



"Come along for the ride"



October 2014

Editors Comments

Sharon Boyd & Dale Campbell



As we begin to experience the fall of 2014, it's also a time to reflect on the marvelous summer we've had this year. Let's start with the basics. First, we didn't have to experience a major natural disaster this summer. That's right – no wildfires or flooding! And the landscape stayed green for so long, thanks to the nourishing rains that our area received for a majority of the summer. August hasn't been that green in years. And while the rain did dampen some of the Club's organized rides, many of us were able to enjoy cycling on our own or in smaller ad hoc groups. This is evident by the National Bike Challenge miles logged by the 2014 Colorado Springs Cycling Club team. Who would have imagined that a group of 115 cyclists in the 41st largest city in the United States would have easily placed at 12th against all the teams in the US, with an 8th place ranking for September?! See the National Bike Challenge article in this edition of the Bent Fork for additional details.

[More Thoughts on NBC, Summer and Upcoming Events](#)

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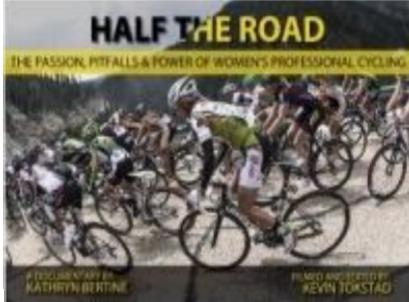
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President's Comments

Charlie Czar

Cycling Movie Time at Old Town Bike Shop

Aaron Rosenthal



Colorado Springs Cycling Club (CSCC) is sponsoring the movie, *Half the Road: The Passion, Pitfalls and Power of Women's Professional Cycling*, Monday, 6 October at 6:30pm - 9:00pm. The film will be shown at the Old Town Bike Shop, 426 S Tejon St, Colorado Springs, Colorado 80903

The movie, directed by pro cyclist Kathryn Bertine, explores the world of women's professional cycling, focusing on both the love of sport and the pressing issues of inequality that modern-day female athletes face in a male dominated sports world.

Doors open 6:30pm; movie will start at 7:00pm. The \$7 entry price includes one beverage (Bristol beer, wine, or soda). Tickets can be purchased early at Old Town Bike Shop; call them directly at (719) 475-8589 or show up the night of the event. Seating is limited to 100, so early ticket purchase is encouraged to guarantee your spot.

Alison Dunlap, 2001 World Cross-Country Mountain Bike Champion will hold a Q & A following the film. All profit goes to CSCC.

Thank you to Old Town Bike Shop for hosting another fun and social film night!

Cold Weather Cycling Basics at REI, Colorado Springs

Extend your cycling season.



We are quickly moving into the last months of 2014. **October** will find more theme rides throughout the month, with the OCT 26th annual Progressive Dinner Ride our featured jewel. The Christmas Party sign-ups begin that night – this might be the last year for a big blow-out party, and we are doing it at the downtown The Pinery at the Hill (DEC 7th). Be sure to sign-up early for the best discounted price. **November** will find the Club meeting on the 4th up at the Gym at Ivywild (a semi-annual event). The annual Tour d' Turkey will be NOV 23rd. **December** features the Parade of Lights on DEC 6th and Club Holiday Party on DEC 7th.

[Looking Back at August and More Updates](#)

Navigating the Nuances

Al Brody

As one of the Colorado Springs Cycling Club's bicycling advocates, my mission is to get more butts on bikes, more often, safely. In the next few paragraphs I will attempt to explain why our riding environment can get worse as it gets better and provide a few examples of how to more safely navigate the already wonderful but often changing non-motorized transportation network we have here in Colorado Springs. To do this, we'll look at our paved network from a spectrum of beliefs, with one extreme being that bicyclists fare best when they behave and are treated as vehicles and should have no special infrastructure to the other extreme, which believes motorized and non-motorized vehicles cannot share the road safely and always require separated facilities.

The network consists of on street facilities and non-motorized trails. The on-street facilities are:

- **Bike Routes** which are designated with signs on low traffic streets
- **Bike Lanes** which are often designated with painted lane markings and sometimes Shared Lane Markings

Join REI experts as they share tips and tricks that will keep you riding as the weather turns cold!

Date: 10/8/2014
Event Location: Colorado Springs REI
Event Fee: Free
Time: 6:30 - 8:00 PM MDT
Leader: REI Specialist
Group Size: 45

Description: Looking to extend your cycling season? Join REI experts as we share tips and tricks that will keep you riding when the weather turns cold! Our experienced cycling instructors will show you how to outfit you and your bike to handle inclement weather, dropping temperatures and other challenges that traditionally keep cyclists out of the saddle.

Ride for the Heroes & Patriot's Festival - A Summary and Thanks

Torie Giffin



On Saturday, September 13, 2014, people celebrated the fourth-annual Chick-fil-A Patriots' Festival and Walk, Run, Ride for Heroes at Mountain Shadows Park. Over 400 runners, walkers and riders participated in the event and supported our hometown heroes. Proceeds from the event benefitted five charities; Firefighters Foundation, the Peace Officers Memorial, The Home Front Cares, the National EMS Memorial Service and Angels of America's Fallen.

Participants enjoyed the speakers, food, rides, face painting, music and demonstrations, including the Flight for Life Helicopter landing and a K-9 dog unit.

Thank you to the Colorado Springs Cycling Club for your support of the Ride for Heroes.

(Sharrows). These bike lanes can be buffered with a cross hatch paint scheme between the lanes intended for motorized vehicles and the bike lanes or protected where there is paint and some type of vertical barrier separating the motorized lanes from the bike lane. Protected bike lanes may be called **Bike Boulevards** (Blvd.). The new "Bike Blvd." markings on Corona Street are a compromise experiment.

- **Multi-use paths** which are completely separated from motorized users.

[Details About Routes, Lanes & Paths](#)

National Bike Challenge 2014 - The Summary

Charlie Czar



The National Bike Challenge ended Sept 30th. **Our Team (Colorado Springs Cycling Club 2014) finished 8th for the Sept and 12th (of 1,265 teams) for the entire Challenge.** This year the team:

- Had 115 people on the team (up 1 from 2013)
- Finished with 248,316 points (up 13,334 from 2013), and
- Rode 126,612 miles (up 33,002 from 2013). That total distance is equivalent to **five** trips around the earth's equator!
-

NBC assigns point levels when people hit thresholds. The CSCC 2014 Team had 114 riders achieve the following point levels:

- DIAMOND is the top for riders over 5,000 points – we had 11 people at Diamond just as we had last year.
- PLATINUM is for cyclists between 2,500 – 4,999 points – we had 30 people (up from 23 in 2013).
- GOLD is for participants between 750 - 2,499 points – we had 43 people (up from 40 in 2013).
- SILVER is for riders between 250 – 749 points – we had 18 people (down from 22 in 2013).
- BRONZE is for cyclists from 75 – 249 points – we had 12 people (up from 5 in 2013). This year we had only 1 person with less than 75 points and that is down from 9 in 2013.

Trent Hovenga had the highest points at 8,086. He also rode the most miles at 5,026. Trent, Nate Andromeda, and Charlie Czar rode everyday day during the 153 day Challenge. Thirteen people rode over 80% of the days. Here's a snapshot of the leaders and their contributions to the Challenge:

Special Activities & Rides of Interest!

Jean Zeh, CSCC Ride Chairperson

While we're now $\frac{3}{4}$ of the way through the year, there are still a number of rides that may peak your interest! Take a look at the chart on the continuation page of this article to see if one or more of these will keep you motivated to get out and pedal with friends. As always, be sure to check the [Ride Calendar](#) on the Club website for the details of each of the rides.

And, be sure to let the Newsletter Editors know if you enjoyed a particular ride. They appreciate your input as potential articles for upcoming newsletters!

[4th Quarter 2014 Rides and Activities](#)

More on Tandems...

Editors Note: *Here are a few more helpful ideas and instructions for those who are considering venturing into the world of Tandems. Knowing that these have been suggested by experienced Tandem Captains, I know that these are valid sources of information!*

Tandem Support – Dennis Struck

Below are two links for Tandem bicycle information; one is about riding and riding issues and the other is a packing checklist. I am now retired and Terry will retire next year. Hopefully we will be healthy and can bike upon our retirement. I also started a [Tandem Bicycle group on FaceBook](#).

