



Vol 4 Issue 6, 1 December 2011

## From The Editors



*Sharon Boyd/Dale Campbell*

Sharon & Dale wish to extend "Thank You" to each CSCC member for their newsletter articles, pictures and feedback for all of the 2011 Bent Fork Chronicles newsletters. Over the past year, the Club has taken a look back at its 25-year history to appreciate what we've accomplished, think about the volunteers that have made the Bike Club what it is today and look ahead just a bit to more cycling activities and events.

We have a wide variety of articles, pictures and information to share with you in this Bent Fork Chronicles 25th Anniversary Issue-Part 2. We hope you enjoy reading what we've gathered together for you!

[read more...](#)

## CSCC 25th Anniversary Holiday Party

*Charlie Czarniecki*

The CSCC Holiday Party planning progresses nicely. At the end of November we had party RSVPs from 123 people. This is looking like the biggest party and still has time to grow. The 2nd tier RSVP pricing period ended on 29 Nov. The \$35 price will be open until Dec 6th when the opportunity to attend the

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## Thoughts from the CSCC President

*Charlie Czar*

### **Happy Holidays to Everyone!**

We end this year with a rush of parties as well as a few bike accidents. This also ends the Bike Club's 25th Anniversary year; we've had many special activities and created a bunch of memories. There will be a lot more of them at our 10 DEC Holiday Party.



So we'll pause as we close 2011 and think about our friends and family...and be ready to climb on to the saddle and start 2012 with the 26th Annual Frozen Water Bottle ride.

[read more...](#)

## CSCC 2012 Officer Election Results

*Charlie Czarniecki*

The 2012 CSCC Officer Election results are in and we have 4 of our 5 Board of Director positions filled. Charlie Czarniecki will have a 2nd

party will end, as we must then give the final numbers to the Air Force Academy staff.

[read more...](#)

## CSCC 25th Anniversary Poster



Photograph courtesy of Bill Gast

Soon to be a collectors item...until 30 DEC 2011, Bill Gast will supply CSCC 25th Anniversary poster copies size 12"x18" for \$10. Other sizes may be special ordered. Contact Bill (719) 332-2890.

## Socially Yours

Chris Conboy

*Hello Fellow Bike Club members!*

2011 is closing out quickly, so I will do a brief review of what happened in the last month. Our OCT Progressive Dinner Ride was AGAIN a huge success. Thanks to our great hosts and hostesses (Stan & Anne, Kerry & Dave, Caroline & Dick); and cooperation of the weather gods. A truly spectacular day. Jeanine had us working up an appetite on Fillmore hill, but it was all worth it. One of the best ever finishing touches were the folks who stepped up to host the 2012 PDR! **Yeah!**

[read more...](#)

## CSCC Buena Vista Bike Fest Coming in 2012



Remember this great 2011 event?!

term as Club President. John Pamperin will be Vice President for Programs. Janine Hegeman will become Secretary. Sara Hill will have a 2nd term as Treasurer. The Vice President for Socials had no candidate but we received many "write in votes" for people who will be approached to fill the position. The Club wants to thank our departing officers for years of service in their offices. They are Rich Hostak, Chris Conboy, and Kerry Hefta. They will step down from their office but will remain active in the Club leadership.

## CSCC Volunteer of the Year

Charlie Czarniecki

Who will become the CSCC Volunteer of the Year during our 25th Anniversary Year? The presentation will be made at our CSCC Holiday Party on 10 DEC.

Below is the list of CSCC Volunteers of the Year listed on the traveling trophy:

[read more...](#)



## Membership Updates

Sara Hill

### Welcome New Members:

Mike Anderson & Family, Pam Bojan, Gary Brewington, Jeremy Hamm & Family, Patricia Hartman, Dave Hennekens, John Hudson, David Pfeffer, Cathy Ritzert

### Renewing Members-Thanks:

Ken & Leslie Bernard, Al & Tamara Brody, Chris Conboy, Bill & Cynthia Doty, John Everett, Stan & Karen Hill, Dave Horne, Carol Keenan, Jerry Martin & Family, Bryan & Jodi Miller, Martha Rosenau, Doug Smith, Dennis Stuck & Family, Terre Top, Eric & Monica Van Fleet, Jerry & Cathy White

### 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](mailto: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](mailto:membership@bikesprings.org) .

