendar contains rides suggested by and posted by club members. These rides may not be reviewed by the CSCC Rides Planning Committee or CSCC. These rides may be fantastic and great events to attend; we encourage everyone to check them out for additional riding adventures. Read the "Ride Miles - What Counts?" to determine if the posted ride counts for CSCC club miles. Below is a summary providing additional information.

Ride Miles - What Counts?

Ride miles for members are tracked by CSCC, not only as a service to our members, but also for advocacy purposes. When we as a club can provide data on the number of miles our members ride annually, we can prove that we are a force to be reckoned with during discussions related to cycling with the city, the state, and other local and national organizations. This, in turn, helps provide benefits to our membership in the way of improvements to trails systems, street marking, etc.

[read more...](#)

Aruotalibera of Pordenone Italian Cycling Club Visit



Andrea Grandi

Our Aruotalibera of

Welcome New Members!

Matt Babiash, Amy Edwards & Kurt Sonderman, Matt & Leigh Little, Jeffery Smith & Jan McHugh-Smith, Lisa Streisfeld, Ron Thompson, Larry Svoboda, John VanNorman, Michael & Debra Belock, Jamie Olsen, Jack Seaton, Scott Swandal, Graeme Cloutte, Jim & Amanda Stanec, Robert & Heather Kraus, Laura McLarnon, Matt Keller & Family, Joe Schultes, John & Kim Eck, Bev Fallis, Terrence Smith & Family, and Joe Sweeney.

Renewing members-Thanks!

Al & Tamara Brody, Peggy Seidel, Rob Klausch, Bill Gast, Stan & Karen Hill, Warren Barta, Michael Silver, Larry Van Der Aa, Denise & Paul Eckstein, Rich & Sherrie Hostak, Alexander Guerra, Bear & Trish Aten, Ed Browne, Suzie Thomas, Sharon Hamilton, Joan Morrill, Laurie Baker, Larry & Shelly Mann, John Davenport, Christian Lieber & Family, Patrick Spencer, Anne & Ted Junge, and Richard Bacon.

[read more...](#)

Cycling Around The World

Dale Campbell - Bent Fork Editor

To help broaden the view on cycling, we are beginning a series that we hope will keep you in the appropriate cycling frame of mind - "Enjoy cycling wherever you're at, but be informed globally". The articles will bring in cycling perspectives and updates from around the world. If you see something globally oriented on the Web or in magazines, be sure to pass it on to us for publication in future editions of the Bent Fork. Here's this edition's offering.

[read more...](#)

Goodbye from the VanDerWeges

Dave VanDerWege

We wanted to say goodbye, finally for real, as we depart for Macedonia on September 8 via Philadelphia then Vienna and on into Skopje, the capital. The club and riding bikes have been such a major part of our lives these last few years that we are already quite lonely for the friends and activity as we finished our last days in Hawaii at my brother's home on the Big Island. I know it takes a lot of gall to complain about being in paradise, so it is time to say it - preeyatna (goodbye in Macedonian). If you want to keep up on a casual basis, we have established a Facebook group called VanDerWeges, Peace Corps. You will need to be a Facebook member and simply request to join. This will be the easiest way to communicate. Our e-mails are dvanderwege@gmail.com and kmvanderwege@gmail.com. Na zdravyei (cheers or bless you in Macedonia), Dave & Kathy VanDerWege



Fall Southwestern Utah National Parks Tour

Bob Smith



Pordenone Cycling Club had a good trip back home to Italy. Everyone in the group has been so enthusiastic about the trip to Colorado Springs, and meeting all of you people who were so nice with us. Your CSCC T-shirt is now at the office of our club showing that we have new friends overseas. And we're ready to help you out and assist when you decide to come to Northern Italy. Also, thank you so much, Sharon, for your hospitality! It was so pleasant to get together.

I'll write to you with more news later. Meanwhile, thanks to Sharon and Dale for all what you did for us making our trip more enjoyable. Stay well and take care.
Ciao, your friend Andrea Grandi

How is your Italian? Take a look at the Aruotalibera of Pordenone Cycling Club website:
http://www.aruotalibera.pn.it/index.php?option=com_content&task=view&id=107&Itemid=1
Photo credit: Dale Campbell

Thank you to CSCC Ride Ambassadors for Chick-fil-A Ride for Heroes



CSCC Ambassador Sara Hill

by Torrie Giffin

Thank you for making our first Chick-fil-A Ride for Heroes last weekend (11 September) such an amazing success! It was a beautiful day and we hope you truly enjoyed your ride experience and our 9-11 Patriots' Day Event following the ride!