[Riding and Riding Issues](#)

[Packing a Tandem Bike for Shipping](#)

Cheers and Safe Riding, Dennis (and Terry), *Bicycle Touring Enthusiasts*

[CSCC 2014 Leader Statistics](#)

eBikes: Motorized Vehicles or Power-Assisted Bicycles?

Dale Campbell, Bent Fork Co-Editor



If you've been reading the Bent Fork Chronicles for the past several years, you know that electric bicycles is a topic that I've revisited a number of times since August 2011. As the market expands and prices for the eBikes continue to reduce, more and more become visible on the streets of cities in the US and around the world. According to the [Electric Bicycle Guide](#), about one in seven bicycles sold in 2013 is "battery-assisted." And the expectation is that worldwide sales of eBikes are expected to triple and quadruple by 2016 in every region.

Reading the Wall Street Journal last week, I came on an article that now raises another question – are bicycles with electric motors considered motorized vehicles or power-assisted bicycles?

[Motorized vehicles or power-assisted bicycles?](#)

On the Proper Training of Tandem Captains by Experienced Stokers

Guideline by the Supreme Council of the United Stokers Union



Editors Note: *These have been provided in order to educate those of us that have not been initiated into the ways and mysteries of the Tandem Community. Kathy Landis*

Starting & Stopping Tandem Info – Brian Landis

The most important thing, we think, is starting and stopping. Below is a link that we basically follow and have encouraged others as a safe way that both riders can get on the same page.
<http://www.youtube.com/watch?v=pm4Hf4izxtw>

CSCC Third Annual Mystery Ride

Lee Murphy

Lee Murphy's Third Annual Mystery Bike Ride occurred on Saturday, August 9th. Over 65 people rode to seven mystery locations, and were back at America the Beautiful Park by 1:15pm, mysteries solved in the process. For those that were not able to participate in this fun recreational and educational experience, here's a chance to "see" the ride through the photos taken during the ride.

[Mystery Ride Photos](#)

Dave Horne, CSCC Cyclist, Member, Photographer

Died August 12, 2014

David W. Horne was born on January 23, 1931. He died on August 21, 2014. Dave, a 44-year Colorado Springs resident, was a realtor, retired major in U.S. Air Force and member of the Colorado Springs Cycling Club. Dave captured our social activities, bicycle rides and adventures on camera. Dave is survived by his wife, Rita; two sons, David and Richard; and two daughters, Dianne St. John and Amy Horne.

Many members of the Colorado Springs Cycling Club attended Dave's Celebration of Life Service on August 19. Rita asked the bike club members to wear their bike club jerseys to honor Dave. Vern Pitcher, Dave's close friend, walked us through wonder times in Dave's

discovered these after many miles contemplating the universe from the Stokers position on tandem bicycles. Thanks, Kathy!

Abbreviations and Clarifications

ES – Experienced Stoker

HSB – Hot-shot Biker

SO – Significant Other

CA – Critical Angle

USU – United Stokers Union

"Captain" – the person who sits in the front-most position on the tandem and usually has control of the shifting

"Inexperienced captain" – to be honest, most of them

"Stoker" – the person who sits behind the captain on the tandem and has control of the braking, steering, and generally everything else besides the shifting

"Higher" gear – "Harder" to pedal (not "higher up on the cassette")

"Lower" gear – "Easier" to pedal (not "lower down on the cassette")

"Upright Position" – Not tilting to the side - either side - not the left side, not the right side

"Single" – A bicycle that is designed for only one rider – not a requirement or expectation for the Stoker

"Leaning" – Slight tilt of the bike during descents; must not exceed the CA

"Emergency Braking Procedure" – Proprietary technique by Stokers to stop the tandem

Introduction

Tandem riding, from the Stoker's prospective, can be exhilarating beyond comprehension or terrifying to the point of cardiac arrest. A thrilling descent at 60 mph can instantly turn into a multi-week stay in the Stanford Trauma Unit if the tandem "captain" is inattentive, inexperienced, careless or otherwise stupid.

Tandem captains fall into many different categories: those who are new and willing to try out tandem riding with a friend, cycling buddy or significant other (SO), Hot Shot Bikers (HSB) who take their non-biker SOs on Sunday social rides to the coffee house, overachievers who constantly quest for more speed and/or distance, and control-freaks. It is of the utmost importance to ensure the quality of the training and "mind conditioning" of such tandem captains who are to ride with the Experienced Stoker (ES).

[Training of Tandem Captains - Rules & Guidelines](#)

My Life in Bicycles

Jennifer Finney Boylan - Contributing Op-Ed Writer

Sourced from [New York Times Op-Ed Pages](#)

life.

Dave, you are missed!

[A Photo Remembrance](#)

A Tribute to the Passing of a Another Cycling Supporter

Dale Campbell, Co-Editor



While we all were aware of Robin Williams as an actor and comedian, how many of us knew that he was also an avid cyclist? I hadn't until I was able to read an interesting article by Jason Gay, a sports writer for the Wall Street Journal. In the article about Mr. Williams, Jason noted several some interesting facts about the comedian's focus on cycling. For example, Robin Williams loved multiple aspects of the sport of cycling, including its history, its champions and the pageantry of cycling events. He was also a collector of all types of bikes. But apparently there was one brand that he was especially fond of – the Italian built Pegoretti. These are custom bikes made by Dario Pegoretti, who has previously built frames for a number of cycling's icons, such as Miguel Indurain. Not only are the Pegoretti frames serious road machines, but they are also hand painted works of art (the photo with this article is but one example of this).

To illustrate the extent of Robin Williams' passion for cycling, Jason Gay relates how Mr. Williams was eventually able to meet the Master Bike Builder. The story is told with passion that relates just how this meeting was arranged, how it occurred and how it impacted the lives of the participants. The most poignant segment of the article is the closing, where Jason Gay notes that several years ago he had the opportunity to interview Mr.



Illustration by Sarah Jacoby

Editors Note: *This was suggested by one of the Club members as some light reading that will elicit a smile and warm memories from those with a love of bicycling.*

BELGRADE LAKES, Me. — MY Uncle Clarke woke me before dawn with a shake to the shoulder. He gave me a look that asked, You in? I nodded. I was in all right.

Ten minutes later, we were on bikes riding through the gray light. We pedaled past sleepy summer homes with hammocks in their side yards, towels hanging from porch railings, inflatable rafts stacked up like pancakes. This was Rehoboth Beach, Del., August 1968.

Uncle Clarke (not my real uncle, but my father's best friend from high school) rode every morning at dawn. He had one of those "English" bikes that were all the rage in the 1960s, a Raleigh three-speed with the gear shift on a tiny lever near the rider's right thumb. I rode a borrowed Sting-Ray belonging to my cousin Martha. Usually Uncle Clarke led an army of us kids on those morning rides, but that day it was just me.

We rode over to the bay side and then to the boardwalk, its Skee-Ball parlors and salt water taffy machines closed up at that hour. We looked at the ocean and listened to the surf. The poet Matthew Arnold once called it "the eternal note of sadness," but it sounded all right to me.

[My Life in Bicycles Continued](#)

And What About the Bike?

Larry Wilson

Back in June, I suffered a hard crash that landed me in the hospital for nine days. Once again I would like to thank everyone for the concern and support that was expressed. I've healed and am back to riding.

For all of those who asked "what about **the bike**?" – here is the story. "**The bike**" is a Trek 2100 that I purchased new in 2005 when I still lived in Michigan. (Fortunately, I had the foresight to order it with a triple chain ring – unnecessary for the flatlands of the Detroit area, but very useful to me here.) I'm told the bike made it further down the road than I did after we parted ways that Tuesday morning. The responders

Williams about stand-up comedy. At the end of the interview, he had the opportunity to ask Robin why he loved bicycling so much. The answer was astonishing but makes complete sense when you think about it. In answer to the question, Robin Williams stated that bicycling is the closest you can get to flying!

For the details about Robin's meeting with Dario Pegoretti, read the full text of [The Comedian and the Bike Builder article](#)

Outstanding Mountain Biking within Easy Reach of the Springs

Dan Martin

Think you have to travel an hour west to experience some truly wonderful mountain biking? Think again. There are a number of trails and locations within easy reach of Colorado Springs. Here are some on-the-trail photos of just two of those locations – Mount Herman Road and Phantom Canyon Road.

