



Vol 4 Issue 5, 1 October 2011

From the CSCC Bent Fork Editors



Sharon Boyd & Dale Campbell

Photo courtesy of Tim Bergstem

Sharon & Dale thank the bike club members and friends for their submissions for the CSCC 25th Anniversary Issue of the Bent Fork Chronicles. Look for more CSCC 25th Anniversary articles in the 1 DEC 2011 issue.

[read more...](#)

Socially Yours

Chris Conboy

Hello fellow club members. Hold the date: 10 December, CSCC 25th Anniversary Holiday Party

I hope you are all enjoying the gorgeous riding this fall. Many of you have participated on the special rides that Kerry organized—A big THANK YOU to Kerry!

[read more...](#)

First Annual Oktoberfest Ride - 24 SEP 2011



Kerry Hefta

The First Annual Oktoberfest Ride was a success. The weather was gorgeous, the scenery was fabulous, the company was wonderful and the beverages at Castle Rock were excellent.

[read more...](#)

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President's Message

Charlie Czarniecki

Photo courtesy of Sharon Boyd

Happy 25th Anniversary CSCC!

CSCC November election for officers. Positions are President, Vice President for Programs, Vice President for Socials, Secretary, & Treasurer. Your actions and decisions will determine how CSCC will be run in 2012.



[read more...](#)

CSCC 25th Anniversary Poster

Bill Gast

Bill Gast will supply poster copies. Available sizes include: 12"x18" which is \$10. The 24"x36" size may be special ordered.

Posters may be purchased until 31 DEC 2011.

Contact Bill (719) 332-2890.



How Much Cycling Can You Enjoy in 25 Years?

Dale Campbell - Bent Fork Chronicles Co-Editor

WOW! 25 years and counting of organized cycling in Colorado Springs. Consider some of the cycling events that have taken place in our community over those 25 years - Pro Cycling Challenge, World Class Velodrome Racing, USA Pro Cycling Challenge Criterium, Pikes Peak Ascent, Peoples Pedal Party, Kids on Bikes Festival, a Club meeting at the Velodrome. And that's just August 2011!

[read more...](#)

Membership Updates

Sara Hill

Welcome New Members: Patricia Baltzer, Tess Beedy & Family, Patrick Bultema, Glenn Cook, Casey Curran, Stacey Harris,

[read more...](#)

Advocacy



Al Brody - Advocacy Dude!

Let's step back to the summer of 1976, our nation's bicentennial. Bikecentennial '76, you might remember it, was a bicycle tour across the USA conceived by Greg Siple in California in 1972. Siple, his wife June, and Dan and Lys Burden were riding an 18,000-mile Hemistour from Anchorage, Alaska, to Tierra del Fuego for a National Geographic article at the time.

Picture: road sign in Fairplay, CO in 1976!

[read more...](#)

Moab Century Tour ♦ 2011



Richard & Pam Oliver

After completing our 10-day "Tour de Utah" by biking and hiking across 5 national parks (Arches, Canyonlands, Zion, Bryce Canyon, and Capitol Reef), we returned to Moab again, this time as riders in the 11th running of the Moab Century Tour.

[read more...](#)

In the Draft - Redefining Cargo Management

Great Northwest Adventure 2011

Bob Smith

After many years of bicycle tours throughout Europe and New Zealand, it was time for an extended combined minivan and bicycle trip though out the Northwest of the United States. Our great northwest adventure began on Aug 2nd driving from our home in Colorado Springs, CO to Jackson, WY for two nights at the Elk Country Lodge. After two wonderful days of bicycle touring Grand Teton National Park and Jackson Hole, we continued journey northwest to West Yellowstone, MT.



[read more...](#)

Is it Cycle-logical??!!.....or Observations in Two Years of Riding Uphill

Dale Campbell, Bent Fork Chronicles Co-Editor

Editors Note: This article was originally published in the Jan/Feb 1996 edition of The Bent Fork Chronicles, after living and riding in Colorado for two years. Now, more than 15 years later, it seems that many of the "observations" still seem to be true, at least for my perspective. Take a look at the article and judge for yourself.



Having been in Colorado for almost two years now, my "FLAT LANDER" days from back in Virginia and Florida are beginning to fade into the recesses of my mind (NO, its not CRS!). Almost from the day I arrived in Colorado Springs, I have been riding with the wonderful group of people from the CSCC (and gasping for air from time to time). And, it seems that, at least cycle-logically (or is it psychologically...I could never spell), that all roads lead UPHILL?

[read more...](#)

Fall 2011 Color Tour / Taos to Lake City

Warren Barta

My stepson Tommy and I just finished a 5-day, 300 mile cycling tour from Taos to Lake City. We carried 15 -20 pounds, averaged 60 miles a day, and stayed in motels. My son Andrew dropped us off in Taos and picked us up in Lake City. We started on Friday, 16 September and finished on Tuesday, 20 September.

- Day 1 - 58 miles of cycling:

[read more...](#)



Pro Bicycle Racing Returns to Colorado-Where it all Began!

