



# The Bent Fork Chronicles

COLORADO SPRINGS CYCLING CLUB



"The Colorado Springs Cycling Club is a recreational bicycling club which promotes safe and fun cycling for all ages and abilities."

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Issue 8

## Victor Bike Tour

by Milt Johnson

**T**he mountain bike ride on the Gold Camp Road was a little jewel. The late August weekender was scenic, challenging and had just enough adversity to be memorable.

It was sneaky-tough but the only real negative was the smallish number of participants. It's a shame that more riders didn't take advantage of this well planned, fun event.

It began on a cool, rainy morning which didn't hold much promise. We met at La Baguette in Colorado City and intently watched the sky while munching rolls and coffee. We also watched each other for signs of backing out. One person did, and there were probably others who didn't show because of the weather.

After shuffling cars and gear in a nearby parking lot we were headed west on 26th St. by 8:30 A.M. There were five other riders: Bob Smith, Larry Schorr, Judy Shaposky, Sharon Boyd, and Milt Johnson. Anne Smith drove accompanied by Bob's dad Ed Pap. Larry's wife Memory also drove. Both vehicles would play key roles later on.

Several miles of paving turned to gravel as we climbed steadily. There were occasional mushy spots but nothing a fat tire couldn't handle with extra effort. Bob pointed out that the road

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## CLUB MEETING

-- Olympic Training Center, Manitou Room, Tuesday, November 2 at 7:00 p.m. Yes this is also election day for CSCC. So visit the poles early and come out and elect '94 officers for our club.

No club meeting in December. Club Christmas Party Dec. 4 at Doolittle Hall A.F.A. See Calendar for details: See you there.



## Cuchara Pass: Don't Feed the Bears

by Mike & Fawn Remington

**W**e did not feed the bears but we found Ringo's market in Aguilar and broke down the doors to Monument Lake Parks restaurant.

Widefield was left after an invasion of hot air balloons. Lots of excitement and 40 miles later we discovered we should return home and pick up something if we really wanted to RIDE. Walsenburg to La Veta was uneventful, La Veta has ice cream at 28 cents per scoop and then the road to Cuchara Pass goes UP. Lots of rustic charm, Llama hill, couple of deer, lots of Texas Longhorns in Colorado, this could explain all the Texas plates. Our tandem, Serendipity, doesn't climb any better loaded, one of those moments when you wonder if it's smart to carry food and water up hill. Pictures were taken from the top of the pass, then on to Monument Lake Resort. 45 miles this day.

Room 200 is on the second floor. The tandem enjoyed a great view of the lake and Spanish Peaks from the balcony. Heard a rumor that the restaurant closed at 7 pm due to lack of customers. They will open the door to pathetic pleading and unspoken death threats. Meat and potatoes, sausage and fried mushrooms are health food if you're real hungry. Buffet line was being torn down. Bar was closed too!

Next morning the ride leader decided that backtracking to go over Cordova

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Pass was dumb. So down to Weston and left at the intersection on well graded dirt road which leads to Gulnare, 25 miles of good stuff. Three good hard climbs, talk to cows, enjoy the flowers, ask directions. We're going to do this ride again. The road turns to pavement after Gulnare, then winds down to Ringo's market in Aguilar. They sell everything except yellow bananas. Black, brown, and spotted bananas, yes. Wished the bike was a kitchen, they sell German sausage, Italian sausage, goat cheese, bulk olives, pasta salad and they cater parties. There's a bakery up the street. We settled for fruit and a bottle of Iced Cappuccino. We enjoyed this high energy



Picture taken on the tour showing bears feeding humans

snack sitting on steps of the town's small church. Started for Walsenburg, battle between two thunderstorms brought us a tail wind which made great riding along frontage road, included 5 more miles of dirt and one flat tire, 1/2 mile of I-25, light rain then toss bike in the truck after day of 63 miles. This 2-day ride gave us a total of 110.7 miles.

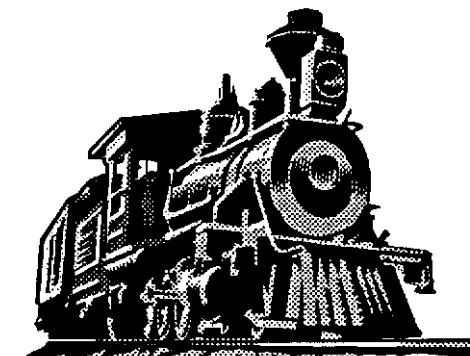
All that you've ever heard about "High Country Colorado" is true, each and every view was like a picture postcard. All wildflowers were in bloom, colors looked like an artist's palette. We figure we traveled through 5 different ecosystems.