[The Photos](#)

Human-powered Wheeled Vehicles for Sale

Sid Rubinow

Sid's brother-in-law recently died, and left quite a collection of various human-powered wheeled vehicles, which are now for sale. The inventory includes four unicycles, including a chrome-plated Schwinn Giraffe, a steel framed Lightning recumbent, and a custom made carbon fiber framed Lightning recumbent, plus an assortment of tools and racks. Sorry, but the Moulton folder is already gone.

A gentleman by the name of Carlos Tafur is handling the sale of these items. If you're interested and would like more information, he can be reached at 201-344-1052 or by email at ctafur102@hotmail.com.

from Station 1 took the bike with them after I was hauled off in the ambulance. My wife's boss tracked down the bike after driving her to the hospital. He then delivered it to the Satellite where we live. Many thanks to Denny!

Janet got the bike from the office and home to its bedroom. (It's really the guest room, but she tells everyone the bike has its own room.) I'd give it a glance occasionally as I passed during those first couple of weeks I was home from the hospital. It still looked like my bike, but I didn't feel the connection I previously had, and I knew there had to be damage to deal with.

When I finally came to terms with assessing the damage, I was startled by the good condition of the bike. The red and white paint of the frame survived unscathed. The damage was limited to the following; left brake lever/shifter twisted to the right, handlebar twisted left of center, top edge of both brake levers scratched, front wheel slightly bent, rails of saddle twisted and saddle covering torn.

The front wheel was trued. I realigned the handlebar and brake lever, rewrapped the bar, and replaced the saddle. I removed some dried mud and cleaned and lubed the drivetrain. On the first test ride everything functioned properly. I stopped occasionally to make minor adjustments. Shortly, I was no longer stopping to make adjustments. Even though I was just riding the half mile loop around our building, once again "the bike" felt right.

I'm still amazed. Amazed with how little damage "the bike" had. Amazed with how well I've healed. Amazed with that feeling that is a mix of so many other feelings, when I'm on "the bike".

Reflections on a Week of Cycling Excitement

Dale Campbell, Bent Fork Co-editor

While it's been more than a month since the 2014 Pro Challenge stage occurred in Colorado Springs, for many of us, the memories of Stage 4 (and other stages) are still fresh in our minds. For cyclists here in Colorado Springs, there were many ways in which we experienced the excitement and the brief impact on the broader community. I'm sure each of you has your favorite moments or can relate vivid mental images of some portion of some event during the week. For Sharon and I, here are some of the segments of the week that immediately come to mind:

Monday, 18 August – The Dinner Ride: Building on the model of the regular Monday Night Dinner Ride, a tradition that dates back to the origins of the Club, the Dinner Ride on this date was essentially the kickoff of a week of activities. Almost 50 cyclists participated in the ride, which started at America the Beautiful Park. Eventually breaking into about four groups with sub leaders, the ride casually passed through sections of the Old Colorado City neighborhood, up and around areas adjacent to Garden of the Gods and finally arriving at Rudy's BBQ at the 31st Street and Route 24 intersection. Dave VanDerWege had set up bike racks in the parking lot, enabling the riders to comfortably park their bicycles while enjoying dinner and conversation with fellow cyclists. With a few other members and guests joining the

Sid's brother-in-law was hit by a car and killed while riding his bike. Sid's sister will receive the money raised from the sale of the above items. We all need to be careful cyclists!

Thank you, Sid

group, there were almost 60 folks enjoying the outdoor dining on a beautiful Colorado evening. After enjoying our individual dinner selections, the group completed the ride with a return to the Park. Fortunately for us, satiated with more than enough to eat, this final portion of the ride was downhill, making the return to our starting point a little less taxing on a full stomach.

Wednesday, 20 August – The Stage 4 Reception: Held at The Penrose House Conference Center near the Broadmoor, the reception provided a chance to meet and greet some of the organizers and supporters of the Pro Challenge, including the local organizations for Stages 4 and 5. A casual affair, the reception proved to be a relaxing event. Charlie, Barb, Larry, Janine, Janet and several other Club members were able to attend. As part of the evening, the organizers introduced several of the major local sponsors for Stage 4, including [SRM](#), a German based company with its principle US office located here in Colorado Springs. SRM designs, builds and distributes cycling training system that enables cyclists to measure and record the power output during their rides. The system enables cyclists to incorporate power based training into the individual training regimens, allowing riders to target measurable goals, monitor race day paces and measure training output and improvements with accurate timely data. We had the opportunity to talk with Uli Schoberer, the company's president, about these training systems that the company provides to many world class professional cyclists. As an extension of the reception, Uli invited us to the Open House that SRM was hosting at its Colorado Springs office that evening. Touring their facilities was an interesting opportunity to see the interworking of a company that is closely involved with the global cycling community and sport. The opportunity proved to be an unexpected and enjoyable extension of the evening's activities.

[Stage 4 and the Pikes Peak Cycling Hill Climb](#)

Lighten Up! – The Guide to Buying Bike Lights

From a safety perspective, here's something you might be interested in. If you're only cycling on well-lit roads after dark, then smaller, low-powered lights (the sort that come with a variety of flash modes), will be sufficient. But, if you'll be venturing onto dark cycle paths or rural roads, you'll need something a little more powerful.

[BikeRadar's](#) James Tennant explains what to look for in each sort of light in [this five minute video](#)

Source: [Map My Fitness](#)

Membership Update

Sara Hill, CSCC Treasurer & Membership Coordinator

WELCOME NEW MEMBERS!

Paul Brown & Winifred Mitchell, Daniel Crea & Family, Tim Fitzgerald & Family, Ed Gannon, Peter Gilfoil, Chris Jacob, Jay Kinsman, David Kosley, Mary Marcussen, Rick Rodriguez & Family, and Connie Wilson.

RENEWING MEMBERS – THANK YOU!

Jannie Cox & Family, Steve Dass, Denise & Paul Eckstein, Mary Ensminger, Bev Fallis, Marisa Farro-Miro, Skip Fleming, Michael Haftel, Frank Kink & Family, Stan & Anne Lebahn, Chris & Vicki Lieber & Family, Will Luden, Cheryl Mahon, Larry & Shelly Mann, Phyllis Minter, Vern & Neddie Pitcher, Bud Reynolds, Baruch & Julie Rhea, George Robbins, P.K. Robinson, Sid Santos & Family, Jim Sledz, Kitty & Matt Smith, Terrence Smith, Scott Swandal, Phebe Swope, Eric & Monica Van Fleet, John VanNorman, and Michael Wallace & Family.

[Membership Reminders](#)



"Come along for the ride"



Editors Comments

Sharon Boyd & Dale Campbell

Considering the miles and points accumulated by approximately 25% of the Club's membership, imagine what could have been achieved if more of the Colorado Springs Cycling Club's membership participated in the Challenge by joining the team and logging their cycling miles. And overall, wrapping up its third year, the National Bike Challenge experienced a 36% increase in riders and 25% more miles pedaled over the previous year. Perhaps that's a goal to set for the 2015 CSCC National Bike Challenge team!

Thinking about August, not only was the landscape green, but the City was also delightfully inundated by two wheels during the week of the Pro Challenge. It was great to see so many spectators out for the day during Stage 4. Each of us had our perspective of the race day events (any other activities during the week). Some of your editors' reflections are captured in an article in this edition of the Bent Fork. Also included in the October publication are numerous other contributions by Club members. Just take a look at the Table of Contents to the right to see the variety of cycling news and interests presented in this edition.

