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Editors' Comments

*Sharon Boyd & Dale Campbell:
Editors*



Who are these people? Well, that's us, 30 years ago as we got married standing barefoot on the beach in Virginia. Why is this photo included? We're on the same timeline as the Club, as we've just celebrated our 30th anniversary. And the Colorado Springs Cycling Club is also celebrating its 30th year. More about that in the commentary below.

Winter is now here, with colder temps but not much snow to speak of. As cyclists, I'm sure we are all grateful for the extended riding season we've been able to enjoy. And, as you can see in Charlie's Club Mileage summary article below that being able to ride longer into the year has been a definite plus for the overall mileage the Club is accumulating this year.

As we transition into the colder part of the year, our thoughts turn to other activities. For some of us, that may be something involving snow. For others, it may be planning a vacation trip to a warmer climate for a while. And still, cycling is in the back of our minds, waiting to be released on

Table of Contents

To go directly to an article, click on the Article Title

- [Prez Says](#)
- [Riding in India – Two by Tandem](#)
- [Research Parkway Pilot Program – Thoughts from the Cycling Community](#)
- [Tour of the Moon – October 1, 2016](#)
- [Celebrating 30 Years: What's in the Next Thirty for CSCC?](#)
- [Meet Our Newest Sponsor – the Buffalo Lodge Bicycle Resort](#)
- [Safety Stop: Think-Ride-Promote Safety](#)
- [Ride Sweeps – the Unsung Heroes!](#)
- [2GO™ Coconut Oil: A Ready Source of Energy, At-the-Ready](#)
- [Welcome in the Season with Some Music](#)
- [Editors' Comments](#)
- [Upcoming Club Meetings](#)
- [Have You Signed Up for the Holiday Party?](#)
- [Have You Ordered Your New CSCC Jersey Yet?](#)
- [Bike Tech – Helmets That Have Multiple Safety Purposes](#)
- [Bike Tech 2 – SkunkLock Bicycle Lock](#)
- [Bike Tech 3 – Are Bicycles Impacting the Planet?](#)
- [We Recognize a Fallen Club Member](#)
- [Bent Fork – Pedaling for St. Pat's Bicycle Ride](#)
- [CSCC Club Mileage – Take a Look](#)
- [National Bike Challenge – 2016 Final Results!](#)
- [Membership Update](#)
- [Special Activities & Rides of Interest!](#)
- [A Quote to Ponder](#)

Prez Says

Janine Hegeman: CSCC President

The holidays are staring us in the face. I hope your plans include lots of fun with family and friends and remembering the reason for the season. I'm looking forward to my first CSCC Holiday party as the President. We have a delicious dinner and a silent auction planned, and it is a great time to be able to just talk with folks that you've been riding with all year and have some laughs.

one of those wonderfully warm sunny days we sometimes get throughout the winter. If you do get out on one of those days, just remember that with the lapse of riding, your cycling skills may not be quite as sharp as they were during the height of the 2016 riding season. So, take extra precaution to be careful out there.

Another item you may want to consider is a tune-up or overhaul of your bike during its "rest time." Dale has just taken his to Ted's (one of the Club's sponsors). They were running a special discount during November and will have it available again in February. We are sure that other bike shops in town that we frequent may have similar specials during this time.

We hope that you enjoy this edition of the Bent Fork. There are several articles focused on safety and also about some interesting Bike Technology. Dave Stang contributed an article about he and his wife's work/cycling trip to India, which is well worth reading. Alan Cavin, a previous contributor, has compiled a summary of the Tour of the Moon experience. And we included an introduction to the Club's newest Sponsor – the Buffalo Lodge Bicycle Resort.

[More About This Edition of the Bent Fork](#)

Upcoming Club Meetings

Rich Hostak: Vice President

The next regular Club meeting will be on Tuesday, 3 January 2017. Steve Brunner, President of KOM Sports Marketing will pass along some insights to events he has been involved with. KOM Sports Marketing has provided support for USA Pro Challenge, Tour of Alberta, US Olympics, etc. Check out their web site at www.komsports.com

If you have any suggestions for speakers or topics for meetings in 2017, please be sure to pass them along to me or anyone else on the Club's Board. We'll be

And so, that will be the last of the "firsts" for me as President. Taking CSCC into the next year has been on my mind. I had planned a strategic planning session for January of 2016, but events and projects absorbed most of the Board's time and we didn't schedule it. However, I'm pleased with what we have accomplished this year:

- A new Logo
- A new jersey
- Establishing a Meetup page
- Serious research into a new website
- The implementation of a ride rating system
- Getting our routes organized on "[Ride with GPS](#)"
- Experimenting with different ride start locations
- Moving ahead with education efforts
- Adjusting dues to cover more of the club's operating costs
- Increasing membership
- Moving the monthly club meeting location to a more central location

Most of these topics were on the original strategic planning agenda. I'm happy to announce that a strategic planning session is scheduled for early January, the first one we've had in over a decade. The Board will develop guidelines, projects and concentrate on refining what we've already done to help position the club for success over the next 30 years. We'll also be taking the results of the upcoming survey going out in mid-December into consideration as well. YOU can provide us with input on where you'd like to see this club go in the future as well.

It is my sincere wish for you that this holiday is light and bright, and filled with all good things for you and your family and friends. Don't forget – the Annual Frozen Water Bottle Ride is January 1 and our first meeting of the New Year will be January 3, at a NEW location, TBA. Start 2017 off right and "come along for the ride!"

Riding in India – Two by Tandem

Dave Stang: Club Member

I was in my boss's office, being asked if I would be interested in going to Bangalore, India for three weeks in April to train a team there to take over a project that that I had helped developed. Three weeks is a long time away from home, so I needed to ask the family first.

My wife was excited about the opportunity to go to India. We made arrangements for Grandma to come stay and take care of our 14 year old son while we were away. My wife and I decided that the longest we should be away from our son is four weeks, so I tacked on a week of vacation at the end of my 3 week work schedule in India.

glad to take the next steps with your suggestions.

Have You Signed Up for the Holiday Party?

Janine Hegeman: President

The HOLIDAY PARTY is drawing near, so be sure to get your tickets. Click [here](#) to order! The password is: CSCCHoliday2016. The party will be at the Satellite Hotel on 10 December. Ticket prices go up December 1st, so don't delay. We'll have games, awards, a very short presentation, and some cool items up for bid in the silent auction.

We're looking forward to seeing you at the Party!

Have You Ordered Your New CSCC Jersey Yet?

Dale Campbell: Co-Editor



Be prepared for next year's cycling season by ordering your very own CSCC Jersey. The new design pictured above incorporates the new Club logo and incorporates into the design that the Club has been in existence since 1987. The jerseys are a Club Cut design. If you have already ordered one, you'll be able to pick it up at the Holiday Party (not registered for that yet – see the article above). If you have not yet ordered one, stay tuned to the News column on the Club



My wife and I had also recently purchased a tandem bicycle with couplings. This allowed the bicycle frame to come apart so that it would fit into two 62" linear suitcases. The entire bicycle can be packed with both suitcases each under 50 pounds. This size and weight allows for travel with a tandem bicycle without excessive fees or hassles. We were looking for an opportunity to take the new tandem on our first international bicycle trip.

Now was the time to make the decision to take the tandem bicycle to India. I have many co-workers that warned of the "crazy driving" and the unfriendly bicycle conditions in India. There are plenty of YouTube videos (example: <https://www.youtube.com/watch?v=BqOLehUdqkU>) of Indian traffic that reinforce these statements. On the contrary, after researching several bicycle touring trips from folks that have toured the world, several stated that India was their favorite place to tour. So with that information, we took a leap of faith, got our shots, packed ourselves and tandem bicycle to go to India

The three weeks of work followed by a week vacation ended up being an excellent way to work up the week long bicycle trip.