Thanks! Sara Hill, CSCC Membership Coordinator

## Australia and Cycling

Dale Campbell, Bent Fork  
Chronicles Co-Editor



One of the best ways that you can support CSCC is to participate in the bike club's lone fundraiser: The Buena Vista Bike Fest (BVBF).

BVBF will take place on 19 May 2012 and Registration opens 15 December 2011.

Or you can volunteer to help make BVBF 14 the best one ever!

Go to [www.bvbf.org](http://www.bvbf.org) to register or volunteer.

## History and Background of the CSCC



Bob Coleman

Courtesy of Bob Smith

This article is from the 1st official newsletter of CSCC, written by the VP & Editor Bob Coleman, who was also responsible for our incorporation. This article establishes OCT 1986 as the beginning of CSCC. Note: Ed & Carol's name appears to be a typo (maybe Spielman or Spillman), and they are the parents of Bonnie Johnson. Bonnie and her husband, Ed, took over the Colorado Springs Bike Shop from her parents. Bonnie's father is deceased.

[read more...](#)

## Winter Bike Storage--



Dale Campbell, Bent Fork Chronicles Co-Editor

**Garage Dust Collector or Bookshelf?** *Enjoying Your Bike Even When You Don't Ride It*

*The Bike Shelf by Knife & Saw.*

## An Update After a Tour de France Win

*Observations and Updates from the Land Down Under*

Sharon and I have been fortunate to enjoy traveling in Australia on a number of occasions over the last dozen years. Our adventures have enabled us to cover quite a bit of territory for a nation/continent/island that is as large or larger than the continental United States (CONUS). While we enjoy cycling here in the US, the primary focus of activities in all of our visits to Australia has been on hiking, diving, sightseeing and just plain relaxation. Only on a few occasions did we take time to ride bicycles at beach resorts near Bundaberg (Queensland) and Busselton (Western Australia).

[read more...](#)

## 29th El Tour de Tucson

Bob Smith

The *El Tour de Tucson* or simply *El Tour* is held annually the Saturday before Thanksgiving. It is a timed fun ride attracting over 9,000 cyclists of all ages and abilities from throughout the United States and beyond, consisting of novice, intermediate, advanced, and professional riders. Medals are awarded to all finishers. There are multiple distances and event categories.



Proceeds from the event support at least 20 charities, for more information go to ...

[read more...](#)

## Kids and Bikes - Back to the Future?

Dale Campbell, Bent Fork Chronicles Co-Editor

*A Case of "Recycling" Bikes for Beginners?*

**Editors Note:** With the celebration of the Club's 25th anniversary, I thought it might be appropriate to take a look at the history of cycling itself.



OK. This is a history quiz (and you thought you were reading articles in a cycling newsletter....). What is the generally accepted date for the beginning of the bicycle? tick....tick....tick.... Times up. If you guessed the early 1800s, you're correct. In 1817, Baron Karl von Drais from Germany invented a contraption that included two in-line wheels but **no pedals** (take note of this as we'll come back to the aspect of no pedals). Baron von Drais' "bicycle" (called a draisienne in France and a hobbyhorse or a dandy horse in England) was designed for gliding. This invention was the world's first balance bicycle!

[read more...](#)

*Photo courtesy of The Wall Street Journal*

While we are still having a number of days that enable us to get out and enjoy cycling in Colorado, we know the days will come when we choose to stay inside rather than brave the weather on two wheels. As to when that occurs, it becomes an individual choice.

[read more...](#)

## 2012 Colorado Bicycle Summit



*Save the Date!*

The second annual **Colorado Bicycle Summit** will take place 6-7 February 2012 in downtown Denver. Hosted by Bicycle Colorado, the summit will bring together advocates, industry leaders, on-road and off-road cyclists, elected officials and agency staff from across the state. Stay tuned for an upcoming agenda and registration details.