Regarding cycling news and interests, there are a variety of upcoming activities to participate in. Because it's Fall doesn't mean the level of cycling immediately decreases. Quite the contrary. Just take a look at these upcoming events:

- **Oktoberfest Ride** - Palmer Lake to Castle Rock: Saturday 4 October at 10:00 AM - 02:00 PM, Location: Santa Fe Trailhead - 199 County Line Rd, Palmer Lake, CO 80133. Contact Kerry Hefta for additional details.
- **Half the Road: The Passion, Pitfalls and Power of Women's Professional Cycling**: Monday, 6 October at 6:30pm - 9:00pm. Location: Old Town Bike Shop, 426 S Tejon St. See the article in this edition for additional information.
- **CSCC Monthly Meeting**: Tuesday, 7 October. Snacks at 6 pm and meeting at 6:30 pm. Location: Garden of the God's Citizen Service Center in the 1st floor conference room by the west door (Rm 1019 - Event Room A).
- **Cold Weather Cycling Basics**: Wednesday, 8 October 6:30 to 8pm, Location REI, Colorado Springs. See the article in this edition for additional information.
- **VeloSwap**: Saturday, 18 October 9 a.m. - 4 p.m., Location: National Western Complex, Cost: \$8 at the door, \$6 in advance, Parking: \$10 payable to National Western as you enter. More information: <http://veloswap.competitor.com/>
- **Progressive Dinner Ride**: Sunday, 26 October Noon. Further details will be published on the [Club website](#)
- **Weekly Rides throughout the month**: Check the [Ride Calendar](#) for details.

With so many choices, how can you resist participating in something cycling related?! Get out there and **enjoy!** Stay safe!



"Come along for the ride"



Special Activities & Rides of Interest!

Jean Zeh, CSCC Ride Chairperson

2014 CSCC Special Rides & Activities

Check the ride calendar for details

Date	Name
4-Oct	SeptemberFest
26-Oct	Progressive Dinner Ride
23-Nov	Tour de Turkey
6-Dec	Festival of Lights Parade
7-Dec	Holiday Party
1-Jan-15	Frozen H2O Bottle Ride

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CSCC Third Annual Mystery Ride

Lee Murphy

The group picture location was taken in front of Penrose House, one of the stops long the way.



Photo courtesy of Vern Pitcher



Photo courtesy of Vern Pitcher



Photos below courtesy of Bill Gast







Dave Horne, CSCC Cyclist, Member, Photographer

Died August 12, 2014



Dave's 80th Birthday Party:



Photograph courtesy of Vern Pitcher

Rita and Dave Horne:



Photograph courtesy of Vern Pitcher

Dave on his trike!



Photograph courtesy of Vern Pitcher

Bill and Sharon at Dave's Celebration of Life Service, honoring Dave's membership and involvement with the Colorado Springs Cycling Club.



Photograph courtesy of Esther Fisher



Outstanding Mountain Biking within Easy Reach of the Springs

Dan Martin

Part 1: Mike Haftel and Dan Martin on Mt. Herman Rd. Sept. 8
Dan Martin is on his bicycle with Pikes Peak just visible in the background.



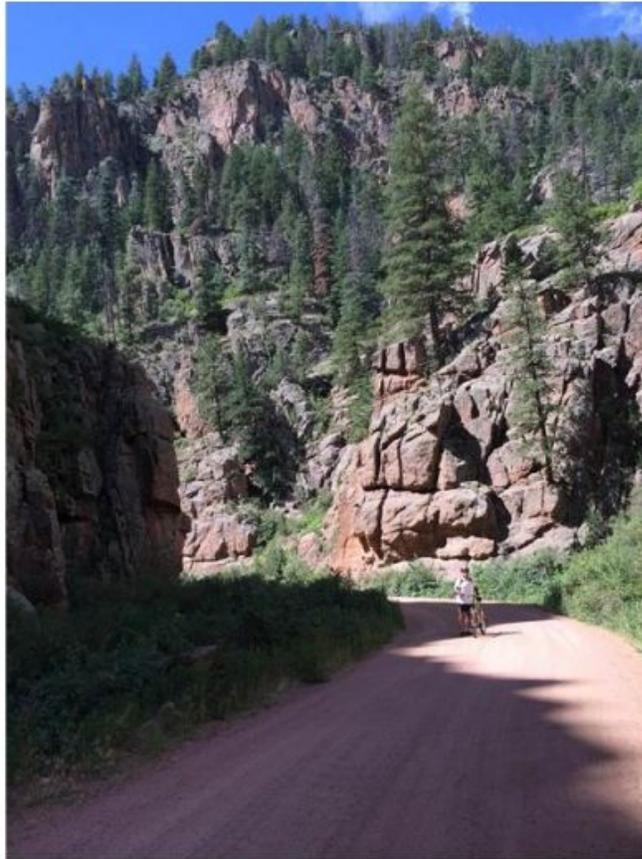
Here is Mike at a humongous granite outcropping. We couldn't have asked for nicer weather!



Part 2: Sam Pedregon and Dan Martin on Phantom Canyon Rd. Aug. 15
Here are photos of Sam Pedregon and I going down Phantom Canyon Rd. on August 15. We really lucked out on the weather!
Here are Sam and I at the intersection in Victor. It pretty much was all downhill from here. Point of interest is that the road sign situated just down the road directing us to Rt. 50 is oriented backwards.



Here is Sam deep in a canyon.



The road clung to one or the other wall of deep canyons, as if resolved to not dip a toe into the cold flowing creek below. We encountered few humans, but noticed some paths that seemed to lead from the road to nowhere. Funny stuff, what?



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"Come along for the ride"



President's Comments

Charlie Czar

Looking back at **August**, special events included the two Olde Phearts McDonalds breakfast rides, the Club hosting the city on a Monday Dinner ride the week of the US Pro Challenge, and the Club helping Metro Rides run the Bike Valet during the Colorado Springs race day. Dave Horne passed away Aug 12th. **September** was the month of the Sunday Social Ride new start location test, lots of rained out rides, Barb and my trip to CA for our son's wedding (which included lots of rides at South Lake Tahoe and Sacramento), and wrapping up the Club's participation in the 2014 National Bike Challenge. It has been a fast year, and will continue to be busy. I hope to see you a few times yet this year.

Here are a few other updates:

The next Bike Club Meeting will be Tuesday, 7 October at the **Garden of the God's Citizen Service Center** in the 1st floor conference room by the west door (Rm 1019 - Event Room A). Snacks at 6 pm and meeting at 6:30 pm.

During the August meeting, the Club received a special Thank You from Susan Davies, Executive Director of the Trails and Open Space Coalition (TOSC) for continuing support of Starlight Spectacular. See the photo with this article.

Thank you to **Rich Hostak for leading the September Sunday Social rides which departed from a new location - Monument Valley Park parking lot.** The rides were well organized, safe and enjoyable.

Ride Chairperson, Jean Zeh, says we still **need Ride Leaders** to step up for the **Saturday Road Ride** and **Sunday Hill Climb Rides**. EMAIL her (jeanzeh@yahoo.com) with comments, questions or to volunteer.

Peggy Seidel (573-5050 apjbuffalo@aol.com) is progressing through cancer treatments. It was great to see Peggy at the Jul 20th Picnic. **Ronaele Foss** (351-9775 rsfoss@hotmail.com) is in MorningStar Senior Living on Centennial Blvd and recovering from her back fractures and other issues. Both ladies would appreciate calls, EMAILs, or visits from the Club.

Volume 7, Issue 5 - October 2014





"Come along for the ride"



The Bent Fork Chronicles

Navigating the Nuances

Al Brody

Bike Routes when designated correctly, are low traffic, low speed (Often 25 mph but not more than 30 mph) streets where many cyclists should feel comfortable sharing the street with motorized vehicles. Bike routes are often on residential streets with many driveways and many trees. Driveways don't have stop or yield signs, they can also have severely limited sight distances due to trees, walls, fences, and shrubs which means driveway users may enter the street blindly and sometimes mindlessly - often expecting or hoping that there is nothing near them when they enter their low traffic street.

Because of the low traffic and low speed, these streets are often neglected when it comes to surface maintenance. Expect potholes, uneven seams often in the very space where cyclists ride, and chip seal - a surface treatment used to extend the life of the road surface. Unfortunately chip seal can work like a meat grinder should you fall on it. Debris, leaves, snow, ice, and chemical spills such as motor oil can add to the challenge. Residential streets are often crowned (higher in the center than the sides) to facilitate storm water drainage. Riding on a crowned street is similar to riding on an off camber turn which can severely reduce traction and cause the bike to slide to the curb while the rider is steering straight. Sometimes it is safer to ride closer to or in the center of these streets. The best bike facilities intentionally eliminate the crown. Bike Blvds. limit cyclist's lane position choices. It is ALWAYS your prerogative as a road user to move to a safer location on the road but be aware that other road users may question your choice and may express their dissatisfaction.