- 1) The three weeks allowed time to acclimate to the weather differences. We left the US at the end of a cold winter. April, in Bangalore, India, is quite warm. Typically the highs were in the upper 90s.
- 2) The captain (the person in the front of the tandem) had never driven on the left side of the road. The three weeks allowed some time to feel confident driving on the left side of the road.
- 3) The traffic in India is intimidating by US standards. It takes time to get accustom to this style of traffic.
- 4) We like spicy food, but it takes time to get accustom to eating native Indian food.
- 5) With almost no brand recognition, unknown quality standards, unknown availability, and about as different culture as we can get, the three weeks allowed us time to learn how the system works in India.

[Read about the First Ride Experience](#)

Research Parkway Pilot Program – Thoughts

website for more information about how to include your order with the next batch of jerseys that will be delivered.

Bike Tech – Helmets That Have Multiple Safety Purposes

Ruth Sharp: Secretary



Photo sourced from the Lumos website

Editor's Note: Typically, we think of helmets as having only one purpose – to protect our heads from injury should we fall. However, Ruth and Sam Sharp have purchased a helmet that incorporates multiple safety aspects. Here's Ruth's summary with the helmets to date.

Sam and I purchased our helmets with built-in LED lights through a KickStarter campaign but they are now available for pre-order on the Lumos website: <https://lumoshelmet.co/> The helmets have lighted turn signals that are activated by a remote on the handlebars. There are also front and rear LED lights for visibility. These lights have 3 options: two flashing settings and a constant on setting. The lights show up well in lower light conditions but are not very visible in broad daylight. I also would not depend on the helmet lights as a sole source of light to ride at night as I don't think they would be bright enough and you can't direct the light to illuminate the path ahead.

From our experience, the turn signals seem to work well but we sometimes forget to deactivate them after turning; I just

from the Cycling Community

Janine Hegeman: CSCC President & Lorena Wilder: Club Member



Photo courtesy of The Gazette

Janine Hegeman: CSCC President

What has cycling ever done for this country? Besides pneumatic tires, ball bearings, differential gears, aviation, automobiles and roads?

Yes, that's right. Roads.

In the 1830s, railroads became the preferred method of travel, and stagecoach operators (who had a vested interest in maintaining roads) gradually went out of business. Local roads fell into disrepair. Then the bicycle arrived on the scene, and cyclists, being the first group in a generation to use roads for long distances, organized for better roads – not only for recreational pursuits, but also in the interest of the US economy. Moving goods, people and mail from rail station to towns off the line was becoming difficult. Shortly after forming in 1880, the League of American Wheelmen (now known as the League of American Bicyclists) started the Good Roads Movement. A petition with 150,000 names on it was presented to Congress requesting the creation of a Road Department. This eventually became the Federal Highway Administration.

But also in the late 1800s, the automobile (a motorized extension of the bicycle) started to gain popularity. Conflicts between cyclists and drivers over road use arose as mass production of faster and faster automobiles cranked into high gear. "Road hogs" (originally the description of cyclists) screamed for more roads suitable for high speeds. In 1907, Punch Magazine summed up the attitude of some drivers:

"The roads were made for me; years ago they were made. Wise rulers saw me coming and made roads. Statutory limits were made for me. I break them. I break the dull silence of the country. Sometimes I break down, and thousands flock round me, so that I dislocate the traffic. But I am the Traffic."

With all the hoopla over the Research Parkway buffered bike lanes demonstration project, I feel like I've been whisked back in time 110 years or so. Is it really possible that some of this city's citizens have their heads stuck so firmly in the sand?

The fact is, traffic was moving much too fast on Research prior to the demonstration project. I drive that stretch for

learned that there is a way to activate a reminder beep so I will be trying that out. There is also the potential for a break light as well but that feature is still in Beta testing. Sam turned his on but we decided it was too sensitive and was essentially useless. The break light came on anytime his speed slowed even a little so every time he went up a even a small hill, the break light was on. In Colorado Springs, hills are everywhere. If the company is able to work out the bugs on this, we should be able to update the Firmware and try it again.

Some features of the helmet can be adjusted using an App that is currently available only for Apple devices. You can activate a warning beep to remind you that your turn signal is on; turn on/off the break light feature & adjust the sensitivity of the break light activation. You can also monitor battery levels on the App so that you know when to recharge both the helmet and the remote.

The helmets currently come in 3 colors (white, black & blue) but only 1 size. Sam and I are both able to adjust the helmets for a good fit with the same size. The helmets are not yet available with MIPS but they do meet CPSC and EN1078 standards. With our KickStarter package, we received a coupon code for \$25 off when ordering a new helmet from the Lumos site to give to friends. That code is KIYEVY and is good until 12/31/16.

If anyone wants to take a closer look, they can catch one of us on a ride and we will be happy to let them take a peek. Sharon and Randy Richards also ordered a set through the KickStarter campaign. There is a video and pictures on the [website](#) that displays the helmets better than any pictures we were able to take.

work; it was like the freeway. I have a bumper sticker on my work truck that says "I drive the speed limit for safety" and I abide by that. I was left in the dust constantly. Research Parkway traffic counts through the corridor range from 20,000 to 22,000 vehicles per day depending on the location. The capacity of a 4-lane roadway with limited access like Research Parkway is 38,000 vehicles per day. Minimal traffic on multiple lanes encourages speeding. Everyone needs to remember the first goal of this project is to manage traffic speeds.

Another point to consider is that this right-sizing of Research will help improve the quality of life for people in all stages of life, in Briargate and neighborhoods beyond, by providing recreational and alternative transportation options. Those who drive cars are not assigned exclusive use of this corridor. Cyclists and pedestrians have every right to make use of this road. I have a bicycle and I have a car (like the overwhelming majority of cyclists); I paid taxes when I bought my bike and pay taxes on my car annually, and my natural expectation is to be able to use both modes of transportation on public roads as I see fit. But before the buffered bike lanes were put in, it was frankly too dangerous to ride a bicycle on Research Parkway. Now it is safer and more people are out there riding.

And more will be riding, if we are smart. At least four public outreach meetings were conducted before the temporary striping was applied. The City did provide opportunities for locals to provide input about the project, and explain how this project fits into the greater scheme of things. Investing in our communities and making them friendlier to active lifestyles, to include walking and cycling, makes these places enjoyable for generations. Businesses earnestly take into account the quality of life (including alternative transportation) they can offer their employees when considering moving to Colorado Springs. When what they see is miles and miles of asphalt and speeding cars, and other cities our size offer great bicycle infrastructure and safer neighborhoods, where do you think they will take their workforce?

As the President of the Colorado Springs Cycling Club, I support this demonstration project and join the 400+ members of the club in praising the City of Colorado Springs for this step in the direction of urban modernization. Cycling has brought this country more than machines with two wheels, just as this project is not simply for the benefit of local cyclists; it is for the benefit of our beautiful City and all of its residents.

Janine Hegeman
President, Colorado Springs Cycling Club
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Editor's Note: We've all heard the term of "Right Sizing" in relation to the City's plan for repaving Research Parkway in 2017. If you'd like to know more about what this means, take a look at the [Right Sizing article](#) on the Bike Colorado Springs website.

[More Comments from the Cycling Community](#)

Dale Campbell: Co-Editor



Doing a little research on this bike accessory, I saw one statement that noted "If you've ever had a bike stolen, your compassion for bike thieves probably went right down to zero percent." Sharon and I have been victims of bike theft, having had our bikes stolen while living in the Washington, DC area in the early '90s. So, when I received the suggestion from Janine to consider this for a Bike Tech article, I was intrigued.