We had about 400 riders with more than 330 registered riders (90 the same day!) plus volunteer ride ambassadors, riders from our charities, sponsors and the City's Therapeutic Cycling program. Our charities (The Home Front Cares, LifeQuest Transitions/World T.E.A.M.

Anne and I had a last minute opportunity to join a Bicycle Adventure Club (BAC) Tour of Southern Utah National Parks. The trip started and ended in St. George, UT, September 18th through 25th, 2010. The above link takes you to the trip description on the BAC web site. The BAC is a bicycle club dedicated to touring which is based in San Diego, CA. The tours are developed and led by club members. Members have the option to coordinate overseas tours by contracting a tour through a bicycle tour operator. The club on average offers about 40 tours annually in North America, Europe, Asia and the South Pacific.



[read more...](#)

Fall Southwestern Utah National Parks Tour (Continued)

Bob Smith

Ride day two was a bit disappointing due to having to shuttle through park to the east entrance. Single bikes went on the trailer and the two tandems went inside the van with the riders/passengers. We unloaded the shuttle just outside the east entrance to the park. A few of us attempted to ride back towards the entrance. The road was hard packed dirt. It would have been possible to ride except that we would have been turned back at the entrance anyway. The ride to the small village of Glendale was rather short and relatively easy.



Glendale brought back memories of Orick on our ride through redwoods of northern CA. The Smith Hotel is near the end of town and adjacent to the Buffalo Bistro. The rooms in the hotel were on the second floor and accessible by an outside wooden staircase. The hotel had a nice long front porch which was perfect for our 5:30PM social hour. It is customary on BAC trips for the leaders to have daily social hours and serve snacks and drinks during open discussions and next day route review. Dinner at the Buffalo Bistro was included in our tour fees. The owner/chef is quite laid back and fun. In addition to preparing our dinners he also assisted with serving and really enjoyed do it. The restaurant opened specifically to serve our group and everyone had to order dinner in advance. We were served appetizers of rattlesnake and buffalo sausage, rocky mountain oysters and homemade jalapeño poppers. Dinner entrees were buffalo ribs, wild boar ribs, buffalo or beef rib-eye steak, wild salmon, half a rabbit, Cornish game hen and veggie pasta. Most folks opted for BBQ ribs or buffalo steak. Desserts were fresh made peach, strawberry and blueberry cobbler with ice cream.

[read more...](#)

Bike-In Movie Night at Front Range Bar-B-Que

Allen Beauchamp



Sports, the Fire Fighters Fund & the Peace Officers Memorial) will each be receiving a nice donation from the Colorado Springs Chick-fil-A restaurants from a portion of our sales all day on September 11th.

I've posted some links below I think you'll enjoy including links to event photos and video coverage of the ride in addition to other valuable post-ride information.

[read more...](#)

The 13th Annual West Yellowstone-Old Faithful Cycle Tour



Dale Campbell - Bent Fork Editor

For those of you that have had the good fortune to visit Yellowstone National Park at least once, I'm sure you enjoyed the experience. Taking that experience to the next step, can you imagine seeing a portion of the Park while cycling? If you went there in the summer, you'd most likely reply "probably not" because of the multitude of traffic. However, imagine a fall ride into the Park from West Yellowstone to Old Faithful and back. Yes, there is a West Yellowstone Old Faithful Cycle Tour. This year it occurred on Saturday, 25 September. Sharon and I were fortunate to be visiting the Park at the time and marveled at the sight of 350 riders venturing into the West Entrance of the Park Saturday morning.

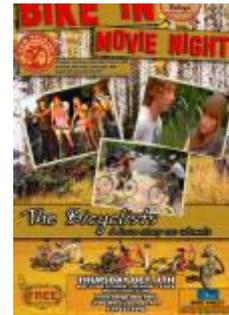
[read more...](#)

2010 First Annual Assault on the Peak: Hardest Bike Ride I've Ever Done

Derrick Bourgeois

Well the ride is over and I made it to the top. The distance was 24.5 miles and elevation gain totaled 7,710 ft. And what a ride it was!