## Harry Update

*Rhoda Harris*

28 NOV 2011 10:00pm: Just to let everyone know, Harry has been off the ventilator since 9 a.m. He was tired this afternoon but really doing well. We had a wonderful Thanksgiving dinner with all the trimmings at Craig. We hope everyone had a great Thanksgiving Day. Harry and Mary Jo performed Pirouettes—great to see Harry doing circles in his wheelchair. Harry looks forward to being home for Christmas and going to the candlelight service at our church (ABEFChurch) on Christmas Eve. God Bless All...Thank you for being part of our Blessings by holding us up in Prayer!! Rhoda

## Bike Polo, Bike Picnic, No Rules!

*Bent Fork Chronicles, Vol 7-Issue 7 SEP/OCT 1993*

**Enjoy reading articles from the newsletter archives...** I believe Ray Edmunds wrote the following article:



"The club's annual picnic started out the usual way as always with rides of varying lengths, mountain bikers cruising the local trails, and some folks just hanging around the pavilion waiting for the food to get there. This year Brother Bridges catered the event, with the club picking up a majority of the cost for the meal. We all ate like cyclists do - a lot, and then turned to the afternoon activities. Ken Hagen had promised that he would lead us all in a game of Bicycle Polo. This is a game played by taking mallets and hitting a ball towards a goal.

[read more...](#)



### **From The Editors** ♦

*Sharon Boyd/Dale Campbell*

Upcoming Events (refer to the Rides & Events Calendar on the CSCC Webpage for details)

- CSCC Festival of Lights Parade, 3 DEC at 4:30pm to 07:00pm
- 26th Annual Frozen Water Bottle Ride, 1 JAN at 11:00am to noon

[New Year's Day 1987 was Bob & Anne's first CSCC ride lead]

*CSCC Bent Fork Chronicles Banner photographs courtesy of Bill Gast, Dale Campbell and Sharon Boyd*

***Have a very Merry Christmas and a Happy New Year!*** Sharon & Dale

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### Thoughts from the CSCC President♦

*Charlie Czar*

It is also the end of my 2-year term as Club president. Working with the membership and Board of Directors has been fun and rewarding for all of us. The Club election results are in, and it looks like I'll be doing a repeat term in the President's Chair. I think it will be hard to top the last term but we will surely try.

This is also a great time for all of us to pause and consider what we want to accomplish in 2012. I personally increased my bicycling miles in 2011 and would love to add another 200-300 miles to that total next year. I always want to ride a little faster in the Rocky Mountain Senior Games June qualifying races. If I can accomplish that again in 2012, I'll qualify for the 2013 Nationals in Ohio. Some Club members have considered joining me in the past, perhaps 2012 will find a Club team at the June races.

Have a safe, warm and Happy Holiday Season,  
Charlie Czar :-)

*Photograph courtesy of Dave Horne*

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## CSCC 25th Anniversary Holiday Party

*Charlie Czarniecki*

Party Reminders include:

- 1) Chris Conboy is still looking for people who have clean vintage CSCC riding jerseys that we can put on display that night. Please contact Chris if you have any jerseys that can be used for display--cell 339-8857.
- 2) The 10 DEC Holiday Party will start with a 5:00pm social hour, followed by dinner at 6:00pm.
- 3) Our plan is for everyone to enter the AF Academy that day by the North Gate, which closes at 6:00pm. People entering the North Gate will only have to show a picture ID as they drive their vehicles through that gate.
- 4) Anyone arriving **later** than 6:00pm will have to go through the South Gate. In order to do that you have to have a DoD ID or be on a special access list that I will submit to the AF Academy.
- 5) At the end of NOV very few people had contacted Charlie Czar to be put on that special access list. That list has to be submitted by 6 DEC, so contact Charlie **fast** if you need your name/drivers license number to be added to the list.
- 6) Chris Conboy wants to remind people that this is our 25th Anniversary Party so it is envisioned to be a slightly more "dressy affair".

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### **CSCC Volunteer of the Year**

*Charlie Czarniecki*

2010 Janine Hegeman

2009 Joan Stahl

2009 Richard Hostak

2008 Allen Beauchamp

2007 Stan Hill

2006 CeCe Beauchamp

2005 Dave VanDerWege

2004 Anne Smith

2003 Joan Stahl

2002 Joe Vaccaro

2001 Verne Pitcher

2000 Ed Turhune

1999 Chris Davenport

1999 Aaron Rosenthal

1998 Bob Smith

1998 Anne Smith

1997 Mike Remington

1997 Fawn Remington

1996 Rob Miskowitch

1996 Susan Michael

*Photograph courtesy of Vern Pitcher*

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## **Socially Yours**

*Chris Conboy*

Our 27 NOV Tour deTurkey found us hardy "turkey" riders out for a Sunday social ride. It was brisk but the sun was out. Thank you for all of your Care and Share donations. I had fun taking a CSCC box to the Care & Share warehouse--what an operation! The donation was well appreciated.