Looking at the [SkunkLock website](#), it's interesting to see that the impetus for invention for both founders of the company - Yves Perrenoud and Daniel Idzkowski - was the experience or threat of having their bikes stolen. As they have noted on their website, "After witnessing first hand, and becoming victims of bike theft ourselves, we realized that people don't need a bigger stronger lock, we needed a lock with a fundamental deterrent. After six months of work, we created SkunkLock™."

When a thief breaks or grinds into the Skunk Lock, it releases a potent (but non-toxic and legally compliant) formula which makes breathing difficult, may compromise eyesight, and induces vomiting in the victim! The inventors figure that it's pretty hard to pedal off on a bike when you're suddenly choking and puking instead. I imagine that this scene would likely draw enough attention for the thief to abandon the attempt and wander off wondering what the hell just happened!!!

[More About the Lock](#)

Pre-ride - Thursday and Friday

I love to travel, whether by car or plane or RV or ---- bike! So as I have grown to love bicycling over the last few years, I've combined my love of travel with riding to enjoy some very fun get-away vacations this year. I've spent weekends in Durango, La Junta (twice), Ft. Collins, Steamboat Springs, Copper Mountain Resort, and now Grand Junction on the western slope of the Colorado Rockies. Durango was the only time I rode by myself. All the others I've had cycling friends join me and I've found that having friends along makes a ride a lot more fun!



So I came to Grand Junction a day earlier than planned because I wanted to do a morning ride on the River Front Trail. It goes from just south of downtown Grand Junction to the edge of Fruita following the Colorado River. I did about 32 miles and only 394 feet of climbing! But it was a good ride to loosen up the legs. I met 4 guys from Tucson who were here to do the Tour of the Moon. They planned to ride through the Monument Friday to "see what it was like." I didn't tell them they might want to save their climbing legs for Saturday! :-)

As I looked forward to the trip, I realized that a number of cyclists from Colorado Springs were planning to ride. I contacted as many as I could via email or Meetup message and planned a dinner on Friday night so we could get together, do a little carb loading, and talk about the ride. I found a nice Italian restaurant west of downtown and we had 10 riders from the Chick-fil-a group and CSCC join for a great time.

[Saturday's Tour of the Moon Experience](#)

Celebrating 30 Years: What's in the Next Thirty for CSCC?

Dale Campbell: Co-Editor

Impacting the Planet?

Sharon Boyd: Co-Editor



Ralph Crane/*International Journal of Solids and Structures*, 1969, Vol. 5

Here's an article from the Washington Post that you may find intriguing. When it mentioned cats, I was interested in reading what the journalist had to say. The article does get into a bit of explanation about this physics conundrum. But, it really peaked my interest when I read the following: "you push on the pedals of your bike and make its wheels rotate, the wheels push the surface of the Earth below with an equal force in the opposite direction." If you're like me, it makes you wonder just how much of an impact you might have.

Take a few minutes to read the Washington Post article from 4 November and see what you think! [Scientists just can't stop studying falling cats](#)

We Recognize a Fallen Club Member

Sharon Boyd: Co-Editor



Photo provided by Bill Gast

Can you believe it? The Colorado Springs Cycling Club has been in existence for 30 years! That's 30 years of pedaling together, sharing stories about cycling, being "an eating club with a cycling disorder" (think of the many occasions where food is an aspect of a ride or event, such as the 2016 Progressive Dinner Ride pictured above), planning and experiencing trips to various locations, creating and successfully hosting fund raising events (Hardscrabble Pass Ride, Tour of the Arkansas River Valley – TOARV, and Buena Vista Bike Fest – BVBF), and so much more. So what will the Club provide and accomplish over the next 30 years? Unfortunately, my crystal ball doesn't give any specifics, but I think I can provide some guesses as to what CSCC might be/do over the coming years.

Let's go to some statements in the Club's Bylaws in order to get a start on the predictions. As documented in Article 1, Section 3 of the bylaws:

The purpose of the organization [is to]:

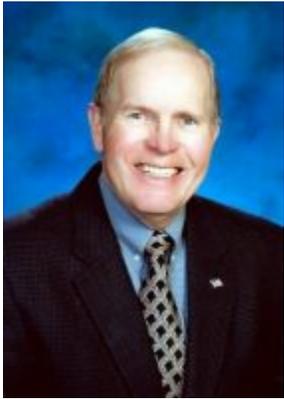
- Provide bicycling activities for its members and others.
- Educate its members and others in the rules of safe bicycling and adherence to all traffic regulations.
- Promotion of cycling and to encourage recreational cycling activities.
- Collaborate with national and Colorado advocacy organizations to support programs for cycling safety and community bicycling development.
- Work locally with leaders and staff of the city of Colorado Springs, El Paso County, Pikes Peak Area Council of Governments, bike shops, and other concerned organizations to help each other promote more and safer cycling in our community.

Taking these bullet items from Section 3 individually, I think we can safely predict in general terms what the Club will be involved with. For example, the first item "Provide bicycling activities for its members and others" is the impetus for developing a Ride Calendar (see the list at [Upcoming Meetups](#)). These rides are core to what the organization will continue to be.

[Let's Take a Closer Look at the Future](#)

Meet Our Newest Sponsor – the Buffalo Lodge Bicycle Resort

Dale Campbell: Co-Editor



John A Carrigan passed away on October 21, 2016, in Colorado Springs. At the time of his death, he was on his bike, enjoying a solo ride. From what we've been able to understand, he was riding downhill on the West side when a dog ran in front of him. He was injured in the ensuing accident and passed away shortly thereafter.

John was introduced to CSCC earlier in 2016 and attended several of the Club's monthly meetings. Never able to stay fully retired, John joined the Pikes Peak Chapter of Military Officers of America (PPC-MOAA), and became chapter president in 2016. He enjoyed his role as the president and was passionate about helping the returning vets. Part of his involvement with the Club was related to getting more veterans involved with cycling.

While his time with the Club was brief, we will miss the potential that John was bringing to the Club. If you'd like to learn more about John, read [his full obituary](#) from The Gazette.

Bent Fork – Pedaling for St. Pat's Bicycle Ride

Jean Zeh: CSCC Event Support Organizer



Photo Source: Westside Pioneer

Some of the Club's members may remember Torie Giffin from The Partiot's Festival or from her early introduction to the Club some years ago. More recently though, I'd like to introduce her as the driving force for the creation of the Buffalo Lodge Bike Resort. And, many of the folks familiar with Colorado Springs may remember the Buffalo Lodge as a place for tourists to stay while visiting the Colorado Springs area. Located at 2 El Paso Blvd., between Manitou Springs and Old Colorado City, the Lodge is in an opportune location, if you think about it from a cyclist's perspective. Dating back to the 1920's era, it's close to Garden of the Gods and Red Rock Canyon Open Space, and is right off the popular Midland Trail system that connects to other trails throughout the city.

It's this perspective that got Torie to thinking about possibilities, especially when she found out the Buffalo Lodge was for sale in 2015. And the concept of a Bicycle centric resort is exactly what she is implementing since the close of the sale earlier this year. To learn more about the creation of the resort and a bit of history about the Buffalo Lodge, read the article recently published in the Westside Pioneer – "[New ownership transforming historic Buffalo Lodge into 'bicycle resort'](#)"



Torie's implementation of her dream of a Springs based bicycle resort has also developed into a benefit for the Colorado Springs Cycling Club. The Buffalo Lodge is the Club's newest sponsor. With this sponsorship, Torie and the Lodge are working with the City's longest standing cycling organization to further promote bicycling opportunities in our community. Be sure to visit the Lodge's website <http://bicycleresort.com/> to learn more about the Bicycle



Pedaling for St. Pat's Bicycle Ride is coming March 11, 2017. Planning is underway to make this another successful ride. CSCC is looking for people to complete the Team.