Come join Front Range Bar-B-Que, New Belgium Brewing and Common Ground Cycling during the first-ever Bike In Movie Night on Thursday, 7 OCT. Front Range Bar-B-Que has a wonderful outdoor covered patio and they will be hosting a movie series on the first Thursday of each month. We're proud to showcase the movie *The Bicyclist* <http://www.thebicyclist.tv/movie.htm>, a movie that received great reviews when it played during the Indie Spirit Film Festival here in Colorado Springs this past summer.



There will be a Dinner Ride hosted by the Colorado Springs Cycling Club from 5:30pm – 6:30pm, a very casual Old Colorado City tour that will give a chance for CSCC to host a few new folks and introduce them to the club. There will be a Bike Valet service provided so you'll be able to park your bike w/out worries and New Belgium will have a nice treat for all of those who pedal on over to Front Range Bar-B-Que. The movie will begin promptly at 7:00pm.

CSCC Velodrome Track Day

Allen Beauchamp

On Sunday, 26 SEP club member Rob Klausch coordinated a wonderful day at the Colorado Springs Velodrome for around 16 club members and guests. We had a fantastic time learning the basics of fixed gear bicycles, the velodromes history and how to go about safely navigating the up to 35 degree banking. Within an hour, everyone was out on their velodrome-supplied bikes, a great resource that kept the fuss to a minimum. All we had to was bring our favorite pedals, shoes and helmets and the rest was supplied by the velodrome.



During our time on the track, we practiced riding singly as each rider became familiar with the pedaling dynamics of their fixed-gear steed and we then moved onto paceline skills practice, the "Flying 200" time trial and a bit of high-speed team work.

Our hope is that when the velodrome opens in 2011, we'll be able to set a series of these clinics up to allow more people to get track experience and build a community of new track racers who would like to do it for fun, fitness and for the love of speed!

[read more...](#)

We started off bright and early at 7am in Manitou Springs and headed west onto highway 24. In Cascade we turned off 24 and headed up toward the Pikes Peak highway. I was hoping to reach the summit by Noon so I needed to average just under 5-mph. I was doing much better than that on the lower third of the highway, making really good time. There was very little shifting or braking to do so the only disadvantage to doing this on a C&V bike was a slight weight penalty (See the equipment details in the latter portion of this article). However, things changed when I reached the end of the pavement! The road changes to dirt and begins a steep climb up a series of switchbacks toward Glen Cove. Once I hit the dirt section, my speed dropped to barely over 3-mph, sometimes dipping as low as 2.5. The dirt section of the road was supposed to be about 2.5 miles long but seemed to last forever. I was hoping things would improve once we got back onto the pavement but the steep grade and even higher altitude ensured that they didn't.

[read more...](#)

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CSCC Bent Fork Editors

Sharon Boyd & Dale Campbell

Pikes Peak Courier View: Community News SEP 22, 2010 CR 8 Gold Camp Road Closure
County Road 8, aka Gold Camp Road, will be closed starting 27 SEP 2010 for six weeks—local traffic only westbound from Colorado Springs at FR 376 (Seven Lakes Road) and Eastbound from Cripple Creek at mile marker 6.7 (Cathedral Park). There are no possible detour routes around the tunnel, so westbound traffic from Colorado Springs will have to turn around at the closure points at FSR 376 and eastbound traffic from Victor will have to turn around at mile marker 6.7 (near Cathedral Park).

Club Jersey Arrival Update: We will receive our club jersey shipment on Friday, October 1st. Pre-ordered jerseys will be distributed beginning at 6:30 PM at the monthly club meeting on Tuesday, October 5th. If you ordered a jersey please stop by the club meeting to pick up your jersey. There was a significant short fall in jersey orders, and the CSCC board decided to honor the original price offer. As a result we will not be mailing the jerseys as originally planned. The club purchased additional jerseys to make up for the short fall and a limited number of jerseys will be available for purchase beginning October 6th. We will not be selling jerseys at the club meeting. If you are unable to attend the 5 OCT club meeting to pick up your jersey, please contact Bob Smith at bob@wetandem.com.

We will be reposting the jersey order form to the web site after October 5th for additional orders. Sizing will be limited to what we have in stock. Note: prepaid payments for apparel other than the short sleeve club jersey will be returned to the purchaser, due to insufficient quantities ordered.