## Cumbres & Toltec Weekend

by Diane Edmonds

**H**asn't this been a perfect year for fall colors?! Ten of us were treated to a breathtaking weekend of golds, oranges, and reds, when we rode the Cumbres & Toltec Narrow Gauge railroad from Antonito, CO, to Chama, NM, and then returned by bicycle the next day.

The railroad took us through hills of brilliant orange and red aspen, which could not be seen from any highway. It's a fascinating trip, climbing up to Cumbres Pass, because we could see the tracks snaking their way across hillsides and winding along edges of valleys. Our cameras were very busy, and we joked about how we'd all show up at the next club function with stacks of photos of orange trees. We arrived in Chama early enough to get our hotel rooms squared away (no small feat) and wash most of the cinders out of our scalps before going to Vera's for a Mexican dinner. Bob survived an altercation over a parking space by being cool enough to let the hothead have it. We survived the hour's wait for our food by drinking plenty of beer and wine, and water when we could get it.



The ride back to Antonito on Sunday was another clear and sunny day filled with mountains and valleys of colorful aspens. The climb of Cumbres Pass is steep only at the very top (hmm, my

view of it may have been skewed because I was on my cross bike with low low gears). The descent down La Manga Pass, a few miles away, was S-T-E-E-P. This settled the question in our minds of why did we ride the train from Antonito to Chama instead of biking it and taking the train back.

Three cheers for Anne, for arranging this trip. She had to do some scrambling when the railroad decided they couldn't transport our bikes, and again when she checked on our Chama bed & breakfast reservations and found they had been forgotten somehow by the owner, even though she remembered speaking to Anne.

Thanks also to Phyllis Sargent for her welcome sag support as she drove Bob and Anne's van back to Antonito on the day we cycled.

### A personal note:

Many thanks to everyone who called, visited, brought food and flowers and reading material, and in general kept my spirits up while I was recuperating this summer from my broken hip. And special thanks to Ray, who took such good care of me and brought me espresso every morning at the hospital and never grumbled once about having to put my shoes on for me.

Bicycles are wondrous machines. (I say this in spite of the fact that one slammed me into the pavement!) I was able to surprise myself and the rest of the group by riding 45 of the 50 miles from Chama to Antonito, even though I had just given up my cane two days before. Walking is still uncomfortable for me, but riding feels wonderful. It was great to be back in the mountains on a bicycle again.

The prospects for keeping my own hip are very good at this point, and I feel incredibly blessed that it has healed so well. I am very fortunate to be a cyclist because cycling is a perfect way to recover from an injury such as this. So keep on cycling, folks!

# Readers' Rides

by Diane Edmonds

This month's ride is Manitou Springs to Green Mountain Falls and back.

Did you ever wonder what the vertical profile would look like for Ute Pass?

I really thought there would be more variation in it, since it seems infinitely easier after you get past the Waldo Canyon Trailhead.

This is not quite an out-and-back, since you turn off the highway when you get to Cascade and climb up to Green Mountain Falls on Chipita Park Road, and then come down on the highway.

This ride is not recommended for evening rush hour, since the only part with narrow/no shoulder is the west-bound highway between Manitou and Cascade.

You can do this ride all year round, but during the winter there is often sand and debris and ice along the shoulder on the descent.

The time it takes for people to ride up Ute Pass varies wildly, since we all climb at different rates. Allow one to two hours.

Start in Manitou Springs at the town clock, corner of Canon and Manitou Ave. (Or start at the Manitou Bakery just down Canon!)

Mile 0.0 West on Canon Ave.

Mile 0.1 Veer left on Park Ave.

Mile 0.3 Right on Manitou Ave.

Mile 0.5 Veer left onto Highway 24 west

Mile 2.7 Waldo Canyon Trailhead

Mile 4.4 Turn left at the sign for Pikes Peak Toll Road / North Pole

Mile 4.7 Stay on Chipita Park Rd., don't go left up Pikes Peak!