1. Logistics – someone who can haul supplies to and from the rest stops from the storage unit. Supplies would consist of tables, filled water jugs and whatever else is needed for the rest stops. A pickup has been used in the past and has worked very well.
2. Poster Distribution - Poster will be ready to be delivered to Bike Shops in January. Once these are the posters are delivered you will have plenty of time to train and ride Pedaling for St. Pat's Bicycle Ride.
3. Come January, CSCC will be asking members to volunteer to help with rest stops and course marshalling. If you have a favorite spot and want to sign up now, please contact Jean Zeh, contact info below.

Please considering helping out with the ride. If you have any questions about helping please contact Jean Zeh at jeanzeh@yahoo.com or at 719-433-6872, text message are acceptable.

CSCC Club Mileage – Take a Look

Charlie Czarniecki: Past President

This is been a remarkable year for Club miles. Those are updated monthly and put on our web page. Link to http://www.bikesprings.org/csccl_miles.php to see the latest numbers and comparisons. You'll be surprised as to how

Resort. And if you have out of town family members or friends who are looking for a place to stay during an upcoming visit to the Springs, have them contact Torie for more about staying at the Lodge. Contact the Buffalo Lodge via email at bicycleresort@gmail.com



Photo by Sean Holveck

<http://www.holveckdesignsphotography.com/about.html>

Safety Stop: Think-Ride-Promote Safety

Dale Campbell: Co-Editor

As I previously mentioned in another article in this edition, safety is something I strive to practice each and every time I ride, from checking the bike before the ride to constantly being aware of the surroundings while I'm riding. I have a somewhat selfish motive for this, as I believe that by riding safely, I'll be able to complete rides and be able to ride again another day. Understanding that, I'm introducing a new series of articles focused on safety. For this edition, we'll focus on two items that we normally encounter during a typical Club ride – Crosswalk Etiquette and Bike Trail Safety. If you have a cycling safety tip or practice that you would like to pass on to our readers, please send it to us. We'll publish your submission in upcoming editions of the Bent Fork.

Crosswalk Etiquette:



While riding bicycles, we are obligated by Colorado State Law to use the road just as any other car or motorcyclist is required to do. From that perspective, the following points are to be understood when approaching crosswalks while bicycling (or while driving a car, for that matter):

- Drivers are legally required to yield the right-of-way to pedestrians when pedestrians are using crosswalks, when traffic signals are not in place and/or when traffic

much riding Club members have accumulated throughout the latter part of the 2016 riding season.

National Bike Challenge – 2016 Final Results!

Charlie Czarniecki: Past President

The 2016 National Bike Challenge (NBC) ended on Sept 30th . NBC sent me our final team report on Oct 2nd. The data through Sept 30th shows the team had 11 people at Diamond (over 5,000 points), 33 people at Platinum level (2,500-4,999 points), 47 people at the Gold (750-2,499 point) level, 28 Silver (250-749), and 11 Bronze (100-249). I posted a daily update to the CSCC website news column for the team, CO, and COS on the CSCC webpage. The direct access to the report is http://www.bikesprings.org/docs/NBC_Daily_Rankings.pdf

For the Challenge we had 134 of our 165 people post their miles! We finished Sept as the #6 team in the Country for that month and we finished the Challenge as the #8 of 1,881 teams in the Country.

Looking through the other files we see that Colorado finished the month of Sept as the #4 state in the country, and finished the #5 state for the Challenge. For Sept Colorado Springs was the #12 community in the nation (Fort Collins was 7th). We just beat out Denver for the 2nd month during the Challenge. For the whole challenge we finished the #11 community (Fort Collins #8, Denver was #10, Boulder #38, Pueblo #46, Littleton #58, Glenwood Springs #66, Broomfield #68, Golden #89, and Loveland #98) among the 4,613 communities represented by the NBC riders. NBC never listed "teams" at the state level; we earned 271,921 points. As I looked through team names it would seem that #34 NPS Riders had 110,977 points and are the 2nd team in CO. #81 Wheat

signals are not functioning (because of, for example, a loss of power).

- Drivers approaching a crosswalk at which other vehicles have stopped to let a pedestrian cross are also legally obligated to stop at the crosswalk and yield the right-of-way to pedestrians (instead of trying to drive through the crosswalk).
- Pedestrians have the right-of-way at intersections that have stop signs or flashing red signals.

What's a good example of where these three items need to be honored? Think about these the next time you ride on Cascade through the Colorado College campus. There are three specifically marked pedestrian crosswalks in that area. While this is just an example, the above noted legal descriptions are applicable to any appropriately marked pedestrian crosswalk that you may encounter during a ride.

Bike Trail Safety:



Many of the Club's scheduled road rides often use parts of the network of paved multiuse trails throughout the City. Users of multiuse, non-motorized trails can include slow walkers, fast runner, fast cyclists, slow bicyclist, tricycles, trailers, strollers, etc. At times, there is some confusion on how everyone can have their use most amicably. While trails offer cyclists relief from the constant worry about passing cars, trails can sometimes be a challenge to ride due to the multiuse aspect noted above. Here are some tips to help you ride safely on multiuse trails:

- Control your speed: While it's often inviting to build up some speed while cycling on trails – especially on downhill sections, this can often lead to potentially dangerous encounters. When encountering approaching or passing walkers, runners or other users, slowing down has multiple benefits. First, you are able to react more easily if one of those trail users inadvertently steps out in front of you, not being aware of your presence on the trail. Additionally, by passing these users at a slower speed, you are less intimidating to the walkers/runners. Take a walk on a trail sometime and see how it feels to have a bicycle pass you at a high speed. Does it feel just like you're cycling on the road and a car passes close by at what seems to be a high rate of speed?
- Look ahead: Many of the trails we ride have sweeping curves or blind corners. By looking ahead, you prepare yourself for potential encounters with other trail users,

Ridge Mighty ATATS were the 3rd team in state with 66,781 points, and #118 ALCHEMIST were 4th with 44,846.

Randy Susman was selected to "win" a Challenge T-Shirt for the May drawing. He was the only Club member to win a prize during the Challenge. There were only 8 other CO people who won anything during the rest of the Challenge.

So we had a great Challenge. We were doing this for the ride, but it is really kind of nice to hold National and State attention. We rode with only 1 goal: to have one more rider participate than last year. Last year we had 117 log miles and this year we had 134. Way to go!!!

[How did CSCC compare to previous years teams?](#)

Membership Update

Sara Hill: Membership Coordinator

Each month we recognize cyclists that have either renewed their membership or have become new members of the Colorado Spring Cycling Club (CSCC). To become a member of the Club, annual dues for an individual membership are \$21, and for a family membership, the annual dues are \$28. Membership not only provides you with the opportunity to participate in our many biking and social activities, but also enables you to be covered by the Club's insurance while participating in a Club sanctioned activity.

Note that joining CSCC's Meetup group is not the same as joining the Club. We encourage riders who are part of the Meetup group but who have not yet paid any dues to do so to realize the above noted benefits.

WELCOME NEW MEMBERS!

John Crandall, Thomas Czelatdko & Family, Bill Estes & Family, Howard Fields, Tamara Fisher, Gary Fry, Christine

which will allow you to quickly react and negate what could have been a dangerous encounter.

- Be courteous to other users: Take time to acknowledge other users on the trail. Simply saying "Passing on your left/right", thanking them for stepping aside as you pass or just a simple "Good morning/afternoon" or "Enjoy your walk/run" help to promote cyclists in a favorable light in the minds of others in the community.