Women's Mountain Biking Association (WMBA) of Colorado Springs <http://www.wmbacos.org/>.
The Women's Mountain Biking Association is the only female specific MTB organization in the Pikes Peak Region. WMBA is a non-profit organization formed in the fall of 2008. A notice is posted at the downtown Y and CSCC has a link to this website on our webpage.
Betty, Hillary, & Jessica (Directors of COS WMBA)

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President's Message

Charlie Czar

- Velodrome Day on SEP 26th

Seven CSCC members were among 15 people who took advantage of a Velodrome ride opportunity on Sep 26th. The opportunity was announced at the CSCC SEP meeting and by EMAIL. We had access to the Velodrome, pursuit racing bikes (no road or trail bikes are not allowed on the track), and coaches for 4 hours.

The pursuit bikes are 1-speed direct drive (no coasting), no brakes, lower handle bar, very light weight, narrow tire bikes. The velodrome is banked at 13 degrees in the straight and 33 degrees in the corners. There are 4 riding zones (lanes) on the track and 1 in the staging area. We used a "walk before run" approach for the day. We started with basic riding in the infield area, then rode on the track, followed by riding through the "Flying 200 meters" time trial process, then we practiced 2-person pace line (rotating the leader in the corners), followed by 4-person pace line (rotating the leader), then everyone in one pace line (rotating). We did lots of "hotlaps" in between each exercise.

The track and bike were a little intimidating as we started. I personally felt comfortable after my 3rd lap on the track. The biggest adjustment to me was accepting the fact that the bike tires were not going to slip down the track in the corners at low speed. We didn't have speedometers on the bikes, but several of us had heart monitors to judge our efforts. The experience was a blast without trying any racing distances. The Sunday Social Ride stopped by the velodrome at 1:30 to watch, providing witnesses to the event. The \$40 charge for each participant covered the rent on the track, the bikes, the coaches' time, the 1-day racing license (required for track access), and a pizza party afterwards. We plan to do this again next summer with more lead time, so more people can enjoy the experience.

Photo credit: Allen Beauchamp

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Socially Yours

Chris Conboy

Our social calendar amazes me. Our club meetings continue attracting more members and guests. Thank-you goes out to Rich for arranging great speakers and topics. Our next club meeting is 5 OCT at 6:30pm at the Clarion.

Saturday, 2 OCT is our carpool and bike to Pueblo. Janine is coordinating this bike club event. Refer to the website for details. We enjoyed a scouting trip to Pueblo this summer, and I know members will be pleasantly surprised with the trails and scenery. Bring money for drinks and a lunch at the Nature Center unless you want to brown bag it.

Our next REALLY BIG social event is the Progressive Dinner Ride on Sunday, Oct. 24, starting at 12:00 probably NOT at Acacia Park, but Goose Gossage Park. Check the website. Put extra air in your tires, because this is our very popular rolling feast on wheels. I didn't even have to nag anyone to be a host! How great is that? I won't reveal the locations or host/hostesses this time because I want it to be a surprise. Please RSVP to ME (ChridConboy@msn.com) so I can give the hosts/hostesses a numbers count. To be fair to the cooks, don't wait until the last minute to RSVP. In previous years, the ride has gone in rain, sleet, snow, sun, fog. So unless it is a BLIZZARD, it's a "GO"!

See you at the next shin-dig. Socially Yours, Chris

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Membership Updates

Sara Hill

REMINDER: 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.

Have other questions regarding membership? Feel free to contact Sara Hill, Membership Coordinator at membership@bikesprings.org. Sara

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Cycling Around The World

Dale Campbell - Bent Fork Editor

University Researchers Propose Repealing Australia Law on Bicycle Helmets

Two Sydney University researchers have proposed repealing a 20-year old law making it illegal to ride a bike without a helmet. Results of their research indicate no significant change in head injuries since the passage of the law. New Zealand has been the only other country to follow the Australian model of the law. Contrary to the researchers findings, the New South Wales Australia state cycling body – Bike NSW - doesn't believe the study recommendations are supportable, citing the research didn't include cyclists not going to hospital whose helmets saved them from a head injury. Further details can be found in the Sydney Morning Herald at <http://www.smh.com.au/national/call-to-repeal-law-on-bicycle-helmets-20100815-12573.html>

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Ride Committee

Janine Hegeman

CSCC began tracking miles experimentally in 2006. We have gained valuable data from these efforts, and membership has enjoyed watching their miles add up. To continue this value-added activity in a more structured way, the CSCC board has decided that miles will be tracked three ways:

1. ALL CSCC rides, listed on the "Club Rides" calendar.
2. All charity and community support rides, beginning and ending in the state of Colorado, and posted on the "Other Rides and Events" calendar. Examples are: The Stonewall Century, Tour de Vineyards, Copper Triangle, Venus de Miles, Tour de Cure, etc.