Bob Smith

Professional International Bicycle Racing returned to Colorado in August 2011 for the first time since the final Coors Classic International Bicycle Race in 1988. The Pro Cycling Challenge opened in Colorado Springs with a Prologue Time Trial starting in Garden of the Gods Park and finishing downtown on Colorado Avenue on August 22nd.



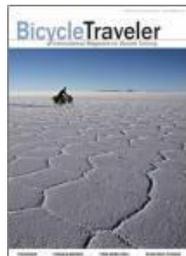


Sara Williams, Let's Go Aero Co-founder

It all began with an idea. An efficient method for transporting tons of gear behind small cars. A way to make smaller cars bigger with more enclosed and protected storage capacity. An enclosed trailer that holds five bicycles and other gear, ...

[read more...](#)

Bicycle Traveler Magazine



Grace Johnson, Editor

My name is Grace Johnson and with the help of some top cycling writers and photographers I have launched the Bicycle Traveler Magazine (www.bicycletraveler.nl) on September 21, 2011. It's a digital, free, and non-commercial

[read more...](#)

Picture of Cadel Evans courtesy of Dale Campbell

[read more...](#)

Electric Bicycles - The Wave of the Future? Part 2

Dale Campbell, Bent Fork Chronicles Co-Editor

You may remember my previous article on this subject in the CSCC August 2011 newsletter. The article provided a brief overview of the E-Bike concept and included some design specifics from several companies, including Daimler AG's Smart Division in China.



[read more...](#)

Peopleforbikes.org

Tim Blumenthal, Director

The U.S. Senate affirmed its time-tested support of bicycling Thursday by forcing Senator Tom Coburn of Oklahoma to withdraw his proposal to eliminate dedicated funding for the Transportation Enhancements program. Peopleforbikes.org supporters and our advocacy partners influenced this outcome by sending close to 50,000 emails and making thousands of phone calls to their U.S. Senators in just 48 hours. Thank you!





From the CSCC Bent Fork Editors

Sharon Boyd & Dale Campbell

Quote: "Those who wish to control their own lives and move beyond existence as mere clients and consumers- those people ride a bike." Wolfgang Sachs, *For the Love of the Automobile*

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President's Message

Charlie Czarniecki

These 2-year terms start on 1 Jan 2012. The Nomination Committee is:

Vern Pitcher - 598-3799 - vmpitcher@msn.com

Vic Villard - 282-7840 - dianevtravel@msn.com

Mark Mann - 330-3217 - Cycle.Mann@hotmail.com

- Contact one of them if interested in an officer position
- Contact one of them to suggest someone for them to approach to discuss interest in an officer position
- Election of Club officers shall be by electronic website voting between 1-30 November 2011. Newly elected officers will take office 1 January 2012.

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Socially Yours

Chris Conboy

This week I also experienced awesome trails and fall foliage while riding at Ridgway State Park. Be sure to visit the CSCC website and review the ride calendar for club rides this fall & winter.

Our October club meeting is Tuesday, 4 OCT and I've ordered some spicy appetizers to tantalize you. Speaking of tantalizing, I would like to tantalize YOU, our members to help out with the **CSCC Progressive Dinner Ride** on Sunday, 23 OCT. We still need additional stops for our "rolling feast on wheels." We have a couple of volunteers, but we need hosts. The club will reimburse you for your expenses. We will help with picnic supplies, set-up, and delivering items you may need from the club storage unit. If you would like to participate on a team, but cannot physically host a stop, we need YOU too! Please contact me (Chris Conboy) ASAP if you can help in any way.

Looking into the future, our big EVENT to celebrate the *CSCC 25th Anniversary* will be held on Saturday, 10 DEC. It's the **CSCC Holiday Dinner Party** at the Academy Club (old Officers Club) at the USAFA. This gala event will be held in a lovely huge SPACE. Additional details will be provided as the date approaches. There will be tiered pricing to encourage members to sign up early. And, remember we are always looking for new faces to step up and share the fun in whatever capacity you would like to volunteer. Enjoy the fall and ride safe.

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First Annual Oktoberfest Ride - 24 SEP 2011

Kerry Hefta

This ride was essentially a regular Saturday Fitness ride with a Castle Rock destination. There were two distance options; 42 miles starting in Palmer Lake and 68 miles starting at Mary Kyer Park (across from the AFA). We had over 20 people start from the Palmer Lake location and 8 people (5 who went all the way to Castle Rock) start at the Mary Kyer Park. The faster riders were encouraged to participate in the longer ride, so that they could pass the slower riders on way to Castle Rock--which did happen! Very cool. The two locations provided a chance for all types of riders from the casual to the dedicated participate together and end up in the same place and socialize a bit before returning.

I got the germ of this idea, when we went to Crowfoot Coffee in Castle Rock for refreshments after the "Elephant." One of their excellent beers went down really well after a hot day in the saddle. That combined with the idea of doing a ride to Castle Rock with the club to provide a slightly different venue for the fitness ride. Voila the CSCC Oktoberfest Ride!