Here's something else you might want to try next time you get out and ride. Think about some "What If" scenarios – such as "What if that pedestrian stepped to the left just before I passed him/her?" or "What if that approaching car turned in front of me as I was passing through the upcoming intersection?" Thinking such scenarios through will help mentally prepare you to have a plan of action if you did actually encounter a "What If" scenario. And by being mentally prepared, you can react more quickly to these sorts of situations, helping you to safely ride through the encounter and survive to ride again on another day.

So, get out there and ride – safely!

Ride Sweeps – the Unsung Heroes!

Dale Campbell: Co-Editor



Larry Wilson and Skip Fleming, both previous recipients of the Club's "Golden Sweep" Award

Dale Campbell: Co-Editor

Ah, isn't it nice to participate in a Club ride and just have the Ride leader take us on a "visit" to one portion of the surrounding area? We don't have to think, just follow the Ride Leader's instructions and remain with the group. Wait, what's that about "remain with the group"?

Many of the Club's rides are classified as "No Drop" ride,

Fulford, Debbie Halverson & Family, Richard Idler & Family, Judith Nordberg, William OGara, Danielle Oller, Carlos Perez & Family, Michael Pharis & Family, Jon Rose & Family, Mike Ruddy, Cam Rungie, Carol Severson, David Sobeck & Family, Richard VanDyke, and Gin Woolsey & Family.

RENEWING MEMBERS – THANK YOU!

Paul Brown & Family, Charlie Charlton, Denise & Paul Eckstein, Michael Gilstrap & Family, Kevin Gunty, Jennifer Hanson & Family, Anne & Ted Junge, Carol Keenan, Frank Kink & Family, Tom Martin & Family, Gary McKee, John McLain, Matthew Meuche, Bryan & Jodi Miller, Doug Moyes, Sean & Hope Mullally, Bud Reynolds, Randy & Sharon Richards, Sid Santos, Dennis & Terry Struck, Randy Susman & Family, Ron Toman, Terre Topp, and Mike & Lorena Wilder.

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

meaning that during the ride, no rider is left behind. The group stops if someone has an accident, a flat or some other mechanical impairment that prevents them from continuing on the ride. Do you realize how that happens? How does the Ride Leader know that something has happened somewhere behind him/her? Thanks to the Ride sweep, that's how!

The Ride Sweep is always the last person in the pack. Prior to a ride, the Leader and Sweep exchange mobile phone numbers, so that they can contact each other during the ride, if needed. During the ride, the Ride Sweep makes sure that every rider is accounted for and that none of the riders miss a turn or otherwise get separated from the pack. The Ride Sweep also serves the important function of releasing a Post from their assigned location.

Remember that CSCC uses a "Post & Sweep" system during the rides, with the Ride Leader posting one of the riders from the front of the pack at intersections and other changes in direction for the ride. The Post then stops at that location, directing passing riders as needed to keep them with the group and remaining there until the Ride Sweep comes into sight. At that point, the Ride Sweep then "releases" the Post, allowing the Post to rejoin the group and continue the ride. Sounds simple enough, but without a Post and Sweep, ride groups, especially for larger/longer rides, would become spread out and separated pretty quickly.

As participants in a Club scheduled ride, we should realize that we have the responsibility to "Respect the Ride Leader and Sweep, and cooperate with their guidance and instruction during the ride." Without this cooperation from all the riders in a group, the ride would quickly become chaos and potentially dangerous. And, that is obviously counterproductive to having a safe and enjoyable ride. So, next time you finish a ride and thank the Ride Leader for planning and completing an enjoyable ride, be sure to also thank the Ride Sweep. Better yet, next time you go on a Club ride, step up and volunteer to be the Ride Sweep. You might just have some fun with "herding the cats" during the ride!



2GO™ Coconut Oil: A Ready Source of Energy, At-the-Ready

Kathy Parham, Registered Nurse & Cycling Enthusiast

Coordinator
at membership@bikesprings.org.

Sara Hill, CSCC Treasurer &
Membership Coordinator

Special Activities & Rides of Interest!

Rick Rodriguez: Ride Committee

2016 is drawing to a close but there are still some special events to enjoy. CSCC will be participating in the Festival of Lights Parade again this year, so get your bike decorated and head downtown for the festivities on Dec 3rd. Another opportunity to get out and enjoy some Christmas Spirit with your CSCC friends comes on Dec 15th with the Chile and Christmas Light Ride from the Garage Mahal. The annual Frozen Water Bottle ride will also be happening again this year on Jan 1st. Check Meetup the details on all these rides.

Looking forward towards next year, the Ride Committee is looking onto some great ideas for Special Rides and Events to help raise money for the club, for some worthy charities and also to bring some cycling events here to Colorado Springs. If you have some ideas, or would like to pitch in and help out with some of the planning or the events themselves, contact Rick and let him know your interest or idea.

Happy Holidays to All....
Rick

Calendar Items:

3-Dec: Festival of Lights Parade
10-Dec: Holiday Party
15-Dec: Chili and Christmas Light Ride
1-Jan-17: Frozen H2O Bottle Ride

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!



Editor's Note: As cyclists that tend to do some longer rides, we are often searching for a way to maintain or boost our energy levels during the ride. Here's some information about a natural ingredient based product that your could potentially try. Note that the Editor's nor CSCC specifically endorse any cycling products, but want to present product information to our Club members to evaluate and consider.

Every serious cyclist is searching for that "secret sauce" – the energy booster that will give them the edge on maximum benefits for endurance performances. One need look no further than the recently released organic virgin coconut oil product 2GO™, containing added MCT oil.

2GO's medium chain triglycerides (MCT's) are metabolized more efficiently by the body than conventional long chain fats. MCT's bypass the slower digestive process required for long chain triglycerides and go straight through the bloodstream to the liver. There they are rapidly absorbed and converted to ketones to provide immediate supplemental energy at a cellular level to both muscles and organs.

Research studies have shown that MCT's can reduce the body's reliance on carbohydrates as a source of energy and decrease the production of lactate during exercise, leading to greater endurance. And for the body to operate at peak efficiency over hours of distance riding, it requires the energy supplied by the longer medium chain triglycerides also contained in 2GO™ coconut oil. Absorbed more slowly, these longer chain saturated fats provide sustained energy over the long haul. Taken before and during your ride, you'll experience hours of clean and consistent fueling, preventing you from bonking during those extra long and challenging rides.

Conveniently packaged for you to carry with you as you ride, the two teaspoon biodegradable packet of liquid 2GO™ coconut oil is as near as your fingertips. The "bend and tear" 2GO™ packet top provides easy accessibility. No fumbling with a stubborn package. No taking your eyes off the road. What could be more convenient? A tip of your head, a squeeze of the packet, and within minutes, a boost of direct energy.

2GO™ coconut oil with added MCT's: the perfect portable high octane energizer. Put 2GO™ in your pack for your next high energy ride or competition and see why performance-conscious athletes are raving about this convenient, at-the-ready superfuel.

A Quote to Ponder

Contributed by The Editors



Arthur Conan Doyle

"When the spirits are low,
when the day appears dark,
when work becomes
monotonous, when hope
hardly seems worth having,
just mount a bicycle and go
out for a spin down the
road, without thought on
anything but the ride you
are taking."

To check out a 2GO™ user's cycling testimonial and for more information go to www.2gococonutoil.com

Welcome in the Season with Some Music

Sid Rubinow: Club Member



Welcome in the Holiday Season and get in the mood for the Club's Christmas Party by attending a local concert presented by local band staffed with of talented, dedicated non-professional musicians. The Canyon Winds Concert Band, under the direction of Maestro Doug Downey, will be presenting its Annual Winter Concert on Saturday, December 10, 2016 at 2 PM in the Sand Creek High School Auditorium, 7005 N. Carefree Circle. The performance will include a diverse variety of both classical and contemporary pieces, along with a special musical medley commemorating the events of Sept. 11 and honoring the resiliency of the American spirit. The Brass and Clarinet Ensembles will also be performing. As always, admission is free, and as always, your generous donations will be greatly appreciated. For more information, please consult the band's web site at www.canyonwindsband.org or call 719-227-7282.