We respectfully ask that you show your support of CSCC and wear a CSCC or BVBF jersey on the ride, but that is optional. Please submit your miles to the mileage tracker or the Ride Committee Chair within two weeks of completing the ride.

3. Any ride organized by a CSCC member in or outside the State of Colorado, attended by three or more CSCC members, and posted on the "Other Rides and Events" calendar. The member will download a rider sign-in sheet, have riders sign it and submit it to the mileage recorder, within two weeks of completing the ride.

Please contact the Ride Committee Chair at RidesCmteChair@BikeSprings.org if you have questions or require additional information.

The Ride Planning Committee - Pedal on! Janine

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Fall Southwestern Utah National Parks Tour

Bob Smith

During our seven day adventure we rode six days covering 270 miles and ascending more than 14,375 feet. Our shortest ride day was 22 miles from Springdale (Zion) to Glendale. This normally would have been about a 35 mile day with between 1500-2000 feet of additional ascent. Zion Highway between the south and east entrances was being completely reconstructed with new road base, drainage and retaining walls. The road was closed to bicycle traffic so our tour leaders had to arrange a shuttle from Springdale to outside the east entrance. Our 5th riding day from Panguitch to Cedar City was the longest and most difficult with 4800 feet of vertical gain in 59 miles. Most of the vertical gain was in the first 36 miles from Panguitch to Cedar Breaks National Monument Visitor Center. The final 23 miles was nearly all downhill into Cedar City. We managed to increase our 7.5 MPH average to 10.3 by the time we reached the Abbey in Cedar City. The final day was 56 miles back to St George and the fastest day on the bike averaging 18.3 MPH ascending 1332 feet and descending 4334 feet. The final day was the least interesting riding day. There was an option to enter the north entrance of Zion National Park and the 11 mile out and back via Kolob Canyon Road. This would have involved quite a bit of climbing so we opted to drive Kolob Canyon Road on our drive back from St. George. This tour including lodging, support van, 3 dinners, most breakfasts, daily afternoon social hours with drinks, snacks and route reviews, maps and cue sheets.

Past CSCC Vice President John Ellis now lives in St. George. We met him and his son Alex for lunch on Saturday, September 18th. John suggested we park our car at his house rather than it at the hotel during the trip. We enjoyed visiting with John at the beginning and end of our trip. Normally, BAC rides of a week or more have a layover day. That layover day usually falls towards the middle of trip. Our layover day fell on day two in Zion. It worked well affording us plenty of time to hike several short trails. We arrived in Springdale around noon on Sunday and were not able check into the Pioneer Lodge until 3PM. Springdale has a town shuttle that runs from the south end of town to the entrance to Zion. The park has a shuttle that runs every 8 minutes up and down Zion Canyon Scenic Drive. The up canyon shuttle plays an audio guide describing the many rock monuments, trails, geology and history of the park. Stop one is for Zion Museum which has a 22 minute video about the park. It is well worth viewing prior to going further up canyon. The canyon shuttle is essentially a free hop on hop off bus tour of the west canyon. We did a couple hours of shuttle touring planning out our next day's hiking.

Our first day was quite hot reaching nearly 100 degrees in Springdale. The second day was a bit cooler and somewhat overcast in the morning which made for good day of hiking. We aren't big hikers so we opted for the shorter trails of Emerald Lakes, Weeping Wall and River Trail to the Narrows. I walked up the Virgin River Narrows about 500-600 yards. There wasn't enough time to go much further. I would have needed to rent wet socks and water shoes to go much further. In total we hiked a little more than 5 miles. This provided us a good prospective of the diversity and varying habitats in the area of the park. The Pa'rus Trail is a paved bikeway from Springdale/Park Entrance to Canyon Junction. Bikes are permitted only on paved public surfaces in the park and nowhere else.