Thanks to Mark Hefta & David Crawford for providing SAG vehicles, to Liz Ford for helping out at Crowfoot, and finally to Jason Gray the owner of Crowfoot Coffee who saw his shop overrun with a 'biker' gang in the middle of the day.

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How Much Cycling Can You Enjoy in 25 Years?

Dale Campbell - Bent Fork Chronicles Co-Editor

But, if you take a brief look at cycling in Colorado Springs through the years, you soon realize that some of the progressions of growth and activities that have occurred over the past 25 years have been the result of the members of and membership in the Colorado Springs Cycling Club.

There are so many way one can look at this... as a personal retrospective, from the standpoint of the community, and also as a Club of individuals gathering together with a common interest. So, let me take a few moments of your time in reviewing the past 25 years by thinking along the lines of these three topics.

Let's start with the concept of a group of individuals gathered together with a common interest. To sustain the interests of this group of individuals, the financial support can either come from individual or family dues collection or from fund raising events. Since one of the aspects of the Club is to make riding accessible for all who want to participate, high dues would be self-defeating. So, the focus is on fund raising events, such as TOARV, Hardscrabble and BVBF.

The first Tour of the Arkansas River Valley (TOARV) was 1988, enabling 35 riders to enjoy the beautiful scenery along the river. The two-day event started on a Saturday in May, with the first day's ride from Canyon City along the Arkansas River to Salida, finishing in Buena Vista. The second day routed the ride over Trout Creek Pass to Hartsel and then back to Canyon City. 1997 was the peak year for TOARV with 310 riders. For the final TOARV in 1998, the Club hosted 204 riders for this eleventh year of the event.

At some point in the Club's early history, it also picked up the Tour de Hardscrabble from the defunct Strada Bicycle Club. In 1993, there were 439 riders, increasing to a peak of 749 riders in 1996. The final year for Hardscrabble was 1999 with 246 cyclists. *[Editors Note: Hardscrabble was terminated after 1999 because it was no longer profitable. It was also difficult having enough volunteers for two events - BVBF and Hardscrabble.]*

In 1999 CSCC decided to switch TOARV to be a fixed base event in Buena Vista called Buena Vista Bike Fest (BVBF). Like TOARV, it was a 2-day event with the addition of mountain biking to the road cycling. The BVBF motto the first few years was "Where the Road meets the Dirt". The first year drew 214 riders. In the following year, participation was down to 157, bottoming out in 2001 with 144 cyclists. In 2002 things began to pickup with 207, but not really enough to sustain the event and the Club. Then in 2003, after dropping mountain biking from the Bike Fest and changing the format to a single day century ride, participation was up to 488, continuing to increase in 2004 to about 700. In 2005, BVBF sold out for the first time, supporting 831 riders and it has been sold out every year since.

Paralleling the history of the above rides with the history of the Club at that time, it's evident that the support from the members of CSCC plays a vital role in the success of such events. The Club had declining membership beginning in 1999-2000 and was also facing financial difficulties during this same period. In 2002, the BVBF committee decided to make one more push with BVBF 2003. If that had failed, the Club would probably have failed. But, as we know, it was and continues to be a success. It's also important to note that the Club has only raised dues once and that occurred during this dark period.

Over the years, the support for these fund raising events has primarily relied on volunteer support. These volunteers are the same folks that you enjoy riding with, socializing with and dining with. Humm... this sounds like a group of individuals gathered together with a common interest. That's the power of an organization that pulls together people of varying backgrounds and experiences to focus on that common interest.

What about the longevity of the Club from the standpoint of the community - our second focal point? Extending the classification of a group of individuals gathered together with a common interest, it's easy to see how the power of numbers can translate into influence in the community. Let's start with something as simple as keeping track of the mileage of the organized rides. In the mid 90s, the Club recorded mileage. Taking a sample from the newsletter archives, individual total mileage in 1994 varied from 321 as a minimum to 2708 for a maximum (source: the Jan/Feb 1995 edition of the Bent Fork Chronicles). I see that I was even able to ride 1397 miles that year.

In 1997, the individual totals grew by about a factor of two, with the higher numbers over 4000 miles (source: the Jan/Feb 1998 edition of the Bent Fork Chronicles). There was even one Club member that year with a registered total of 9210 miles! While the Club totals are not readily available for those years, I would estimate the numbers to be somewhere in the neighborhood of 35,000 to 40,000 miles total. Our more recent ride mileage history is well documented on the Club website, with the totals ranging in the 75,000 to 90,000 mile range per year.

Again, there is power in the numbers. If a group of like minded cyclists can demonstrate almost 100,000 individual total miles of organized rides, just how many more miles of commuting and non-Club mileage are there? And, most importantly, how does this impact community and local government support for enabling cycling in Colorado Springs and El Paso County? One could conclude that this would be a very positive impact, indeed!

And that influence easily extends to the local and state community via advocacy for cycling and outreach about cycling. CSCC is fortunate to be able to extend the results of our fund raising events (that are supported by volunteers) to the community through contributions to specific groups and organizations.