[More Information](#)



Editors' Comments

Sharon Boyd & Dale Campbell: Editors

Janine Hegeman and Lorna Wilder are also contributors to this edition, expressing a cyclist's perspective about the Research Parkway Protected Bike Lanes Pilot Program. The Club had several organized rides on Research on 19 November. If you weren't able to join those rides, we're sure there will be others to experience in 2017.

Finally, in addition to the normal Club related articles we include (upcoming meetings, membership updates, etc), Dale concludes this 30th year celebration with a look into the future. While these are Dale's thoughts, based on being a member of the Club since February 1994, his prognosis is rooted in the Club's mission statement, as defined in the Bylaw section that states the purpose of the organization. After reading his commentary, let us know what your thoughts are for the Club's future.

As always, if you have suggestions for articles or topics for future editions please let us know – catch us at a Club meeting or send us an email (Contact Editor under the Newsletter tab on the Club's website). We appreciate the input!

Sharon and Dale wish you and yours the best for a safe and enjoyable 2016 Holiday season. We'll see you next year with the February 2017 edition of the Bent Fork!

Bent Fork 2016-6 - December 2016 / January 2017





Bike Tech 2 – SkunkLock bicycle Lock

Dale Campbell: Co-Editor

The lock itself, which is essentially the typical hi-tensile and hardened medium-carbon steel like U-Lock, has a unique feature of a pressurized noxious chemicals. When the chemical chamber is compromised by the actions of a thief, the formula escapes into the air, choking out the thief and making them sick to their stomach. Additionally, the spray will also ruin any clothing it touches, which actually costs the thief money.

Sounds interesting?! It's not something that I'd like to encounter. But, practically, it seems that they have a great idea incorporated into the product, especially for cities with high volumes of bike theft, such as San Francisco, where the inventors both reside. If you're also intrigued, here's a short news clip with one of the inventors that you will enjoy seeing:

<http://sanfrancisco.cbslocal.com/2016/10/22/skunk-lock-sprays-bike-thieves-with-a-stench-that-makes-them-puke/>

Bent Fork 2016-6 - December 2016 / January 2017





National Bike Challenge – 2016 Final Results!

Charlie Czarniecki: Past President

	2016	2015	2014	2013
Participated	134	117	115	114
Points	271,921	271,594	249,035	234,982
Miles	136,801	135,554	126,612	113,122
National	8th of 1,881	12th of 1,958	12th of 1,265	4th of 2,080
Colorado	1st	1st of 123	2nd of 64	1st of 85

NBC keeps their software running the rest of the year. We can continue entering our miles on the web and they'll keep sorting the monthly data and track your miles total for the year.

Ride safely, have fun, and post often.

Charlie Czar

Bent Fork 2016-6 - December 2016 / January 2017





Riding in India – Two by Tandem

Dave Stang: Club Member

After the first week of work, Dave had the weekend off. It had been suggested by Dave's co-workers that are from India to cycle in the Nandi Hills area. This area is ~60km north of Bangalore and is a favorite location for local cyclist due to its light traffic and scenery.

Normally, we would not think twice about riding to a destination... but this is India. Most of the roads are not labeled. Buildings do not have numbers. The local zoning is enforced to make things really look like an urban jungle. There is no doubt that being new to the area that we would get lost. So we did what everyone that travels here does. Hire a driver for the day.

Cars in India are generally small. How are we going to get a long tandem bicycle into a car? The same couplings on our frame that allowed us to pack it into two suitcases to fly here really came in handy since allowed it to be placed into the back of the car in two pieces.

We arranged to have the car pick us up at the hotel in the morning. The hotel was also able to pack us breakfast and lunch.

The driver dropped us off at the beginning of the road that lead to the top of Nandi Hills. This road is 10km climb that has '40 turns'.



After we got to the top parking lot, two school buses filled with children showed up. One of the instructors came over to us and asked if we would be willing to take our photographs with the kids. We accepted.

The kids were in a proper lines for taking a proper school photo when we walked over. That ended once we got there. The proper lines became a horse shoe shape around us and eventually became a full circle.

After taking photos, we were offered breakfast. How could we refuse? Out came a very large bucket (25 gallon?) of rice and spices that was used to serve everyone. It was very tasty. Of course the monkeys wanted food also (note picture with instructor throwing rocks). We were able to talk to the less bashful kids as they were able to speak English.

After eating our fill of breakfast, many of the kids came up to us to offer their sweets. I don't know about you, but this really touched our hearts since we have not experience this before. We are in a country that has extreme poverty were one expect folks to be unhappy, but instead the people are happy and genuine.

For the next weekend, we were looking for a longer more challenging ride. The Bangalore Cycling Group had provide many suggestions. We ended hooking up with a local rider, Sebastin Francis.

Sebastin meet us at our hotel and we all went for a ride out on Sarjapur Main Road out to Sarjapur and then south on 35. It was an out and back 75km long trip and the temperature stayed under a comfortable 90F.

Sebastin was a god send for us. Not only did he determining an excellent route, he also showed us the commerce that is available on the road in India. There are all these little stands (sometimes just a guy on a motorcycle) that sell bottle water, coconut juice, bananas, hot tea (chai), and other refreshments along the road. They are spaced usually ever couple kilometers apart. How cool is that! Carrying food and water on a bike trip in India is not a problem since it is available at these stands. This is a huge luxury when traveling by bicycle.



It should also be said that two white foreigners on a tandem bicycle is unusual in India. We drew a lot of attention, but in a good way. Folks in a car or truck would match our speed beside us and then asked us questions. Common questions are: First time to India? Were are you from? Where are you riding to/from? What is your name?

But it didn't stop there. We would have group of motorcycles surround us. This would cause mini traffic jams, but it also felt like we had an escort (or in a parade) through some of the small towns we rode through.

Sebastian stayed behind us for most of the ride. We are sure he was amused by watching all the attention we got on this ride.

Editor's Note: There's more – photos, descriptions of places visited in India and the experience of

riding there. Dave has documented the sights and impressions well. Read more about Dave and Sam's trip at <https://plus.google.com/116748976876992370303> And his concluding remarks are thoughtful, as you can read below.

Final notes on touring India by bicycle.

When planning this trip, we were warned that India was the most unfriendly place to bicycle. Our experience was the other end of the spectrum.

It is interesting that when we were in a car, it was common for folks to come up and tap on the window and beg for money. This never occurred while we were on the bike.

Even though India is a third world developing country, there is plenty of food. The variety of spices available can make this a culinary experience not found anywhere else.

We especially like how we were respected while riding on the road. Our suggestion is to avoid riding in large cities. There was plenty of road side stands so carrying extensive provisions was not required.

Lastly, we really enjoyed the people in India. Of all the countries that we have ridden our tandem (India is the only foreign country so far), we like India best.

Bent Fork 2016-6 - December 2016 / January 2017





Research Parkway Pilot Program – Thoughts from the Cycling Community

Janine Hegeman: CSCC President & Lorena Wilder: Club Member



Photo by Mark Reis, 1 Nov 2016, The Gazette

Editor's Note: The person who submitted this Letter to the Editor is also a member of the Colorado Springs Cycling Club. Thanks, Lorena, for providing facts that people need to consider as part of evaluation of this pilot program.

Bike lanes are a solution

Re: "Bike lanes are a disaster" - this is an issue where the public has, unfortunately, been ill-informed. Please check the Colorado Springs government website to find out that it hasn't ever been a question of whether or not Research Parkway will be reduced from three to two lanes each way, rather what will be done with the "space" created when the third lane is removed.