Photo Credit: Bob Smith



Fall Southwestern Utah National Parks Tour (Continued)

Bob Smith

Our third riding day started with a fabulous 7AM breakfast at the Smith Hotel. We fueled up on fresh whole wheat waffles, natural oatmeal, fresh fruit and hot coffee. We were off at 8AM for Bryce National Park. The weather forecast called for cooler temperatures and a high probability for afternoon showers. The morning was cooler with overcast skies for the ride up US 89 to the turn off on Hwy 12. We encountered construction with alternating one-way traffic for the first 2 miles on Hwy 12 to the right turn onto a paved bikeway. The bikeway parallels the south side of Hwy 12 until just beyond Bryce Pines Lodge and Restaurant. Bicycles are not permitted on this section of Hwy 12. The bikeway is in very good condition and gets you out of traffic. We had some off and on rain through this section but nothing significant. We arrived in Bryce Town around noon and had lunch at the Bryce Café and checked into our hotel. After showering, we took the shuttle out to Bryce Point and worked our way back along the rim taking photos. There wasn't time to walk the rim trail between several of the viewpoints so we used the park shuttle instead.

The following day was a short ride to Panguitch (pronounced Pang Witch). We got started at 6:40AM and we rode about 5 miles into the park to Sunrise Point to view the sunrise over the mystical Hoodoos in the canyon. After taking numerous pictures we rode to Bryce Lodge for breakfast and then out towards Rainbow Point. After riding out about more 5 miles we decided that it would take us too long to ride the additional 10 miles uphill to Rainbow Point. We finished the day with 41 miles. Panguitch is a cute small town with a neat park called Quilt Walker Park. Back in the 1860s shortly after the town was settled there wasn't enough food to get through the winter. Seven of the townsmen volunteered to walk to Parowan for supplies. The snow was deep and they used their bedding quilts to prevent breaking through the deep snow as they walked. They made it Parowan and back and saved the settlement. The park is a tribute to these seven men. There is park bench dedicated to each quilt walker. In the center front of the park is a bronze sculpture of a frontiersman walking on a quilt and holding another to throw out in front him as though he was walking forward.

On Friday we departed Panguitch at 7AM about 20 minutes before sunrise in order to get an early start on the 35 mile climb to the Visitor Center at Cedar Breaks. About thirty minutes into the climb, the sun began to rise eventually warming our backs as the moon set up ahead of us. The climb was relentless and seemed to go on forever. In the first hour we managed a mere six miles. In the second hour conditions improved and we were at 16 miles. By the end of the third hour we had covered 24 miles. We thought if we could maintain this pace we would reach the visitor's center around 11:30. Our average pace dropped back to 7.5 MPH for the entire climb. Our support had picked up Subway sandwiches, chocolate chip cookies and bananas for everyone and handed them out at Panguitch Lake which was about midpoint of the climb. We stowed our lunches and outer layers and took in the beauty of the lake and the changing Aspens in distance. Just passed the junction of Hwy 143 and 148 we came upon Gracia and Don admiring the first views of Cedar Breaks. We decided this was a good spot for lunch. The next few miles seemed endless. Several of our group had already reached the visitor's center. We walked out to the overlook took our photos and we were soon heading downhill towards Cedar City. We started the day at near freezing at 6640 feet and reached the summit at 10,580 feet and ended the day at nearly 80 degrees and 5,870 feet. After climbing 4,780 feet we finished with a net loss in elevation of 800 feet. An excellent group dinner was provided at The Garden House Restaurant on this our final night of the tour.

On the final day of the tour we returned to St. George. During this leg we would lose 3010 feet in elevation. The route took us on roads closely paralleling Interstate 15 where possible. We did have a 15 mile section where we had to ride on the shoulder of I15. This section was all downhill and went very quickly on the tandem. We passed by the Kolob Canyon entrance to Zion National Park.

We could have taken have the Kolob Option adding 11 miles to our day. Instead we decided to drive the 5.5 mile climb to the Kolob View Point on our return from St. George. Our BAC tour directors Wilson and Sue Cooper of Palo Alto, CA did an excellent job executing this trip, which was original designed and lead by Lucy Ormond of St. George, UT. Thank you so much for making it possible for us the ride this gorgeous ride and visit these fabulous parks. We'd also thank the other 12 participants including the other tandem team. You were a great group of folks to ride and socialize with on this trip.