What about the final perspective for this retrospective - the personal impact? For my own part, I know that my interest and involvement in cycling has grown and expanded over 25 years. When Sharon and I got married, also 25 years ago, our meeting was the result of a volunteer event and one of our first shared activities was a bicycle ride. When Sharon came to the Colorado Springs community in July 1993, one of the first things she did was to join the "Bike Club." And, when I was able to transition out here in February 1994, my first social activity in the Colorado Springs community was the Sunday Social Ride on 6 February. Over the past years, Sharon and I have learned a great deal about the community and cycling as a result of our membership and involvement with the CSCC.

Our cycling growth continued through the various trips we enjoyed (Thanksgivings at Moab, three-day tours in northern New Mexico, weekends in Creede & Tarryall-Wilkerson Pass, for example). I'm sure that regardless of longevity with the Club, every other member would have similar stories of individual growth and enjoyment as a result of sharing times with a "bunch of bikers", that group of individuals gathered together with a common interest.

So, after 25 years of having CSCC in the Colorado Springs community, where does this leave us? With a rich history and many memories of good times. And this also leaves us with a solid foundation on which to continue forward into the next 5, 10 or 25 years. So, keep volunteering, keep riding and continue to enjoy the experiences that come from sharing time with group of individuals gathered together with a common interest.

Stay safe and enjoy the ride!





Membership Updates

Sara Hill

Mike Fitzgibbons & Family, Juan Gordillo & Family, Roberta Huttner, Bryn Iten, Paul Larson, Janie Levis, Gary McKee, Karen Neely, Dawn Nelson & Family, Mark Rowe, Lyle Small, Melissa Thomas, Craig Thornally, James Wilson, Douglas Zobec

Renewing members-Thanks:

Mike Belock & Family, Steve Dass, John Davenport, Denise & Paul Eckstein, Curt & Carole Emery, Bev Fallis, Morris Gray, Rich & Sherrie Hostak, Anne & Ted Junge, Paula Krantz, Stan & Ann Lebahn, Deegan Lew, Chris Lieber & Family, Larry & Shelly Mann, Roger Neeland, Baruch & Julie Rhea, Joe Schultes, Mike Silver, Terrence Smith & Family, Patrick Spencer, Larry Svoboda, Larry Van Der Aa, John VanNorman, Mike & Lorena Wilder

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 anytime 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 other questions regarding membership, please contact Sara Hill, Membership Coordinator at membership@bikesprings.org

Thanks! Sara Hill
CSCC Membership Coordinator

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Great Northwest Adventure 2011

Bob Smith

We stayed three nights in West Yellowstone touring Yellowstone National Park by minivan and tandem. We continued our northwest journey on Aug 7th by driving to Spokane, WA through Missoula, MT. We spent two nights with our good friend Norm Howard. He gave us a personal city tour which included Namito Park & Gardens, a concert at a vineyard and a bike ride around Hayden Lake near Coeur D'Lenne, ID.

On Aug 9th we drove to Seattle, WA where we met up with our Bicycle Adventure Club (BAC) group (including our good friends Diane & Vic Villhard) for a bicycle tour circumventing the Olympic Peninsula. On Aug 11th we found ourselves on our tandem riding away from our boutique Seattle Hotel to board a ferry for Bainbridge Island to begin a 12 day adventure that included Port Townsend, Port Angeles, Sol Duc Hot Springs, Forks, Kalaloch, Lake Quinault, Aberdeen, Shelton, Tacoma and returning to Seattle. John McManus & Brenda Cole of Dallas, TX were our BAC tour directors.

On Aug 23rd we were back in the minivan traveling south through the Cascade Mountains to Mt. Rainer for a single night stay at Paradise Lodge, Mt Rainier National Park. On Aug 24th we traveled southward for a day trip to Mt. Saint Helens and onto Cascade Locks, OR. On Aug 25th we toured the Bonneville Dam, Crown Vista State Park Vista Point and drove and rode segments of the Historic Columbia River Highway (Historic US Route 30) along the Columbia River Gorge. Later on that day we drove to Klamath Falls, OR before pushing onto Lake Tahoe on 26th. We spent four nights in Tahoe Vista, CA relaxing and riding our tandem along the northern shores Lake Tahoe to Tahoe State Park, NV; Squaw Valley and Sugar Pine State Park.

In 30 days we traveled a combined total of 4600 miles bypassing most interstates through nine states. We rode our tandem nearly 800 miles in seven of those nine states. We experienced first-hand gorgeous scenery, numerous natural wonders, witnessed the rebirth of forest at Yellowstone and Mt. Saint Helens and stayed at four National Park Lodges.

This article is a brief summary of our trip. For complete details of this trip, visit our web site at <http://wetandem.com/OlyPen11/GNWA-Journal.pdf> Additionally, we will be presenting our "Great Northwest Adventure 2011" at the club meeting on Tuesday, October 4th.

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Advocacy

Al Brody - Advocacy Dude!