One option is to create a wider, parklike median or curb area. Another, brought forth by the cycling community, is to restripe and create bike lanes. The Research Parkway issue is about "right-sizing" this neighborhood roadway to make it safer by managing traffic speeds. Studies show that vehicles overwhelmingly speed on Research because it was designed with too many lanes. Additional information about this project can be found online at Bike Colorado Springs.

Specifically: Research Parkway was designed as a six-lane road to carry substantial volumes of traffic; that traffic load is now being carried by Briargate Parkway. For comparison, Research Parkway carries on six lanes a daily traffic volume of 20,114 (east of Voyager) to 22,108 (east of Lexington). This volume is less than many four-lane streets in Colorado Springs. Some examples include:

- Fillmore Street west of Centennial (24,404);
- Palmer Park Boulevard east of Powers (22,226);
 - Uintah Street west of I-25 (25,507); and
 - Woodmen west of Marksheffel (25,623).

Lorena Wilder,
Colorado Springs
Published in The Gazette 29 November 2016

Bent Fork 2016-6 - December 2016 / January 2017



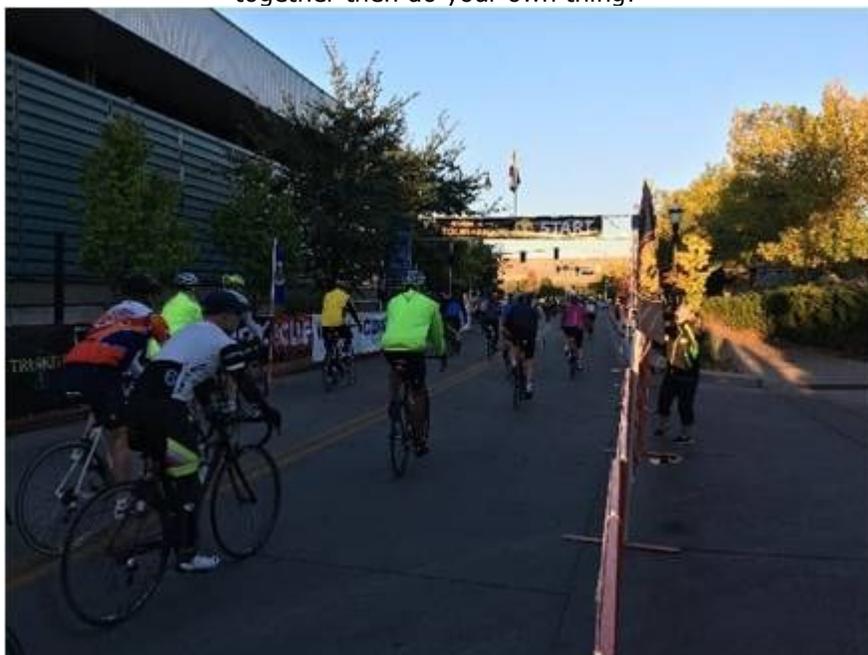


Tour of the Moon – October 1, 2016

Alan Cavin: CSCC Member



The day dawned cool but clear and sunny. Our "team" met at the start line and we had the whole group start together. Tom asked me the night before what the plan was and I just said "start together then do your own thing!"



Ten of us started together and then four of the group decided to take the short route - 42 miles directly through the Monument. The rest of us did the "flat" loop out through the farmlands

around Fruita to add another 20 miles. Right at the cutoff I caught up with Jessica and she asked me to ride with her before she got to climb into the Monument. She had not done the ride before and wanted to be sure that she didn't overdo it! And I did have to continually pull her back! She had been doing a lot of training and kept pushing up the pace. But all 6 of us reached the entrance about the same time and got our obligatory picture at the entrance sign. (Jessica, Ruth, Sam, Caroline, Brian – I was the photographer).



Tom and Dem were ahead of the group and did their own picture!



From the entrance at about 34 miles into the long route, it is a 4 mile climb to the aid station near the Visitor Center at about 38 miles. There is a sense of being mostly done with climbing at that point, which is NOT the situation! It is another 12 miles to the highest point in the park! But there is some wonderful scenery along the way that tends to take your mind off the climbing - sort of. :-) Besides the magnificent landscape, we even saw a Bighorn Sheep!



The major feature of the park is called Independence Rock. Apparently because for many years every July 4th a group will climb the rock and place an American flag on the top!



So, I had two basic goals for this ride - besides the obvious one of finishing with no mishaps. The last two years I finished within a minute of the same "moving" time 4:51:00 and 4:50:00. I wanted to reduce my riding time this year without any issues on the climb. I was able to shave 12 minutes off to finish in 4:38:00! I also improved my average speed from 12.8 mph in 2014 and 2015, to 13.3 mph this year. So I was very pleased with my performance.

As I mentioned, Jessica really wanted someone to ride with, and I understood her feelings because I've realized that is what I like as well - it is nice just to have someone around to share the experience with. Plus, we had an opportunity to share time with the rest of the group off the bike - the dinner on Friday night, lunch after the ride, and on Saturday evening 3 of us went to get a steak and several went to have Mexican food. We all craved some protein after loading on carbs all weekend.

Overall this was a very enjoyable weekend. Grand Junction is a lovely town to stay in. The downtown area is very quaint with a number of locally owned restaurants, and some interesting bike related art. I like to change up my rides each year to get a little variety, but I plan to do this

one again at the end of the 2017 cycling season. (I already have hotel reservations!)



There are a few tunnels to ride through and that gives the route some special character. The same 6 riders pulled in together at Independence Rock, so we had to have a picture (l to r, Jessica, Brian, Caroline, yours truly, Ruth and Sam).



The descent coming out the east gate the park is a real thrill. It's steep and has a number of hairpin turns, but there was little traffic, the road was clean and dry, so I pushed it coming down. What a hoot!

A great ride, wonderful city, and if you want to do some mountain biking as well Fruita has some great trails and Moab is just a few miles further west. I'm looking forward to going back!

Bent Fork 2016-6 - December 2016 / January 2017





Celebrating 30 Years: What's in the Next Thirty for CSCC?

Dale Campbell: Co-Editor

Looking more closely at the next four bullet points - Educate its members and others., Promotion of cycling..., Collaborate with national and Colorado advocacy organizations..., and Work locally with leaders and staff of... - I believe that this is where the real opportunity for the Club will be. Let's study this point by point:

- "Educate its members and others in the rules of safe bicycling and adherence to all traffic regulations." With the recent graduation as League Certified Instructors (LCIs) of eight members of the Club, the opportunities to provide training to Club members and the community have expanded dramatically. As the Club's Educational Team becomes better organized, we'll begin to see classes on a variety of cycling safety topics. For me, safety is something that I strive to practice each and every ride. In some ways, I have a somewhat selfish motivation, as I want to ride safely so that I can get out and ride again in the future! And, with a safer riding community (and education of drivers and the non-riding community, too!), we'll all be able to enjoy this chosen activity even more.
- "Promotion of cycling and to encourage recreational cycling activities." In some ways, I think this follows the first item of Section 3 - "Provide bicycling activities for its members and others." But thinking a bit more about this as we look into the future, I also think it will provide opportunities to get more folks in the greater Colorado Springs Community involved in cycling - for multiple reasons. Think about it... By riding, we improve our physical and mental health through the enjoyment of an activity. We also help contribute to the community in a "green" way, by not driving cars to run errands and get to destinations. Additionally, by promoting cycling and its benefits, the community establishes an opportunity to be attractive to other folks across the nation that enjoy cycling. Think of cycling tourism and how it could enhance the community and expand the income of this region (take the example of the Club's newest sponsor - the Buffalo Lodge Bicycle Resort. Learn more in the focused article included in this edition of the Bent Fork). And, this promotion of cycling is in agreement with the direction our current Governor is taking in Colorado!
- "Collaborate with national and Colorado advocacy organizations to support programs for cycling safety and community bicycling development." The Club continues to be aligned with the [League of American Bicyclists \(LAB\)](#), [Bike Colorado](#), [Trails and Open Space \(TOSC\)](#) and [Bike Colorado Springs \(BCS\)](#). As the collaboration among these organizations - including CSCC - continues to grow over the coming years, the Club and the Colorado Springs community will definitely benefit. And, if you had the opportunity to attend the first Bike Summit earlier this year, it's obvious that there is a lot of enthusiasm for cycling here in the Springs. With a growing awareness will come more and more opportunities for further collaboration among cycling focused organizations - locally, statewide and nationally.