Bike Lanes when designated correctly highlight a 4 - 5+ foot wide portion of the road where it is safe to operate your bicycle. Sometimes they are less than 4 feet wide and sometimes they are adjacent to a parallel parking lane. It is NEVER safe to ride in the door zone. This means, and you heard it here, that you should exercise your prerogative and not ride in the designated bike lane if it is in the door zone. Seams from utility work and pothole

patches can also add to the danger in a bike lane. The westbound bike lane on Cache la Poudre from Weber to Nevada provides a good example of these seams. Sharrows are intended to communicate where a cyclist should ride when there is no bike lane. Ex-city council member Tim Leigh bastardized about 100 of Colorado Springs first Sharrows in an attempt to create a "Shareway" from Memorial Park to Old Colorado City. Some of these Sharrows are in the door zone.

Multi-use paths, also known as Tier 1 Trails, such as the Pikes Peak Greenway, offer blissful cycling opportunities most of the time. On these non-motorized trails cyclists must beware of fire trucks, police cars, ambulances, utility vehicles, security vehicles, rogue motorcyclists, mini-bikes, and ATV users, fallen tree limbs, homeless people's shopping carts and household items, and the challenge that I am most concerned with, design dangers. As a way of slowing cyclists down, trail designers install (near) 90 degree turns at the approaches to trail bridges. In theory this works well to prevent head on collisions on the bridges. In reality, some cyclists enter the bridges too fast and crash. Add in a wet or icy surface or silt/sand/gravel deposited from storm-water runoff and even cyclists not going fast end up crashing at the curved bridge entrance. Slow down and get to know the often changing trail surface. Storm-water drainage can also create gutters adjacent to the path surface such as the Greenway Trail just south of Pikeview Reservoir. Leaving the concrete path and dropping a few inches into a narrow gutter will almost certainly lead to a crash. Avoid the edge, avoid a crash.

Well, that was the easy part, the travel sections of our non-motorized transportation network. The real challenge often happens in the transitions between the bike routes, bike lanes, and multi-use paths. As we improve sections of each of our non-motorized network, we either alter the transitions or we create new transitions. To prevent cyclists from executing higher speed transitions, street and trail designers build in 90 degree entrances and exits. Again, in theory, this works to avoid head on collisions on the trails. But, it also complicates the way cyclists make these transitions. This type of design would never be used on interstate highways as it would end up killing motorists. Cyclists move slower and have to be smarter (that's why I wrote this article) when transitioning from one type of infrastructure to another. Beware of new transitions. If you see something new, slow down and absorb the nuances. Observe what was changed and what you need to do differently. Our system is improving but there will be changes which do not have to be growing pains.

The more I ride, the more polarized I get. I will go out of my way to ride a trail rather than ride on the street. But, when I need to get to my destination, I will ride on any street no matter how it is configured to accommodate cyclists. I do strongly believe cyclists fair best when they behave and are treated as vehicles. I also know that there are more than 6,000,000 vehicle crashes each year in the U.S. and more than 8,000 per year in Colorado Springs. If those were the odds for the lottery, I would buy lottery tickets. But these numbers don't represent the odds for the lottery; they are the odds for all of us using the roads. Be smart, hopefully a bit smarter after reading this article, and pedal on - **safely**.





OLORADO SPRINGS
CYCLING CLUB

"Come along for the ride"



The Bent Fork Chronicles

National Bike Challenge 2014 - The Summary

Charlie Czar

Here's a snapshot of the leaders and their contributions to the Challenge:

Name	Points	
Trent Hovenga	8,086	Diamond
Chris Lieber	6,206	
Aaron Rosenthal	6,004	
Jimmy Dot	5,679	
Daniel Sadowski	5,548	
Bob Smith	5,468	
Janine Hegeman	5,409	
Mark Noble	5,401	
Vicki Lieber	5,099	
Charlie "Czar" Czarniecki	5,097	
Kathy Landis	5,093	
Nate Andromeda	4,566	Platinum
Darren Buck	4,477	
Sidney Rubinow	4,442	
Coral Green	4,359	
Brian Landis	4,180	
Lee Willmon	4,171	
Anne Smith	4,147	
Kerry Hefta	4,085	
Hubert Hauser	4,046	
Michael Watry	4,005	
Connie Lorig	3,907	
Chris Davenport	3,895	
Matthew Smith	3,869	
Barb Czarniecki	3,834	
Bryan Miller	3,822	

Name	Distance
Trent Hovenga	5,026.2
Aaron Rosenthal	3,364.0
Jimmy Dot	3,339.2
Chris Lieber	3,305.9
Bob Smith	3,068.0
Janine Hegeman	3,049.0
Mark Noble	2,921.3
Daniel Sadowski	2,728.0
Sidney Rubinow	2,482.3
Darren Buck	2,477.0
Michael Watry	2,464.7
Dan Martin	2,430.7
Vicki Lieber	2,398.8
Anne Smith	2,327.0
Chris Keller	2,275.1
Kathy Landis	2,192.7
Kerry Hefta	2,184.6
Hubert Hauser	2,066.1
Chris Davenport	2,055.0
Charlie "Czar" Czarniecki	2,036.9
Connie Lorig	1,967.4
Janet Oliver	1,932.0
Michael Haftel	1,928.0
Julie Kiley	1,909.7
Jim Sledz	1,905.0
Bryan Miller	1,862.0

Name	Active Days	
Charlie "Czar" Czarniecki	153	Everyday
Trent Hovenga	153	Everyday
Nate Andromeda	153	Everyday
Kathy Landis	145	95%
Chris Lieber	145	95%
Daniel Sadowski	141	92%
Coral Green	141	92%
Vicki Lieber	135	88%
Lee Willmon	134	88%
Aaron Rosenthal	132	86%
Brian Landis	131	86%
Mark Noble	124	81%
Barb Czarniecki	122	80%
Bob Smith	120	78%
Janine Hegeman	118	77%
Jimmy Dot	117	76%
Matthew Smith	115	75%
Stanley Lebahn	105	69%
Darren Buck	100	65%
Hubert Hauser	99	65%
Bryan Miller	98	64%
Sidney Rubinow	98	64%
Connie Lorig	97	63%
Kerry Hefta	95	62%
Chris Davenport	92	60%
Julie Kiley	91	59%

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"Come along for the ride"



eBikes: Motorized Vehicles or Power-Assisted Bicycles?

Dale Campbell, Bent Fork Co-Editor

With the acceptance of eBikes for commuters and recreational street riders, this question may or may not be relevant (a bit more on that at the end of this article). However, if you're a mountain biker, which many of us here in Colorado are, then the question will be one that may or may not potentially impact the future of mountain biking and trail use. Here's the background...

The article, found in the Thursday, 25 September print edition of the Wall Street Journal, is titled "[The Fight to Bike Up the Mountain, Battery Included](#)." Commenting that electric mountain bikes are relatively new to the US, the article did note that the number of manufacturers providing E-mountain bikes (eMTB) in the US is expected to almost double, up from five in 2014 to at least nine in 2015. However, the prices are still somewhat "astronomical" at this time. For example, the Lebowske model from [Felt Bicycles](#) has a list price of \$5,800. And the Xduro line of E-mountain bikes from [Haibike](#) runs from \$4,000 up to a hefty \$9,500.

So, what is the debate about eMTBs? The issue at hand is one of acceptance on the trails. As noted in the Wall Street Journal article, many states actually prohibit eMTBs from trails, labeling these types of two wheeled transportation as motorized vehicles. Without trail access, acceptance of these types of mountain bikes into the marketplace and into customer acceptance/adoption will not occur.

With eMTBs being labeled motorized vehicles, some think these bikes should be relegated to trails reserved for off-road motorcycles and ATVs. But with the differences between Motorcycles/ATV and eMTBs in power and responsiveness, mixing these types of recreational vehicles on the same trails raises questions of safety and compatibility. As quoted in the article, Don Kelly, a lifelong motorcycle rider notes that "People think you just hit the gas and the [eMountain] bike just takes off and that's not even close. It assists you when you pedal. It slowly picks up speed."