June Siple coined the name Bikecentennial a few months later as the Hemistour progressed through Mexico. Many of the initial contacts made by the Hemistour group to promote their idea came from Greg and Dan's participation in the Tour of the Scioto River Valley (TOSRV) in Ohio, founded by Siple and his father in 1962. The Bikecentennial route crossed ten states and 112 counties in either direction between Reedsport, OR, and Yorktown, VA, a distance of about 4,250 miles. Dan Burden, although he will tell you he is a photographer by trade, is still one of the world's preeminent bike advocates. He uses photos of existing streets and with PhotoShop skills, illustrates to community members what is possible to make public space work better for all users.

Greg Siple is the photographer for the Adventure Cycling Association. If you have ever been to their office in Missoula, Montana, you probably got a chance to meet Greg. If you arrived by bike, he may have taken your photo. If you get a chance, you can thank Greg for influencing at least the name and possibly the concept for CSCC's Tour of the Arkansas River Valley (TOARV) which has evolved into the Buena Vista Bike Festival.

Now, fast forward a few years to 1984 - Summer Olympics in Los Angeles where Team USA cyclists won 4 gold, 3 silver and 2 bronze medals. Leap to 1986, when America's 7-Eleven cycling team would capture the coveted yellow jersey of the Tour de France and Greg LeMond would become the first American to win the Tour. From the mid 1970s to the mid 1980s, the Red Zinger Bicycle Classic had grown into Colorado's own Coor's Classic which is considered by many, the most successful and dramatic stage race in American history. In 1988, Team 7-11 won the the Giro d'Italia. Here are the names of the racers: Davis Phinney, Ron Kiefel, Andy Hampsten, Bob Roll; and the team organizers: Jim Ochowicz and Eric Heiden. Recognize any names?

Couple a growing, nationally recognized bike touring event with international racing success and you have a prescription for a recreational bike club in Colorado Springs. Bike advocacy evolved because of the enthusiasm for riding more and the desire to improve cycling's convenience, comfort, and safety. Around 2001, a group of concerned, local cyclists got together and created the Pikes Peak Area Bikeways Coalition. Because of the negative connotation vehicular cyclists have with the word "bikeways", the name was changed to Bike Colorado Springs (BCS). The Trails and Open Space Coalition was a potential home for this advocacy effort, but CSCC offered a leaner and meaner organizational structure for volunteer bike advocacy, and that is where BCS has remained.

BCS has managed to influence a few things which have significantly improved cycling in Colorado Springs. The fundamental achievement was having Colorado Springs adopt a Complete Streets policy which requires all new construction to accommodate rather than just consider all road users. Encouraging city staff to apply for and then earn the League of American Bicyclists, Bicycle Friendly Community Award (Silver Level) provided a framework for improvement. Advocacy has worked to get millions of dollars spent on trail and infrastructure improvements through the Pikes Peak Rural Transportation Authority, Safe Routes to School funding and our city bike tax. Updating transportation plans and publishing the city's bicycle map are additional achievements we can all be proud of.

Much of bike advocacy is showing up at public input sessions and transportation related meetings to provide the cyclists perspective. Advocacy takes time and patience. Progress seems to happen at glacial speeds with occasional bursts of activity. As bike club members, rest assured that advocates are working behind the scenes to ensure sustained progress. You can try bike advocacy by attending transportation related events and providing your input.

Bicycling has come far in the past 25 years. The Colorado Springs Cycling Club can be proud of the accomplishments made during that time. As you ride around Colorado Springs, take a moment to appreciate how our infrastructure has improved. Sixty five years from now, our nation will celebrate the tricentennial. I'll coin the name "Trikecentennial. What should it look like? What will you do to make it so?





Is it Cycle-logical??!!.....or Observations in Two Years of Riding Uphill

Dale Campbell, Bent Fork Chronicles Co-Editor

To document the mysteries of riding at an elevation of 6,000 feet above MSL (that's Mean Sea Level for those of you who have never had the occasion to look at a costal chart or have been away from the costal shore lines for so long that the anagram escapes you), I have compiled a list of observations that relate to the road, mountain and road/mountain bike rides that I have had the pleasure to enjoy. If you figure out the answers to some of the questions I have raised, please let me know. I think you will be solving some of the greatest questions of all time (or at least the great questions of my mind).