Our final, huge 25th Anniversary finale is our 10 DEC Holiday Party at the Academy Club (USAFA). We have over 120 folks registered with 25 founding members and honored guests. Wow! This will be an all time record for attendance. I've got some yummy food ordered, Rick Stahl will be entertaining us with his dreamy voice and guitar playing, and Bill Gast has offered to take pictures of folks in their holiday best. I hope to see all of you there. I'm going to sign off now, but I want to thank you for allowing me to be your Vice President of Social. It's been fun and as they say, I couldn't have done the job without the help of our Bike Club members who pitched in when I called on them. I hope you will continue to volunteer in 2012.

Have a Happy New Year, safe riding and we'll see you at the party!

Socially Yours, *Chris*

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## Australia and Cycling

*Dale Campbell, Bent Fork Chronicles Co-Editor*

During all of the previous trips, we saw only handfuls of cyclists, if that many. Cycling seemed to have a negative connotation, one which we sometimes experience still here in the US. Our perception was that cyclists were seen as being "in the way" on the roads. When we did see any cyclists, they were riding along or only in a group of two or three. Hence, we never considered cycling as one of the focal activities of any of our Australian trips. These observations have been as recent as our trip in April 2008.

However, this time during our trip in October/November of 2011, it was a different story. From the Gold Coast in Queensland to the back country roads around Torquay, Victoria, we saw cyclists all days of the week. Dressed in typical cycling gear and out for road rides, the riders seemed to be really enjoying themselves (who wouldn't, considering the delightful weather we had almost all of our three week trip). More often than not, we would see Team BMC cycling jerseys on many of the riders, obviously an influence from this year's Tour de France winner. We even noticed cyclists on mountain bikes, stretching their legs on the single track routes accessible from a number of locations we saw during the course of the three weeks. Needless to say, we were delighted to see the increased interest in riding "pushbikes" in Australia.

You may be wondering if there is evidence of the growth of cycling in Australia, other than our recent observations? Let me point you to a news release from 8 December 2009. The title of the release is "Bicycles outsell cars in Australia - sales top 1.2 million" This release includes the following comment by a policy advisor with the Cycling Promotion Fund:

"Australians are not just buying bikes, they are using them increasingly frequently. Census figures show a 28% increase in riding to work across Australian capital cities, with Melbourne's growth soaring to 48%. This growth is largely centred upon the inner-city, with superior levels of bicycle infrastructure' argued Elliot Fishman, policy advisor. Bicycle counts across Australia are also showing a steady increase in cycling – for both recreation and transport." (<http://www.cyclingpromotion.com.au/content/view/374/9/>)

Sharon and I also witnessed the evidence of this growth in the Melbourne area. At a train station near Geelong, south of Melbourne, we saw a bike parking that was free and also secure. According to the sign on the facility, the secure bike parking is available "As part of the Victorian

Transportation Plan...." For more information about this, log into [www.parkiteer.com.au](http://www.parkiteer.com.au)

Additionally, within the central city area of Melbourne we visited, we saw at least six or eight locations for public bike hire, provided by the Royal Automobile Club of Victoria (RACV). Each location had at six to twelve bikes available for rental. A minimum of \$2.50 AUD enabled you to use a bike for the full day. Refer to the photo with this article for a view of one such location.

We're also seeing evidence that organized cycling events are becoming more popular. Advertising on the intercity tram in Adelaide promoted the Santos Tour Down Under, a UCI World Tour event. And, according to the Latrobe Valley Express, the Latrobe Valley in Victoria will experience one of Australia's biggest bike touring events - the Great Victorian Bike Ride. The event is set to travel through this area of Victoria next year. Organized by Bicycle Network Victoria, more than 4000 cyclists are expected to participate in the 591-kilometre (367-mile) route, which will be held from Saturday, 24 November to Sunday, 2 December 2012. Covering nine days in the Australian countryside, the event is a fully catered, tent-based holiday. Interested? Check out the event video at [http://www.youtube.com/watch?v=lfqOr9uoyyI&feature=player\\_embedded](http://www.youtube.com/watch?v=lfqOr9uoyyI&feature=player_embedded) Further information can be found at <http://www.bv.com.au/general/great-rides/20004/>

Cycling is now promoted by the Sydney Morning Herald (SMH) as one of this year's top 20 hot vacation activities. According to the Travel section of the SMH, " The Victorian High Country is the best place to go wild on two wheels...." This summer [in Australia] a new mountain bike trail, will be opened at Mount Buller, one of the premier snow ski locations in Australia. This trail will be a mix of downhill and cross-country and, according to the trail makers, the only one like it in the country.