Regarding acceptance, there are two major groups that do not endorse eMTBs on the same trails as conventional mountain bikes. The US Bureau of Land Management (BLM), the agency responsible for managing the lands where many trails are located, considers eMTBs as motorized vehicles. With this designation, the eMountain Bikes are prohibited from trails designated for hikers, horses or mountain bikes. Steve Hall, a BLM spokesman, does note that "If there is significant public interest, the BLM could consider changing the designation." Is this a case of what comes first? Will increased public interest promote sales and thus BLM acceptance, or will the sales need to occur to lower prices and increase interest, thus prompting BLM to reconsider their designation of eMTB?

Another significant organization that has not yet positioned itself to support eMTBs on mountain biking trails is the International Mountain Biking Association (IMBA). Recent comments from IMBA representatives provide insight into IMBA's position. For the Wall Street Journal, Mike Van Abel, the Association's president, stated "We remain true to the position that mountain biking is a human-powered and nonmotorized sport." The official position is stated in [IMBA's Motorized/Nonmotorized Recreation Policy Statement](#). While the "official" IMBA position is as stated, there have been several interesting blogs on this subject, including "[Electric Mountain Bikes - Coming to a Trail Near You?](#)" and "[Tech Wars: Electric Mountain Bikes Versus Strava](#)" Take a look at these and consider where your perspective might be on this subject.

From an individual perspective, there are definitely benefits with eMTBs. With the power assist, age and physical condition are not as critical to enjoying some of the more scenic views found on many mountain bike trails. An additional benefit (or perhaps a liability?) is the ability to ride farther and longer. And as one of the blogs referenced above considers the Pro's for eMTBs,

suggesting eMTBs have the "same impact as a bicycle" and such a bike "doesn't interfere with other riders." I'm sure that folks reading this article can probably suggest a few more Pro's (as well as some Con's, too).

So, what do you think? Motorized or power assist? Allow on established mountain bike trails or restrict to trails allowing motorcycles and ATVs? From my perspective, you still have to pedal to engage help from the motor. So, I think they are power-assisted. If you want to express your thoughts on the subject, just let me know. Your input is welcomed!

Let me now get back to the other question raised at the beginning of this article - "are bicycles with electric motors considered motorized vehicles or power-assisted bicycles for commuters and recreational street riders?" In the US, this distinction has not generally been established yet. However, the European Community has moved forward in defining their position and subsequent laws on this subject. In Directive 2002/24/EC, the European Government has stated that eBikes with a motor- assist rated beyond 25 km/h and with a maximum design speed exceeding 25 km/h (15.5 Mph) are classified as conventional mopeds and thus fall under laws governing those types of motorized vehicles, which would then involve additional regulations in regards to licensing/registration, insurance, helmets, driver's license requirements and age restrictions. Will laws in the US follow this pattern? Only time will tell....

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On the Proper Training of Tandem Captains by Experienced Stokers

Guideline by the Supreme Council of the United Stokers Union

Orientation and Conditioning

The Experienced Stoker trainer will first orient the trainee to the specific tandem and go over the key operational parameters in excruciating detail. Trainees are encouraged to ask as many questions as necessary to understand the fundamental differences between a "single" and a tandem bicycle. The ES will adjust or terminate the training based on these questions.

Throughout the training, the ES will demonstrate that the tandem is actually controlled from the Stoker position. This process may take weeks or months, but is essential to the "mind conditioning" of the captain. The captain should ride smoothly and be as amenable as possible as to not "irritate" the Stoker to demonstrate exactly how much control s/he really has. Experienced Stokers who are working on remediation of recalcitrant captains may employ additional measures to ensure that bad habits are broken and the captains are suitably "broken."

Take-off Procedure

No rodeo mounts or dismounts are allowed! The captain is to straddle the bike, carefully as to not to chip the paint with his/her cleat, and stand firmly with legs spread apart to support the tandem in **an upright position**. The ES will then climb on the back, clip-in both pedals, and lift the captain's preferred starting pedal (which should be the same as the preferred starting pedal of the Stoker, if humanly possible).

The next steps are extremely important and must be heeded at all cost.

The captain clips into the preferred starting pedal while firmly holding the bike, **then lunges forward and sits on the saddle as quickly as possible, **allowing the Stoker to complete the first full rotation and possibly second rotation while the captain gets ready to clip in the second pedal**. Under no circumstances is the captain to try to clip in until the tandem has reached minimum escape velocity. Once moving, the Stoker then signals to coast by cessation of pedaling in a position such that the captain can clip in to the remaining pedal. After this sequence, the captain and ES resume pedaling.

Note to the inexperienced captain: If a 60 lb, 10-year old Stoker can power a tandem from the back, your ES can certainly do this for you, so RELAX and get with the program!

Problems generally occur when nervous captains catch their Lycra shorts or tights on the saddle and are unable to immediately sit down without causing the bike to become highly unstable. It is recommended that the captain approach the saddle from the top, instead of scooting up the nose of the saddle.

Stopping Procedure

Stopping at Traffic Intersections, etc: The captain is to shift to a lower (easier) gear or two, depending on the terrain, then gently stop the vehicle and immediately place one foot firmly on the road, spread out to support the tandem **in an upright position**. Once ready to go, follow Take-off Procedure, starting with ** and shift back to a higher gear, as appropriate.

Captains who lean the bike past the critical angle (CA) will immediately receive a verbal warning to keep the bike upright. Violations 2-5 result in penalty points and the installation of a Right- or Left-leaning "Tilt-O-Meter". After the 5th violation, the ES will not want to ride with you.

Stopping and Dismounting: The captain is to gently stop the vehicle and immediately place both feet *firmly* on the road, spread out to support the tandem in an *upright position*. Forgetting that you are on a tandem and causing the Stoker to fall off the back because you let the bike tilt too far may result in deafness or other personal physical harm.

Once the ES dismounts, the captain may dismount by either lifting one leg carefully over the top tube as to not chip the paint with his/her cleat or lift the leg over the handlebar.

No rodeo dismounts are allowed!

General Riding Behavior

The captain is not, under any circumstances, to display reckless, dangerous, harmful or otherwise Stoker-threatening riding behavior. Letting go of the handlebar during a descent and yelling, "Look Ma, no hands" will result in immediate remediation. The properly trained captain is trustworthy, loyal, helpful, friendly, courteous, kind, obedient, cheerful, thrifty, brave, clean, and reverent.

Captains Oath

On my honor I will swear, against severe penalties

To do my duty to keep my Stoker safe;

To listen to and obey the Stoker at all times;

To keep myself physically strong,

mentally awake, and to keep the bike upright.

Captains Motto

Be Prepared

Shifting

Prospective shifting is the preferred mechanism for changing from higher to lower/lower to higher gears in response to changes in terrain or slowing/stopping at an intersection. As the tandem approaches a hill, the captain should shift smoothly into the appropriate gear, one at a time to avoid sudden jolts or chain jams.

When coming to a stop, such as at an intersection, the captain should shift to a lower (easier) gear to prepare for subsequent take-off (i.e., Be Prepared). More details on this subject may be found in the "Stopping Procedure" section of this document.

Shifting problems generally occur when the captain with Campagnolo Ergo shifters on his/her single bike captains a tandem with Shimano shifters (or visa-verse, though less common). This is akin to switching between MacIntosh and PC computers.

General rule: the little, inside lever on Shimano equals the thumb lever on Campy.

It is imperative that the captain adapt quickly to the different shifters. Experienced Stokers will seldom tolerate more than one incident whereby the captain fiddles around and shifts into a higher (harder) gear just as the tandem comes to a near halt at the base of a hill, imperiling the ES and the bike.

Paceline Riding with the Tandem and Singles

A more detailed treatise on Paceline Riding with Tandems may be found on the USU website. Briefly, the tandem(s) must be in front at all times unless there are one or two very strong cooperative "single" riders to help. Single riders are to give the tandem(s) plenty of room and not run them off the road shoulder, particularly when descending. Single riders must immediately get out of the way when the tandem announces it is passing on a downhill. Single riders should be patient when climbing hills with tandems, as most tandems do slow down. In a situation where there is a strong headwind, it is easy for single riders to think the paceline is not going fast enough, because they do not have to do any work. However, the tandem at the front is working *very hard* and if a single rider were in front, the paceline would be much slower. (The single rider will learn this concept on his/her own when he/she breaks out of the paceline and tries to pass the tandem.)

Single riders that do not obey the tandem paceline protocol will get yelled at by the ES and will be asked to leave the paceline.