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Thank you to CSCC Ride Ambassadors for Chick-fil-A Ride for Heroes

CSCC Ambassador Sara Hill

* Event Photos: Special thanks to About the Shot Photography for donating their services to provide our event photography. Be sure to check out all of our event photos and purchase individual rider photos at <http://www.abouttheshot.com/home.html>

* Check out our TV coverage: KKTv-11 Video Clip -

<http://www.kktv.com/home/headlines/102700299.html>

* Other Event Photos & Videos (Post yours): Check out more great photos from PikesPeakSports.com:

http://pikespeaksports.us/photo/albums/chickfila-ride-for-heroes?id=5021591%3AAlbum%3A31108&xg_pw&commentPage&page=1

and a 5-minute YouTube Video of ride start and interview with ride organizer Torie Giffin about the ride <http://pikespeaksports.us/video/chickfila-ride-for-heroes>

You can also share your photos, comments and keep up on other outdoor activities in the Springs on this great site for outdoor sport enthusiasts.

* More great Photos: Check out many more great photos of event and riders from the Gazette's OutThereColorado.com at

<http://www.outtherecolorado.com/photos/707-designphoto/album.html?albumid=723>

* Event Shirts: **Ride for Heroes Event T-Shirts are still available** for \$10 cotton, \$20 coolmax® athletic shirt. We also have extra Ride Ambassador shirts in cotton and coolmax®.

Reply to email if you would like to reserve a shirt for pickup at Chick-fil-A at Garden of the Gods.

* We want your feedback: Do you have a story to share about what motivated you to participate in the Ride for Heroes or about your experience on the ride? How did you hear about the ride? Will you ride again? Any other comments or suggestions are greatly appreciated.

Your feedback will be valuable to the organization of next year's ride.

Torie Giffin, Event Organizer for Chick-fil-A Ride for Heroes

9-11 Patriots Day Event Marketing Director

Photo credit: Bob Kane

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CSCC Velodrome Track Day

Allen Beauchamp

Sara Hill: "Faced my fear and conquered it (in a small way)."

Daniel Jenkins: "Great day, great people, rubber legs. What else can you ask for?"

Bill Young: "The day brought back fond memories of riding on the track. Great day with fun people!"

Cody Delgado: "Great riding with beginners. Much better riders than college roadies first out on the track."

Rob Klausch: "It was great to get people out on the track for the first time and see the excitement on their faces after they climb the banks for the first time."

Photo credit: Allen Beauchamp

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The 13th Annual West Yellowstone-Old Faithful Cycle Tour

Dale Campbell - Bent Fork Editor

As the ride organizers indicate on their website (<http://www.cycleyellowstone.com/>), the "West Yellowstone Old Faithful Cycle Tour is a terrific way to wind down a summer of riding and a unique way to experience Yellowstone National Park. Fall is a gorgeous time to be in Yellowstone, the elk are bugling, the aspens have turned to gold, and the thermal areas are relatively free of crowds. The supported ride is sixty miles round trip, with options available for one way travel. Cyclists in the tour can take advantage of two feed stations, three sag wagons, on-course bike mechanics, and end the day with a group meal. The tour is limited by the National Park Service to the first 350 riders that complete the online registration." As an FYI, the ride reached capacity by 31 July this year.

Interestingly, 25 September 2010 was also National Public Lands Day. As such, Saturday, the 25th was a "Fee Free Day" for Yellowstone National Park, meaning bike riders and support vehicles were not required to buy or show a park entrance pass for the Old Faithful Cycle Tour! And, by the way, the weather was absolutely perfect for a bike ride, with temps in the low 50s at the start of the ride, quickly warming up to the low 70s. Of course, as we realize here in the western states, the weather at a given time of the year can vary from year to year. Never the less, it would be great to get a group together from CSCC to sign up and participate in the ride in 2011.

Photo Credit: Sharon Boyd

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2010 First Annual Assault on the Peak: Hardest Bike Ride I've Ever Done

Derrick Bourgeois

I pulled into the checkpoint at Glen Cove, 11,440 ft, right about 3 hours into the ride. That was well under the cutoff time so I had no worries there and after grabbing some food, topping off my water bottles, and putting on my wind breaker, I continued on, now managing some 3.5 to 4-mph. I still felt good, strong even despite my mediocre speed.

Then somewhere past the Devil's Playground and nearing 13,000 ft, the cramps set in! It seemed as though every muscle below the knee in both legs was cramping up and I had no choice but to dismount and stretch my legs. I stood up and felt light-headed, drunk even. I squatted down, my head lying on the top tube of my bike. I started giggling for no apparent reason. A sudden urge to sleep set in and I closed my eyes and felt myself start to fade away. I knew it was the altitude. I stood up, shook it off as best I could, and got back on my bike and pedaling on.