And here's another cycling opportunity in Australia that folks in our "eating club with a cycling disorder" would enjoy. I don't want to misrepresent the "ambiance" of this advertised experience; so allow me to quote from the [www.pedaltoproduce.com.au](http://www.pedaltoproduce.com.au) website:

"Imagine the perfect foodies holiday... cycling from a café in a quaint local village where you've had a fantastic brunch, down a country road to taste award winning wines and onto a farm-gate to pick up some fresh regional produce and meet the farmer who grew it."

Yes, food oriented cycling tours are available in north-eastern Victoria.

Does one or more of these sound tempting? If the answer's yes, then perhaps your next cycling vacation should be in Australia!

*Photo courtesy of Dale Campbell*



## History and Background of the CSCC

*Bob Coleman*

*What we now know as the Colorado Springs Cycling Club was the brainchild of Ed and Carol Stillman and Jim Cerrato. These people decided that the recreational and family-oriented riders were not being served by an agency which could organize events for them and represent their wishes in forums where cycling is discussed, such as the city and county Parks Departments, Planning Divisions and at meetings with elected representatives. Therefore, an organizational ride was held in October, 1986. The ride had a Halloween theme and was attended by over forty persons. From this first ride, other events followed and the club organization was solidified during a meeting held on the first Tuesday in February, 1987.*

*The Colorado Springs Cycling Club is a non-profit organization. The club's goal is to promote the healthy and safe sport of recreational bicycling for the membership of the club. This membership is comprised of families and individuals alike and all events shall be for fun and enjoyment, of all. To this end, many differing events are being planned. Mountain bike, road bike and social events are on the schedule. We on the Board of Directors hope to provide you with fun and interesting rides plus some other options for your enjoyment.*

*The Colorado Springs Cycling Club is comprised of a diverse group of people. We are bound together by our mutual desire to ride bicycles in a safe and satisfying atmosphere. The members of the Colorado Springs Cycling Club number in excess of forty persons, and represent almost every aspect of cycling, ranging from local level racers, tourists, ultra-marathoners, occasional weekend family group riders and the families of many of the above-listed. Members must be 18 years of age, however, children are encouraged to join in club rides with a parent or guardian.*

*In the spirit of safety, all riders are required to wear hard-shell helmets, carry provisions for fixing*

*flat tires and at least one water bottle to stifle dehydration.*

*To accomplish the stated admirable objective, we must support the club and one another.*

*Therefore,*

*please do not hesitate to volunteer to assist the ride captains, individual ride organizers, sag chairman*

*or event presenters. This is a club filled with participants but lets not forget that all of us have an obligation to assist or no events can be scheduled. Enough of my philosophizing! I say lets do some*

*n•din g." .*

The issue is online at <http://www.bikesprings.org/Newsletters/1987Apr.pdf>.

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## 29th El Tour de Tucson

*Bob Smith*

<http://www.perimeterbicycling.com/!ETT/ETThome.html> . This year the main event distances were 111, 85, 60 and 42 miles. All the distances follow a portion of the same route with different start locations and times along the route. Only the 111 mile route started at the start/finish area on 6th Ave adjacent to Armory Park where the El Tour's Ride Day Fiesta was held.

Anne and I have been riding the El Tour since 2004. Last year we missed the event because we needed to return to Colorado Springs prior to the event. We always sign up for the long route regardless the distance we choose to ride. This year we arrived in Tucson on October 20th and began our training on the 21st thinking we'd probably ride the 85 mile route. We were still in pretty good shape from our 800 miles of riding in August. Our longest ride of the year had been 65 miles so 85 sounded doable.