- When you are riding in a group on one of the road rides, do you think of drafting as "sucking tire" or do you think of riding this close as someone "Developing Interpersonal Relationships"?
- If you are doing a closed loop ride in Colorado (that is ending up at the same point from which you started), why does it seem that 75% of the ride is uphill and only 10% of the ride is downhill??
- Why does it seem that after riding an 8% grade uphill, when it reduces to a 2% grade, that you are riding on level ground? To carry this a bit further (uphill), then does the really level part seem like you are going slightly downhill, except you have to pedal?
- Don't try to prove or disprove Newton's Laws of Gravity while you are Mountain Biking, especially at Slickrock. I have already tried it. Round objects, especially apples that are part of your lunch, tend to roll downhill, ...WAY downhill.
- While we are on the subject of gravity, has anyone noticed that at higher elevations, it's easier to do those uphills? Supposedly, at a higher elevation, you are further from the core of the earth, and thus the attraction due to the Law of Gravity is less. Remember, the Law says the attraction between two bodies is inversely proportional to the distance between them.
- Because of the altitude we normally ride at, if you had a little "hit" of oxygen before you attacked an uphill stretch, would it be easier to climb? Assuming that the answer is "yes," here is the design problem: If you are going to carry a small bottle of oxygen and the associated respirator on your bike, this will obviously ass extra weight. Extra weight would require an increase in the dosage of the oxygen per hill. Thus, the problem is how big does the bottle need to be for a given ride...say, 4 hours long with a 3,000 foot elevation gain (Is this the Rob and Ray Ride?). Remember, there is a weight advantage on the downhill runs.
- The "hurricane" axiom to the above 8% grade cycle-logical problem is "Why is it that if there is a strong breeze blowing, it is always IN..YOUR..FACE?!" That is, does a tailwind really exist or is this just a myth of the old west?
- Speaking of Slickrock, if it's called slick rock, why do the tires grip so well, and why does the skin abrade so quickly when coming in contact with this "slick stuff"?
- And then there is the case of numerology... as it relates to flat tires. Why does it seem for any given ride that flat tires never occur OR come in multiples greater than one?
- Then there's the daylight consideration. It seems like there is never enough time to enjoy the delightful weather and blue skies that we have here in Colorado. Specifically, why can't the days be longer in the Fall so that some of us can ride the Leadville Triangle [a.k.a. Copper Triangle] and not run out of daylight before completing the ride?
- And, just where are the printed rules for the proper care and use of energy bars at high elevations?

So, to start off my third year [now my 19th year] of cycling the highways and (mountain bike) byways here in Colorado, in retrospect, it seems that the answers to the above mysteries are not really necessary to enjoying the scenery of the state. Rather, it's the pleasure of sharing a ride (and sometimes later the photographs) with a good group of friends and fellow riders who I suspect think it's all just cycle-logical!



Moab Century Tour ♦ 2011

Richard & Pam Oliver

While more famed as a mountain biking Mecca, Moab is now also billing itself as the "new landscape in road cycling." This year's edition of the 3-day Moab Century Tour, 16-18 September, included a "warm-up" ride at 3 pm on Friday, plus a Sunday morning yoga stretch session followed by a "recovery" ride at 10 am. The main events on Saturday included over 900 riders on new bike routes described as "Canyons, Mountains, or River" with rides of 100, 65 and 40 miles.

Actually, gnarly riders had plenty of choices: there were two different 100 mile routes and also two different 65 mile routes, plus the relatively easy 40 mile river ride. The real killer route was the metric century La Sal Loop, which included a 7 mile stretch called the "big nasty" with 3,000 feet of climbing (5,250 feet of overall elevation gain and topping out at 8,350 feet)! The century route went to Dead Horse Point and back, and then added the river route to reach 100 miles.

While 100 plus degree weather was prevalent in late August, this mid September ride was positioned to take advantage of cooler mornings; however, we actually awoke to see the early riders leaving in drizzling rain and temps in the mid 50's!

Being neither gnarly nor ducks, we departed at 8:45 to dry skies (but wished we had brought along our arm and leg warmers for the first hour) and opted for the "social ride" with the 40 mile out and back along the scenic Colorado River, over-shadowed by the picturesque high canyon walls. To make it to a half-century, we then posted an additional leg past Arches National Park on a newly paved bikeway.

The Archway Inn, on the north end of Moab, was the start and end point for all rides, and also the location for the impressive post-ride party, which included a tasty southwest fare buffet, beer from the Moab Microbrewery, and a rock band. The Archway Inn also provided free hot breakfasts, and reduced rates for riders: \$99 per night vice the regular rate of \$139. Plus, their large hot tub was quite enjoyable!

The entry fee of \$75 provided a commemorative t-shirt, numerous well-supported aid stations and roving sag wagons, and the post-party lunch with live entertainment. It also benefitted cancer survivorship programs and research, and with previous rides, has helped bring into reality the Moab Cancer Treatment and Resource Center.

We very much enjoyed the Moab Century Tour and kibitzing with riders from far and wide. It was well planned and executed, and high kudos accrue to the organizers. The next similar road bike event is the Moab Skinny Tire Festival, scheduled for 10-13 March, 2012.

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Fall 2011 Color Tour / Taos to Lake City

Warren Barta

Drove to Taos under heavily overcast skies, had lunch, and were off by about 12:30. We rode the "high road" from Taos through the old villages of Las Trampas, Truchas, and Chimayo to Espanola. Saw a 250 year-old adobe church at Las Trampas. Tommy broke a spoke on the climb up out of Taos, but we reached Espanola okay. We stayed at the deluxe "Santa Claran", a new hotel-casino combo in Espanola. No bike shop in Espanola.

- Day 2 – 70 miles of cycling: The General Manager of the hotel-casino complex drove us to a bike shop in Santa Fe (and drove us back) so we could get Tommy's bike fixed. We got on the road about 12:30 and rode to Tierra Amarilla (12 miles south of Chama, NM). Arrived at dark and stayed in the guest house of Tierra Wools, a weaving school and wool products shop in Tierra Amarilla. This was the hardest day - headwinds and a lot of ups and downs.