I didn't get far before the cramps set in again. And again and again, every few hundred yards it seemed. Shortly, I came across a long line of cyclists dismounted and pushing their bikes up the road. I passed several before the cramps set in. Then they came walking past me. And so began the "dance". Ride past the walkers, cramp, and stop only to have them walk past me. It might have been easier to walk but I had planned to ride my bike to the top and that's what I was going to do. I struggled on. At one point a strong wind gust hit me head on and brought me to a complete stop. I had to put my feet down or fall over.

At long last, the cramps subsided a bit and I was able to make some progress. I was nearing the end with each switch back. Finally, the summit house was in sight. A quarter of a mile or so more and I would be there, on top of Pikes Peak. I came in at 5 hours 44 minutes. No records were set and even a woman with one leg and a guy on a unicycle passed me but I made it.

The organizers had arranged to transport our warm clothing bags to the top ahead of us; so I quickly found mine and put on my tights and thermal jacket. I met up with a friend who was riding an '88 Cannondale upgraded to a triple and long cage derailleur. After resting a bit we started down.

If the climb up had been difficult, the decent off a 14,000 ft peak into swirling 30-45-mph winds bordered on terrifying. The steepness of the road caused the bike to want to accelerate but the winds were too strong to risk moving at speed. I had no choice but to rely on the brakes to keep things under control. I was beyond white knuckles - now my hands were cramping from constant pressure on the brake levers, struggling to keep the speed between 10 and 20-mph. Every few switchbacks I would stop and check the brakes and rims. The rims were too hot to touch. I'd let them cool then start down again. I laughed at what I was thinking at that moment: back in the 60s Freni Universal had an advertisement that showed a rider using Universal brakes descending a steep, winding mountain road as his competitors were crashing as their brakes failed. The thought kept occurring to me: I hope to God that wasn't just advertising hype. Well, Universal must have been telling the truth since I made it down safely. Once I got down below timberline, the trees blocked the wind.

After stopping again at Glen Cove and chatting with the people manning the rest stop, I headed on to the unpaved section of road again. This time we had to keep our speed in check due to the roughness of the road. Finally we cleared the dirt and got back on to pavement and I was able to open up the Bottecchia on the decent. The road was narrow and winding with trees on both sides, presenting the risk of animals jumping out. So it generally wasn't safe to push it past 30-mph but the Bottecchia handled beautifully, neutral and balanced, carving every corner. In one longer stretch I brought it up to 43-mph. Even the Universal brakes were awesome. The lever pull was hard but the stopping power was excellent, enough to control a 25-lb bike and 185-lb rider on 10% descents again and again without fade. The only thing I would change for next year's ride would be the crank.

The details of the equipment...rather than simply ride up the mountain with the all the aid of

modern cycling equipment, I wanted to add to the challenge by going completely old school or at least as old school as possible. To that end I choose my favorite bike, a 1973 Bottecchia Grand Turismo. It is a classic racing machine of its era with a frame built of Columbus SL tubing, Prugnat lugs, and Campagnolo fork ends and drop outs. In its sport-touring configuration, it weights just a little under 25-lbs. The drive train is a special combination of a French Nervar Star model crankset, Campagnolo Record shifters and front derailleur, and a relatively rare Campagnolo long cage Rally rear derailleur that allows me to use a 34t large cog in the rear. There are 5 cogs on the freewheel with a 14-34 configuration, and it uses down tube, friction shifters. That means no indexed or "click" shifting as you have to shift by feel and sound.

The brakes are also typically old school Universal Model 61 of the Italian brake manufacturer Freni Universal. That model brake equipped most of the Italian bikes in the pro peloton from 1961 to 1967 and were still the most common brakes on high-end Italian bikes until the mid 70s so they were a quality brake of their time. That said, they are an old center pull design that has more flex than a typical modern dual pivot brake caliper and the levers have less leverage than a modern brake and must be operated from down in the drops since you would not be able to generate enough force on the lever to stop from the "tops" or "hoods" position common today. They require a "manly" pull to stop.

Everything on the bike is correct for the early 70s period with one exception - the pedals. I use modern Look clipless pedals because they work really well and I like to have the same type of pedals on my road bikes so that I switch back and forth without needed different bike shoes. The Look ARC cleat system dates back to 1984. So I hope you can allow me that one small discrepancy. I also wore a vintage Bottecchia jersey and cycling cap although the rules and good sense required that I wear a modern helmet.

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