Between October 21 and November 17 we rode 17 training rides varying in distance from 32 to 79 miles totaling 773 miles. Our longest rides were 63 and 79 miles. All the rides were from our home on the west side of Tucson in the foothills of the Tucson Mountains. Three weeks prior to El Tour we rode 63 miles from home encompassing the southern portion of the El Tour route. A week later we rode 79 miles returning to the point on the El Tour route where we left off the prior week completing the northern portion of the route. Our combined average speed for the 2 rides was 14.8 MPH. Our two training rides on the El Tour route bypassed the two washes/off-road sections. These two rides gave us confidence that we should be able to complete the 111 miles averaging around 14.5 MPH on the bike.

Our home is about 5.5 miles from the start of the El Tour and the route passes within 3 miles. On race day we rode from our home to meet the El Tour at the Silverlake and Mission turn. We arrived about 5 minutes prior to the main field. We took photos of the field rounding the turn and after the field began to separate we merged into the race. Our average speed at the merge was 14.5 MPH. By the time we reach the 1st wash (Santa Cruz River) on Drexel Road our average had increased to 16.5 MPH. We rode most of the way through the river bed except for the east bank. Our average speed dropped to 16 miles per hour.

The route continued east on Drexel and south on Nogales Highway and east on the Hughes Access Road. After several other turns the route worked its way east across the valley to the high point

of the El Tour at Freeman Road and Old Spanish Trail near the entrance to Saguaro National Monument. We took our first break at the Irvington and Kolb aid station about 8 miles from the high point. Our average speed had climbed to 17 and dropped back to 16.5 at the high point. The route continued north and downhill on Freeman Road before turning west toward the 2nd wash through Sabino Creek at 48 miles. The passage through Sabino Creek is  $\frac{3}{4}$  of a mile in length, narrow, rocky and very sandy. We entered the wash averaging 17.5. Really fast riders typically ride the wash. We ran and walked this section taking advantage of the rest stop near the end of the wash. Our average speed dropped back to 16.5. The route continued north and west with some climbing and finally flattened out on Ina Road before heading north with gradually climbing on Oracle Road towards Catalina State Park at 67 miles. We made our 3rd pit stop at the park and met several tandem teams from the Colorado Tandem Club. This turned out to be our longest stop on the tour and we were still on a 16.5 mile pace.

From Catalina State the route continued north and turned west through Rancho Vistoso to the 2nd highest point on the tour. From there the route was due west and approximately 15 miles of downhill to our 4th and final rest stop on Tangerine Road near I-10 at 85 miles. Tangerine Road is a fast downhill on a tandem and our average speed increased to 17.2. The remaining 26 miles through Avra Valley and Marana was gradual climbing south with headwind most of way. Due to construction on the I-10 Frontage Road the route continued south on Silverbell Road from Marana instead of the Frontage Road. Silverbell is a very rough road from Ina Road to Grant Road.

We crossed the finish line at Armory Park in 33rd place in the tandem category at 7:37:59 minutes with an average speed of 14.5 MPH. Our on the bike average was 16.5. The Garmin Edge 705 had our distance at 111.8 miles. We collected our Silver El Tour Medal and hung out a bit at the El Tour Fiesta before riding the final 6 miles mostly uphill home.

El Tour 29 was our best El Tour ever and only the second time we rode the full tour. It was an ideal day for a long ride with mostly overcast skies and high of around 70° F. We encountered some headwinds out of the south on the final 20 miles or so but they weren't severe. We felt our four weeks of training were right on. Riding the El Tour excluding the washes in two segments really prepared us for the tour. We knew the route and the road surface and knew when we needed push and where we could make up time lost on the hilly sections. We maintained a much better average speed than we anticipated. We surprised ourselves with our performance and we didn't feel totally exhausted from the effort. We drew enthusiasm from the other participants. There was always a rabbit to chase making the effort seem more fun than strenuous.

It takes about 3,000 volunteers to make El Tour happen. There were tens of thousands of spectators along the 111 route cheering for every rider. There were hundreds of police officers, sheriff deputies and auxiliary patrols directing traffic and patrolling throughout the day to ensure the safety of everyone. El Tour is a collaborative effort between the communities of Tucson, Oro Valley, Marana and Pima County. In some areas there were partial road closures. The El Tour benefits local and national charities and brings over a million dollars to the area.

We uploaded our Garmin data to Garmin Connect. Our elevation gain is high by around 20% and we don't understand why. Here is the link of our entire ride <http://connect.garmin.com/player/129879926>. Click on the play button to play our entire route.