- Day 3 – 58 miles of cycling: Tierra Amarilla to Pagosa Springs. We enjoyed beautiful weather, beautiful scenery, and no headwinds; excellent day. Got into Pagosa at about 2:30, found a cheap motel and watched the Bronco game with beer and food at a sports bar.

- Day 4 - 62 miles of cycling: Pagosa Springs to Creede over Wolf Creek Pass. Gorgeous scenery, aspens turning, no headwinds, great weather, what can I say? Stayed at the "Old Firehouse Inn", an 1890's building in Creede that is now a bed-and-breakfast and a restaurant. Creede is a cute old silver mining town. Good beer, food, Monday-night football, and, later, live music at Tommyknocker's tavern.

- Day 5 – 52 miles of cycling: Left Creede at 9:00 A.M. It was chilly at the start - Creede sits at 8900 ft elevation. We headed north over Spring Creek Pass, and then Slumgullion Pass (11,500 ft). We enjoyed stunning scenery - aspens near peak coloration. During the last 10 miles, we dropped from 11,500 ft elevation to about 8,700 in Lake City - what a rush! Andrew was waiting for us in my car. We had lunch and were headed home by about 2:30. Creede was a highlight for me.

That's it--great fall color tour!

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Pro Bicycle Racing Returns to Colorado-Where it all Began!

Bob Smith

Six days later the race ended in Denver with American Levi Leipheimer in yellow. The race visited the ski towns of Breckenridge, Aspen and Vail on a six day journey through the Colorado Rockies crossing many of our high passes. Phil Liggett and Paul Schwenn provided the live TV commentary on Versus with Bob Roll doing interviews and color commentary. This was a first for bicycle events in Colorado.

At the time of the Challenge, Anne and I were on a bicycle tour in the northwest of the US, which we had planned prior the Pro Cycling Challenge being announced. From Seattle I programmed our DirecTV DVR with an App on my Android phone to record all the live coverage of the race. Once home my first priority was to watch all seven episodes. Our son, Bob Jr., had purchased the Red Zinger/Coors Classic 3 DVD Set of the TV Special and Documentaries from 1977 through 1988 at the Breckenridge Stage of the Pro Cycling Challenge. My next priority was to view the complete set of DVDs.

We moved to Colorado Springs in the May of 1985 from Dallas where we started bicycling in 1983. The years 1985 and 1986 were the hot bed years of international bicycle racing in Colorado. Colorado Springs hosted the World Cycling Championships in early September 1986. Many of the top European Teams participated in both the 1985 and 1986 Coors Classics in preparation for the 1986 Worlds. The Coors Classic drew its best ever international field of riders including Bernard Hinault, Greg Lemond, Steve Bauer and others. The Lemond and Hinault battles in 1985 and 86 Tour de France carried over into the Coors Classic. In those years we would travel to Grand Junction, Aspen, Vail, Denver and Boulder essentially following the race once it entered Colorado. The Women's Coors Classic was one of few stage races for women. The Women's Coors was a shorter venue and didn't travel outside of Colorado. The Coors Classic drew in the road racers and the Colorado Springs Velodrome Gran Prix drew in track racers. Men and women Olympic and World Champions came to compete and practice at the fastest track in the world. World track records were often set and broken in the same day. The US boycott of the 1980 Olympics followed by the Russian boycott of 1984 Olympics set stage for some competition.

The Colorado Springs Cycling Club was founded in 1986. Several of our founding members worked as volunteers at the Worlds, including Anne and I. These were exciting times for bicycling in Colorado Springs. Our son took up road and track racing. He became quite fearless on the track and traveled to junior nationals several times. In 1991, Colorado Springs answered the call to host the Junior Worlds when Trexlertown, PA backed out. CSCC members volunteered for both track and road events. Additionally, we were the host organization for the Swiss National Team.

During the early years of the *Red Zinger Bicycle Classic* (1975-1979) Colorado Springs hosted a stage. If you watch the 1977 Red Zinger video segment on the first disc of the *Red Zinger/Coors Classic* "Where It All Began" DVD set you should be able recognize Cascade Avenue. In 1979 the Red Zinger Classic was sold to its producer Michael Aisner for one dollar. To learn more, go to http://en.wikipedia.org/wiki/Red_Zinger_Bicycle_Classic . Michael Aisner brought in Coors Brewing Co. as the sponsor and the event became the Coors Classic (1980-88). To learn, more go to http://en.wikipedia.org/wiki/Coors_International_Bicycle_Classic . Michael Aisner went onto become the CEO of Walt Disney.

From our club's inception we have been involved in international bicycle racing. Many of our members joined the volunteer ranks to support the *Pro Cycling Challenge*. Thank you for contributing to the success of the event and welcoming world class cycling back to Colorado.

I recommend you watch the "Where It All Began" 3 DVD set from beginning to end. These videos tell an exciting story of bicycle racing in Colorado. You will see bicycle and bicycle racing advancements over the years and the Colorado effect on USA Cycling.