Descending with the Tandem

There is no question about the thrill of blowing past all single bikes on a long, banked, descent while riding on a tandem. In fact, the tandem becomes *more* stable at certain speeds. However, the captain must know the bike's limitations with respect to braking and handling.

Most direct braking control is from the front handlebar brake levers. The distance between the lever and rear brake is at least twice as long as for a single bike, and may lag in response. Tandems, in general, require more time to slow and stop. For long descents where a lot of braking is required, the rims can heat to very high temperatures and cause the tires to blow off the rims. Many tandems are equipped with a rear drum brake or disk brake, which in some instances may be controlled by the Stoker. This allows for auxiliary braking that does not impact the rims and can also relieve the strain on the captain's hands during the descent.

Descent speed and degree of "leaning" depend on the experience and skill of the captain and nerve of the Stoker. If the Stoker makes the command to "slow down", the captain must comply or risk serious consequences. In emergency situations, the Stoker may employ the "Emergency Braking Procedure".

Sudden Flat Tires

Sudden flat tires on tandems can be extremely serious situations. These are often caused by a "snake bite" pinch after going over a pothole, by riding over a large piece of sharp glass, or due to overheating of the rims. It is imperative that the captain remain calm and steady while attempting to brake, even if it requires riding on the rim. The ES will endeavor to stabilize the bike during the stopping process.

Once the tandem comes to a stop *in the upright position*, the Stoker, then the captain, will immediately dismount. The captain is to remain calm and not start swearing while the ES assesses the situation. If the bike does *not* stop in the upright position and the Stoker is thrown off the bike and is lying in the middle of the road, the captain must halt all traffic until the Stoker is safely relocated.

Off the Saddle Riding

Off the saddle riding is important to preserve the morale of the Stoker, as tandem riding generally does not allow for as many "butt breaks" as single bike riding. Either the ES or the captain may call out "butt break", the captain then shifts to one or two higher (harder) gears, and then both riders simultaneously stand on the pedals while allowing the tandem to coast. Agreement on the number of pedal strokes *prior to standing* is generally a good idea; generally one full stroke will suffice. After several seconds, the riders may either sit down and resume pedaling, or pedal while standing. Once seated, the captain should remember to shift back to the lower gear, as appropriate.

Off the saddle riding may also be performed during hill climbing. The captain may simply shift to a higher gear, which will signal to the ES that off the saddle riding is to commence. After the agreed-upon full pedal stroke, both riders will stand and continue pedaling.

Hill Climbing

Experienced tandem teams that have perfected the technique of "surfing the rollers" will leave most single riders behind. However, as previously mentioned, most tandem teams slow down when climbing long, sustained, hills. It is up to the captain to shift smoothly into the appropriate gear for climbing. Brief "Off the Saddle" periods may be employed, as needed; however, most of the climbing will be done sitting. This is the ideal time for the captain and Stoker to relax and engage in conversation.

Conversation while Riding

Experienced Stokers, particularly those who are educated and refined, require stimulating conversation on rides. For tandems riding with a group of singles, conversations are usually communal and generally out of control. However, when the ES and tandem captain are out on a solo ride, it is up to the captain to participate in a decent conversation. Captains who make totally inappropriate statements such as, "Can't hear you - too much wind noise" or "Shut up - Can't you see I'm trying to concentrate" require immediate remediation.

Topics may vary depending on the interests of the ES and captain. In general, "safe" topics include bike techno talk, weather, scenery, cultural events (music, art, dance, etc.), and gossip about other riders. Unflattering comments about Stoker's weight or physical appearance, gory details on previous bike crashes, or

expressions of general dissatisfaction require immediate remediation.

It is expected that the captain, who sits at the front-most position on the tandem and can see things ahead, communicate life-threatening events to the ES, e.g., "duck for branch", "bump", or "brakes are out – jump ship." In other emergency situations, such as bee stings, animal bites or dismembered Camelbak bite-valves spewing the contents, the captain is to remain calm and quiet until the tandem is brought to a full and complete stop, the Stoker has dismounted, and the bike is placed in a safe and secure location, before uttering any verbal response.

Captains who feel they need to "call out" every move to the ES should be immediately diverted to other types of communication. There is no need to call out "shifting", "braking", "slowing", or even "standing" to the Experienced Stoker. These maneuvers will be OBVIOUS!

Captain Feeding

Experienced Stokers can usually gauge the blood sugar levels of the tandem captain by asking key questions and observing changes in bike handling. Captains must accept and obey suggestions regarding food or liquid intake and not make statements, such as "Stop nagging about food." The USU recognizes the importance of captain feeding and has authorized Union Stokers to *hand up* nutrients upon request by the captain. For details on the types of nutrients that Stokers are allowed to handle, see the most recent approved and ratified version of the Stokers Contract Agreement. Complaints regarding captains' food demands may be addressed via the USU.

Tandem Parking and Retrieval

It is generally the responsibility of the tandem captain to park the tandem and to retrieve it in a timely manner when riding is to recommence.

Penalty Points

Penalty points may be awarded at any time without warning. More information on violations and penalty points may be obtained by sending a self-addressed, stamped envelope to the United Stokers Union headquarters care of "Penalty Points."

General Rules (abbreviated list)

1. Do not crash with the Stoker on the back of the tandem.
2. Seriously, do not crash with the Stoker on the back.
3. **You'd better not crash with the Stoker on the back !**
4. **To put it another way, keep the tandem in an upright position at all times.**
5. No rodeo mounts or dismounts.
6. Do not try to pedal during the initial steps in the take off procedure.
7. Do not clip into the second pedal until the tandem has reached minimum escape velocity.
8. Do not snag your shorts on the saddle.
9. Slowly and gently stop the tandem and place feet firmly on the ground.
10. Do not lean the bike past the CA.
11. Do not allow the Stoker to fall off the back of the bike because you let it tilt past the CA.
12. Do not chip the paint on the top tube with your cleat.
13. Do not let go of the handlebar with both hands while riding.
14. Obey the Stoker at all times.
15. Be prepared.
16. Shift *before* you absolutely need to.
17. And don't fiddle around with the shift levers.
18. Do not shift with the wrong lever.
19. Slow down promptly if the Stoker gives the command.
20. Let the Stoker yell at singles who violate tandem paceline protocol – you are to remain quiet and in control of the bike.
21. Do not swear out-loud if a tire goes flat.
22. Don't ever make inappropriate comments to the Stoker. You will immediately be "black listed."
23. Remember to allow for "butt breaks" to preserve Stoker morale.
24. Captains are to call out any low hanging branches; ducking without telling the Stoker is subject to severe penalties and loss of captain's license.
25. Do not call out stupid, obvious things, such as "shifting", "braking", "slowing", or "standing."
26. Brush up on recent cultural and world events before the ride so you can hold up your end of the conversation.
27. Eat and drink when the Stoker tells you to. And don't talk back.
28. Do not lose the tandem when you park it.

A complete set of rules may be found on the USU website.

Tandem Captain Evaluation Form

Below is an example of the Tandem Captain Evaluation Form that Stokers may complete on-line via the United Stokers Union website.

Submission No.: provided electronically by U.S.U.

Captain's Name: _____

Captain's License No.: _____

Description:

Rank the following captain characteristics from 1-5 (1 = abysmal; 5 = acceptable)

1. Tandem handling skills	1	2	3	4	5
2. Stoker handling skills	1	2	3	4	5
3. Verbal communication	1	2	3	4	5
4. Non-verbal communication	1	2	3	4	5
5. Hearing	1	2	3	4	5
6. Cleanliness (personal and bike)	1	2	3	4	5
7. Jersey selections	1	2	3	4	5
8. Meal selections	1	2	3	4	5
9. Pocket capacity	1	2	3	4	5
10. Ability to adhere to planned route	1	2	3	4	5

Comments: _____



"Come along for the ride"



My Life in Bicycles

Jennifer Finney Boylan - Contributing Op-Ed Writer

T. S. Eliot's Prufrock laments that his life has been measured out in coffee spoons, but I think I could take a pretty good measure of my own life in bicycle tires. There was the orange Huffy of childhood that I transformed into something I called Tiger Bike, complete with a furry tail given out at the Esso station during its "Put a Tiger in Your Tank" promotion. Later, there was a 10-speed I took to college, where it was stolen from a friend's house. In my 20s, I owned a Lotus racing bike. Once, I got my shoes so hopelessly entangled in its toe clips that I spilled right onto the asphalt of Connecticut Avenue in Washington, D.C.