- “Work locally with leaders and staff of the city of Colorado Springs, El Paso County, Pikes Peak Area Council of Governments, bike shops, and other concerned organizations to help each other promote more and safer cycling in our community.” Here’s where there are real opportunities for the Club. One example is the recent birth of the [Pikes Peak Outdoor Recreation Alliance](#). As stated on the PPORA website, this is “an initiative to make the incredible natural and recreation assets of the Pikes Peak area an economic driver for our region. ...the effort aims to increase our outdoor amenities, create better access to recreational areas, and promote greater participation in outdoor activities. Health and quality of life are now key determining factors in where people and businesses choose to locate. Our outdoor recreation opportunities can compete with any in the region, and are attracting participants from all 50 states and other countries.” By working with PPORA and other organizations – both governmental and commercial, the Club can help promote more and safer cycling in our community.

When you think about it, it seems that the opportunities for the Club in the future are endless. But there is a need here in order to make a bright cycling future a reality. More people need to become involved – cyclists and others who are passionate about making Colorado Springs a better place for cyclists and non-cyclists alike, to transform dreams and ideas into realities. We all have different talents, abilities and amounts of time that we can contribute to such efforts. What it takes is a commitment to become involved in one way or another, no matter how little time you might be able to offer. Individually we can contribute – together we can make a difference. Just try it and see what difference you can make!

So where will the Club and its members be in the next 30 years. As I mentioned earlier in this commentary, I have ideas and I can hardly wait to see what transpires for us all. But what I’m really wondering about the future is “when will I end up getting that e-bike?!” In the mean time, get out there and ride, and look forward to the Club’s cycling future.

Bent Fork 2016-6 - December 2016 / January 2017





With her bicycle ready to roll, Torie Giffin stands in the front part of the driveway leading up the motor court of the Buffalo Lodge. She heads up the new ownership of the long-time, 47-unit Westside motel on four acres at 2 El Paso Blvd. Some of the bicycles that are available for guests to use can be seen at right. Giffin believes the vintage streetlights were originally used in Old Colorado City.

Westside Pioneer photo

New ownership transforming historic Buffalo Lodge into 'bicycle resort'

Teddy Roosevelt on a ten-speed?

As plans by the new ownership of the historic Buffalo Lodge move forward, that image might not be so far-fetched.

The business' Guest Directory describes a past in which the U.S. President - who came to this area multiple times - may have stayed at the lodge.

In the present, new owner/manager Torie Giffin speaks enthusiastically about the venerable, four-acre, 47-unit motel's future as a "bicycle



This sign above the Buffalo Lodge's main building has been a landmark for decades.

Westside Pioneer photo



This is one of the newly renovated Buffalo Lodge rooms. Note the bicycle posters.

Westside Pioneer photo

bikes (which have electric motors if pedaling gets too hard). And, guests can join scheduled rides to and from the lodge Tuesdays and Saturdays.

According to Giffin, she first became aware of the Buffalo Lodge a decade ago when her bicycle

resort.”

The location is 2 El Paso Blvd., just east of the Manitou Springs city limits, next to a horse-riding stables and downhill from the Garden of the Gods. The property includes a long motor court, a swimming pool, a gazebo and plenty of open areas.

“We want to restore the lodge to its original glory days,” said Giffin, who took over management in June. This work includes upgrading the property and remodeling units. But the big emphasis is on cycling - a long-time avocation of hers.

During the previous six years, as the marketing lead for the Garden of the Gods Road Chick-Fil-A restaurant, she started a fitness club and led regular bicycle rides. She also organized the restaurant's annual Patriots Festivals (including its bicycle “Ride for Heroes”), one of which was held at Glen Eyrie in 2011. Currently, she's on the board of the Colorado Springs Cycling Club.

Giffin is already developing the Buffalo Lodge's new identity, holding a “bike-and-blues” barbeque in early October, organizing a “Chasing Santa” 15K ride this Dec. 3, promoting the lodge to the growing trend of bicycle tourism and brainstorming ways to make it a go-to site year-round.

For motel guests, bikes are available for kids to ride around the property; people can also rent e-

bikes (which have electric motors if pedaling gets too hard). And, guests can join scheduled rides to

got a flat tire as she rode by. About a year ago, the idea came to her for a "hotel that would cater to cyclists." So she approached the Buffalo's then-owners to announce that if they were ever ready to



This embossed buffalo image in metal is over the fireplace in the main lodge.

Westside Pioneer photo

sell, she was interested. To her pleasant surprise, they were.

She's been pursuing the dream ever since. For the purchase, she gained the support of her family - husband Nathan; daughter Delanie, 15; sons Levi, 12, and Daniel, 9; and her mother Nancy, who became a part owner. Other investors are "good friends and fellow cyclists Ken and Kris Hubbard," Giffin said.

However, she freely admits, buying the lodge didn't leave very deep pockets to fund facility upgrades. Renovations are "inching along, one room at a time," she said, with the third nearing readiness this fall. Giffin is exploring fundraising options,

including crowd-funding.

In the meantime, there is at least an income stream, because the lodge is operational - offering units of various sizes, including kitchenettes - and Giffin reported that she was nearly sold out during the summer.

As for Teddy Roosevelt and the Buffalo Lodge, shrouds of mystery persist. The Guest Directory states that the story of his visits "has been told and repeated many times." Unfortunately, the story lacks photos, letters or other proof. Regarding the Buffalo, Giffin's research has found real-estate documents saying that it opened in 1931, while a library source says 1929. But she's also come across a "rumor that it started as a hunting lodge in 1919." The latter date would be just early enough for Roosevelt, who passed on that same year. So... maybe?

In any event, based on the bespectacled president's vigorous life - including big-game hunting, bringing fugitives to justice, leading a charge in the Spanish-American War and exploring branches of the Amazon River - who could doubt that if he were here today, he wouldn't say "bully" to a Buffalo Lodge bicycle ride?

Westside Pioneer article
(Posted 10/20/16; [Business](#): Changes)

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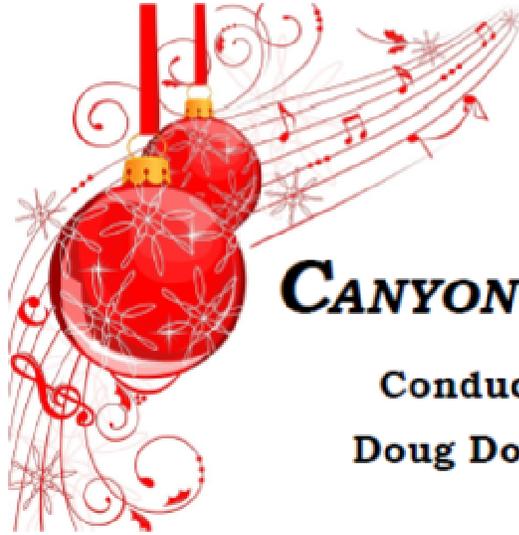


The Bent Fork Chronicles



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