In the Draft - Redefining Cargo Management

Sara Williams, Let's Go Aero Co-founder

... is extremely lightweight and user-friendly, and performs as a natural extension to any passenger vehicle with a hitch.

When they say that "necessity is the mother of invention", it couldn't be more accurate than with such innovations by Let's Go Aero. A locally owned and operated manufacturer and distributor of its own intellectual property, Let's Go Aero has pioneered new approaches and solutions to cargo space limitations of the compact car on up to the RV for almost fifteen years.

In fact, thanks to being avid cyclists, bicycles have always been a priority in the company's design inceptions. Let's Go Aero has a wide and deep line of enclosed trailers and hitch mounted cargo carriers, cargo baskets and bike racks, utility trailers and small campers. Over 90% of the company's offerings include bicycle transport capability.

During the month of August, we had the pleasure of attending several cycling events, the USA Pro Cycling Challenge Criterium and the Pikes Peak Ascent. It was delightful to connect with attendees and observe the excitement that freshness and recognition of personal applicability brings. It marks the beginning of focused outreach to our local community. After over a decade of product development and national outreach efforts, there's no place like home.

As we all look for ways to conserve on fuel, and as inflationary pressures from many directions affect discretionary incomes, providing enduring value is an imperative in any product offering. In our tool kit, value is about making every dollar do more and go further through multi-function, quality, efficiency, and simplicity.

Yet again, our most popular product shown at these events was the GearWagon 125 Cargo and Camper Trailer. Not only can you haul all kinds of gear including six bicycles year-round, the trailer easily sets up for sleeping at any point along the way. The hard shell enclosure makes a comfortable three-to-four season camper. With our favorite SportCat heater by Coleman, Colorado camping throughout the fall is toasty. So let your adventures roll on!

We welcome you to learn more about our product lines and solutions to your gear transport needs by visiting our website at www.LetsGoAero.com. Let's Go Aero is located at 3380 N. El Paso Street in Colorado Springs. We can be reached at 719-630-3800 and are open weekdays for product viewing and to hitch up and go.

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Electric Bicycles - The Wave of the Future? Part 2

Dale Campbell, Bent Fork Chronicles Co-Editor

Within that commentary, I closed the discussion by stating "How long will we have to wait for these power assist bikes to become affordable? The technology is there today. And the market demand is anticipated to continue growing. So, maybe the opportunity to purchase and enjoy an e-bike isn't so far away. Only time will tell."

Well, that time may be approaching faster than some of us have anticipated... now that the Ford Motor Company has possibly entered into the competition. On 19 September, Ford made an announcement in Frankfurt Germany about a concept E-Bike. The primary focus of the exercise was apparently to demonstrate the translation of Ford's race and production technology into the concept for an electric commuter vehicle. The resulting demonstration "vehicle" has a potential range of 85 km.

The drive system, as noted in the Ford announcement, consists " of a motor in the front wheel hub, a lithium-ion battery concealed in the frame and an integrated controller and patented magnetostriction sensor technology from the world of Formula One," all cutting edge technology. But, keep in mind that this is still a bicycle. So Ford decided to use top-of-the-line off-the-shelf bicycle components for the construction of the concept vehicle. This includes a Shimano Alfine 11-speed internal gear hub and a 2012 Shimano Rapidfire shifter. However, in place of the traditional chain, the Ford design engineers decided to employ a Carbon Belt Drive System, making for a cleaner and lighter design, as well as enabling a more immediate transfer of energy.

Ford recognized the potential market that could be addressed in the development of affordable E-Bikes. Axel Wilke, director, vehicle personalisation, Ford Customer Service Division Europe noted that "The E-Bike market is growing very, very rapidly, with some 30 million units sold globally last year." Additionally Wilke indicated "we believe the Ford E-Bike Concept would be the perfect addition to the e mobility solutions we will offer."

So, if Ford is now investigating the potential to enter the E-Bike market, can some of the other traditional 4 wheel vehicle manufacturers be next? Again, time will tell. For now, however, to see more about the Ford E-Bike concept, look at http://media.fordvehicles.com/article_display.cfm?article_id=35270

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Bicycle Traveler Magazine

Grace Johnson, Editor

magazine full of inspiring cycling stories and photos which I'm sure that a number of you would be interested in reading. *Bicycle Traveler* is a free international magazine on bicycle touring. It's full of entertaining stories and inspiring photography which will have you dreaming over new destinations, as well as information over cycling gear.

In this issue:

Articles in issue #1 September 2011 include Checkposts & Magic Letters Long distance cyclists Hiromu and Peter Gostelow cross into the Central African Republic. Riding high in the Dolomites the Cycling Gypsies pedal over Italy's Passo Giau with the help of their dogs Paco and Jack plus Tibet a photo story inspiring photos from Nathalie Pellegrinelli as well the short stories Small town America and the Hungry Cyclist.

The magazine contains no advertisements and can be downloaded for free at:

www.bicycletraveler.nl

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