We did take time out to take some photos besides the ones of the actual race rounding the corner

at Silverlake and Mission. Here is the link to our web album <https://picasaweb.google.com/wetandem/EITour2011>.

*Photograph courtesy of Bob Smith*

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## Winter Bike Storage--

*Dale Campbell, Bent Fork Chronicles Co-Editor*

Some riders prefer to have at least 50 degrees and rising temps in order to get outside and pedal around, while there are others that set the lower limit at 0 degrees Fahrenheit (yes, that a Zero!). Regardless of your lower limit, there comes a point when the bicycle becomes an inanimate object. At that point, what do you do with the bike? Have you considered turning that expensive recreational item into a work of art? Well, here are some suggestions that will allow you to keep your ride in sight and warm over those cold days.

As the article in the November 26-27 Edition of the *Wall Street Journal* states, "For those who treat their bicycles as equal parts transport and objets d'art, several design companies have introduced beautiful ways to store—and show off—wheels. Come spring (or a rare warm winter day), simply pull your ride off the wall, lube the chains and hit the road. Stripped of cargo, these storage solutions will look like shelves or sculptures." The article offers five different suggestions for supporting your bicycle in an interior space. The examples vary from the suggestion for the Eco-Conscious (Wall Mount Bike Rack by Cantilever and Press - [cantileverandpress.com](http://cantileverandpress.com)) to a simple yet artistic bike stand (the Shadow by Quarterre - [quarterre.com](http://quarterre.com)) to the more utilitarian approach of bike rack and book shelf combination (The Bike Shelf by Knife & Saw - [theknifeandsaw.com](http://theknifeandsaw.com).)

I think the five examples offered in the article are just a few of the possibilities that may be available. Perhaps you may have even constructed your own unique solution for storing your bike inside where you can sit with the winter beverage of your choice and dream of warmer days ahead. If you have, let me know. Send a photo and a brief description, and we'll include it in the next edition of the Bent Fork Chronicles. In the mean time, check out *The Wall Street Journal* at [online.wsj.com/article/SB10001424052970203699404577046314252113938.html](http://online.wsj.com/article/SB10001424052970203699404577046314252113938.html) Garage

By the way, do you have any suggestions for cycling books to fill that bike rack/book shelf?





## Kids and Bikes - Back to the Future?

*Dale Campbell, Bent Fork Chronicles Co-Editor*

Roll forward about 40+ years, and you would see the velocipede. This iteration in the history of the bicycle adds pedals to the front wheel. It was generally constructed using wooden spokes and iron rims. Imagine riding that over a rough road or cobblestones. No wonder it earned the nickname "boneshaker." By the way, those of you with a knowledge of the Latin languages may recognize the word velocipede. Translated from the original Latin, the word literally means "fast foot."

Within the next ten years, the popularity of the high-wheel bicycle grew. Often referred to as an "ordinary," the larger front wheel enabled faster speeds with a pedaled form of transportation. However, with speed also came danger. Because of the configuration of the bike (very large front wheel and a small rear wheel), hitting a bad spot in the road could cause a rider to be thrown over the front wheel, inviting serious injury. This disparity in the size of the wheels helped to "coin" a nickname for the bicycle. Called a "penny-farthing" in England, the name was truly derived from names for coins - a penny representing the front wheel, and a coin smaller in size and value, the farthing, representing the rear.

Fortunately, the design of bicycles advanced over the next 15 to 20 years into the basic style of bicycle that we still have today. It can be said that the development of the safety bicycle ("a steerable front wheel that had significant caster, equally sized wheels and a chain drive to the rear wheel") in the 1890s was probably the most significant change in the history of the bicycle. With the addition of the pneumatic tires during that same time period, rider comfort and ease of control was improved. As noted in a Wikipedia article about the History of Bicycles, "The development of the safety bicycle was arguably the most important change in the history of the bicycle. It shifted their use and public perception from being a dangerous toy for sporting young men to being an everyday transport tool for men—and, crucially, women—of all ages."

This period is often referred to as the "golden age" or "bicycle craze." At the beginning of the 20th Century, cycling had become an important means of transportation. In the United States, it had also become an increasingly popular form of recreation. Since that time, we've seen improvements in the technology of bicycles, not only in the drive trains and the frame designs, but also in the materials used in the construction of bicycles. These advances have also made bicycles more affordable for some and more useful for others. And more recently, developments in

the design and construction of electric powered bicycles are bringing the bicycle back to the forefront as a viable means of "green" transportation.