Now, in my 50s, I have two bikes — a Specialized Secteur for the road, and a hard-core Trek Fuel 70 for the fire roads and logging trails of Kennebec County. Me.

When my sons were in elementary school, there were weeks in summer when they'd jump on their bikes in the morning and disappear down our dirt road with a crew of other boys from the neighborhood. "Bike patrol," they called themselves. They'd head off to the lake, or to one another's houses, or — who knows? — to secret locations that I, as one of their mothers, will never know.

I have several friends who partake in something called "spinning," which is the health-club version of cycling, involving a group of women on stationary bikes who pedal fast, then slow, then fast, as the instructor blasts the kind of music you usually hear in stores that are trying to get 16-year-olds to buy pants, and yells things like, "Feel the burn!"

I prefer exercising at least two miles away from any other human being. For me, biking is a solitary activity. In the Kennebec Highlands, on my mountain bike, I pedal past Kidder Pond, up to the blueberry barrens high atop Vienna Mountain. From there, I watch bald eagles and ospreys, and other birds, whose poop, owing to their diet of berries, stains the gray rocks purple. Sometimes I've run into deer and porcupines, and on one memorable occasion, a moose. Another time, I lay with my back against a tree, watching a beaver build a dam in Boody Pond.

Stephen King writes of a solitary childhood encounter with a deer in his story "The Body": "My heart went up into my throat so high that I think I could have put my hand in my mouth and touched it." Later, the narrator decides not to tell his friends about what he has seen, to keep it for himself. "The most important things are the hardest to say, because words diminish them."

These are the gifts that I will most miss when, some day in the not-so-distant future, I have to give up biking alone. At 56, I'm really too old to be hopping over rocks and fallen trees, an hour or two from help, should anything terrible happen to me, which, odds are, it will. Recently, I encountered a bunch of young men who were climbing a mountain trail that I was riding down; one of them looked at me, mud-spattered, sweat-covered, and said, "Whoa! Hard-core!" It wasn't clear whether he was saying this out of admiration, or concern.

A couple of years after that bike ride with my Uncle Clarke, he and my father had some kind of falling out, and I didn't see him again. I don't think about him very often, except on summer mornings in August, when I'm climbing onto my bike.

That morning in Rehoboth Beach, I saw the first sunrise I can remember. My uncle nodded at me, and I nodded back, and we got on our bikes. The air smelled like salt, cotton candy and tar. When we got back to the house, my mother was making pancakes.

"So," she asked. "How'd it go?"

My uncle looked at me with what might have been love. "We had a good ride," he said.

[Jennifer Finney Boylan](#), a contributing opinion writer, is a professor of English at Barnard College and the author, most recently, of "Stuck in the Middle with You: Parenthood in Three Genders." A version of this op-ed appears in print on August 18, 2014, on page A19 of the New York edition with the headline: [My Life in Bicycles](#)

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Reflections on a Week of Cycling Excitement

Dale Campbell, Bent Fork Co-editor

Thursday, 21 August - Stage 4: With the route of the Stage passing through a number of communities and areas of Central and Westside Colorado Springs, it took some planning to determine just what portion of the route would provide the best point to see and experience the excitement of the race. As it turned out, we were able to see the race from four different vantage points.



Our initial stop was on Mesa Road, just after the riders turned right off of North 30th Street. We accessed this spot by parking at the end of Garden of the Gods Road and riding our bicycles to the location. Starting the climb up Mesa, the riders were strung out in an extended pace line as they passed by us on the first lap of the route. It all seemed to happen very quickly, but I was able to capture one photo of the team leading the ride at that point.



Hopping on our bikes, we rode back to the car, loaded the bikes and drove downtown, parking on Wood Avenue, just north of

Colorado College. Once again taking to our bikes, we cycled to the intersection of Cache La Poudre and Tejon, arriving just in time to see the ride leaders and peloton make the turn onto Tejon. What a site seeing the cyclists speeding by in a formation that almost seemed alive with energy!. After the all the riders passed by this point, we once again took to our bicycles, riding on Tejon down to Acacia Park. To think that the race had just ridden over this portion of the course moments before left an impression on us – one in which we definitely realized that the racers could set a much faster pace than we could ever hope to achieve.



Arriving at Acacia Park, we then used the services of the Bike Valet parking that the City had set up in the Park. Staffed by members of the Colorado Springs Cycling Club, the Valet Parking enabled us to say Hi to friends and then wander further down Tejon to catch up with other long time friends and fellow cyclists. From this new vantage point on the east side of Tejon, just south of Bijou, the riders passed by in their third lap of the course. Being even closer this time, the feeling of speed was even more apparent as the lead riders and peloton whooshed past almost in a blur.



For the final pass through the last 100 meters of the course, we were able to position ourselves on top of a building planter box with a decent view of the finish line. Building up speed towards the finish line, the last pass of the competitors occurred very quickly, leaving only a mental image of passing colors and forms. The real treat at this point of the race was to see Jens Voigt on his final lap, greeting fans and race observers with a broad grin and a slap of the hands as he passed the crowd. To me, that's truly a testimony for a fantastic cyclist and a genuine human being.

Bob Smith has an even better vantage point from which he took these two photos of Jens, one in full race mode and the second during the interactions with the fans.





Thanks Bob for capturing these exciting moments during Stage 4!

After the finish of the race, we were able to see the awards ceremonies. Following the excitement and action of the race itself, this portion of the day almost seemed anticlimactic. It was fun, though, to see the throngs of smiling spectators, all enjoying the festivities of the day in their own way.

Sunday, 24 August - Pikes Peak Cycling Hill Climb: Sharon and I had volunteered to support the event as SAG drivers. Allen B had arranged for the SAG riders to pick up the support vehicles from the Red Nolan dealership on Saturday morning. We were provided with a Infiniti QX80 to use for the event. Not being used to this large a vehicle, it took some adjustment just to drive it away from the dealership. How was I going to drive this "tank" up the road on Pikes Peak the next morning, with the 156 turns that had to be navigated? I could see some restless sleep coming on, especially since we had to be at the entrance to Pikes Peak at 4:30am Sunday morning.

We were able to get some sleep and did arrive at the entrance in plenty of time on Sunday. Driving on up the road, we positioned ourselves at the start line and loaded up the riders bags of clothing that they would be putting on at the finish of the race. Filled to the brim with backpacks, fabric bags and plastic sacks, we started the initial drive up to the Peak at about 6am. Being the only ones on the road at that hour, it was a bit easier to accomplish the initial drive up the mountain as I continued adjusting to the oversize vehicle. And, seeing the sun rise from the road, at an elevation of over 12,000 feet was quite a sight, after beginning this journey in the blackness of the early morning.



Unfortunately, we lost that daylight and solar warmth as we neared the summit. The top of the mountain was enveloped in clouds, swirling in the gusty strong winds, with temperatures far below normal. Waiting at the top for the Race Director to open the Medical Aid building, we rested just a bit before the real activities started. Once we had unloaded our cargo, we started down the mountain with the intent to go back to the start line and pick up another load of riders' gear. We only made it down a short distance before we started encountering cyclists coming up the mountain through the shroud of fog. With the wind and cold at the top portion of the route, there were many riders who were chilled to the bone, with some on the verge of hypothermia. Those were the ones we loaded up, bikes and all, and took as quickly as possible to the shelter and relative warmth at the top of the mountain.

Repeating this process and only making it partially back down the mountain, we were once again called up to the summit to help ferry chilled riders back to the warmth found at the start line, about a mile lower than the top of the mountain. After our fifth and final trip to the top, we were relieved to finally have the opportunity to drive to the Start line area and take a break. The 30 degree improvement from the 30 degree temps at the summit felt great! All in all, despite the challenges of the weather and logistics of the morning, we enjoyed the experience on America's Mountain. We're looking forward to being there again for next year's Cycling Hill Climb!



"Come along for the ride"



Membership Update

Sara Hill, CSCC Treasurer & Membership Coordinator

Membership Reminders:

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

(2) Has your personal information changed? Don't forget you can update your mailing address, phone numbers and email at 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 questions regarding membership, please contact Sara Hill, Membership Coordinator at membership@bikesprings.org

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