Bringing this discussion back to the subject of the article, what about bicycles for kids? Have there also been advances in how bicycles are introduced to children? If you're like me, your first bike probably had training wheels. According to a Time Magazine article, Huffy claims to have invented training wheels in 1949. You may recall that the training wheels were installed to keep the bike from falling over, until you learned to keep upright on this new contraption. Using training wheels, you probably learned to pedal and steer the bike first, later getting control over the balance of the bicycle. Now, current thinking indicated that training wheels probably slow learning because kids become too dependent on them, acquiring bad habits. It is said that training wheels that prevent the bike from leaning also prevent countersteering. This in effect causes kids learn to turn the handlebars like a tricycle, effectively the wrong way, which must be unlearned later. To clarify, "countersteering is the technique used by single-track vehicle operators, such as cyclists and motorcyclists, to initiate a turn toward a given direction by momentarily steering counter to the desired direction ('steer left to turn right')." Think about it...., that's what we do as cyclists (and motorcyclists, too).

By the way, the article in Time Magazine also indicates that independent bike shops are reporting a drop in sales of training wheel equipped bicycles and tricycles for the first half of 2011.

Humm...it seems that training wheels are bad for beginners. Where does that leave us? Well, with a design for kids bikes that's now called balance bikes. A balance bike is defined as "a training bicycle that helps children learn balance and steering. It has **no pedals**, no crankset and chain, and no training wheels." **No pedals**.... Does this sound familiar, like something that was invented almost 200 years ago? According to manufacturers of the balance bicycles, children can learn quicker to bicycle because the focus of learning is balance and countersteering, with the ability to pedal coming later in the learning process.

So, does this mean that we adults have to go back and learn again how to ride a bicycle? At this point, I think not. But, at least for me, this information does put a new perspective on the mechanics of riding a bicycle.

That said, just get out there and ride. Stay safe and enjoy!

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## **Bike Polo, Bike Picnic, No Rules!**

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Believe it or not, there is a complete and exhaustive set of the rules according to Ken. As we played we added some other rules, like you had to have at least one foot on the bike when you hit the ball. Note the wording is on the bike, not necessarily on a pedal or anything technical like that. We divided into teams apparently based on age because everyone on the team I was on was over 40.

The team concept was not apparent early in the game as it more resembled a free for all, with everyone heading for the ball and swinging wildly at it and falling down. I fell down a lot.

Everybody

fell down a lot. Soon plays were developed. The play development went something like this. We are streaking towards the opponents goal me in the lead. Two defenders are desperately trying to protect the goal or more likely themselves. Garth yells "I've got it Ray" and I yell "I've got them". I proceed to ram into the defenders full force, sorry Mark and Mike. Garth approaches the ball and executes a perfect fake shot, he missed the ball, and Bob Smith brings up end of the play with a perfect shot through the goal. Play continued like this until both teams were too tired to play anymore.

Then we encouraged the women to play. It was at this time that we learned why everyone had been laughing so hard from the sidelines. It is funny to watch this activity, perhaps being more fun than actually playing. Certainly none of the spectators got any bruises or broke any spokes. The next thing I realized was that if I thought the men were aggressive it was only because I hadn't seen the women play. I particularly like watching Fawn twirl her mallet above her head while riding towards the ball. I was intimidated and I was standing on the sidelines.

We played two more games that afternoon to make sure that everyone who wanted to, and some others who did not, had a chance to participate. At the end of the day the most important statistics that were tabulated were the number of broken spokes, most 6 for one rider, and the scores. Because several of the riders for each team switched back and forth it was difficult to say what really constituted a team, and if you were on the winning or losing team for a given chucker. Of course watching the play often confused the spectators as to which team a particular player was on also. We all had a great time, so much so we are going to repeat the Polo portion of the picnic soon, see the calendar. We have gotten so carried away with the whole idea that we

even thought about sending away for the rules. I don't know about that as I have heard that it is supposed to be a noncontact sport. What would happen to Mark Rowe's coaching tip - if you can't hit the ball at least knock the other player over? Oh well, the rules won't be here in time for the next game anyway. See the calendar for date and location."

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