Mile 6.5 Stay on Chipita Park Rd. by veering right and then immediately left toward Green Mountain Falls

Mile 8.0 Lake in Green Mountain Falls

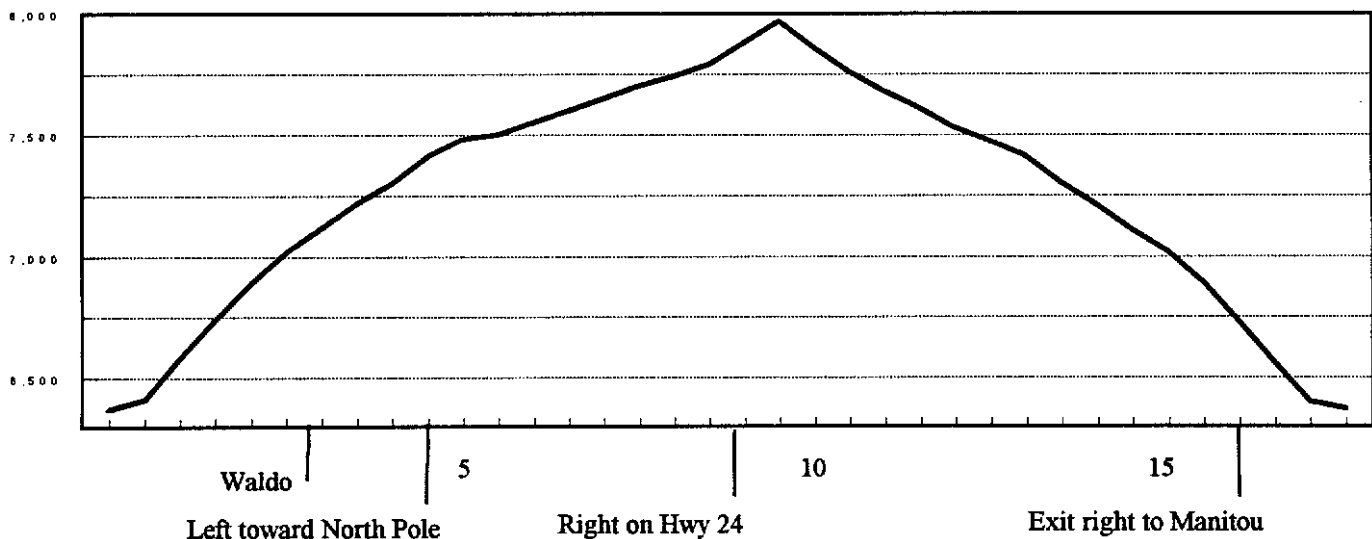
Mile 8.8 Turn right (east-bound), on Highway 24

Mile 9.5 Highest point on this ride

Mile 11.5 Bust, CO

Mile 16.1 Exit right to Manitou

Mile 17.4 Left on Canon



# Christmas In Dover

By Don True

As I rode to Dover that cool December morning, I marveled at the pure beauty of the snow covered hills, the cool crisp air, and Dover nestled in the bottom of the valley. At the top of the big hill, I stopped and viewed the town. It was beautiful, with four inches of fresh snow and several strings of Christmas lights still on from the night before. From my vantage point I could see the town square, decorated with red, and green Christmas lights; Rudolph the red nose reindeer; and a thirty foot Santa Claus. The Baptist church had set up a nativity scene next to the plastic Santa, sleigh and candy canes. Wise men on camels carried treasure for Mary, Joseph and a newborn Jesus. Young children were sledding in the park and a group of carolers were on a street corner, greeting passerby with Christmas cheer. If Norman Rockwell were still alive, he would be painting Christmas scenes in downtown Dover. It made me wonder why I ever considered making fun of Doverites. The road there had been cleaned in the wee hours of the morning by our ever efficient State highway workers. And I had no problem riding to Bike n Bobs Bike Store. I was looking for gifts, to put on my Christmas list. Hoping that maybe, Judith my loving, understanding, non-biking wife, would spring for an expensive Descente Solar Jacket or a pair of Pearl Izumi lobster gloves. As I browsed the shop, I don't know why I let Bike n Bob talk me into it, You'd think I'd wise up, but being the super salesman he is, I couldn't resist.....

Bob has just started selling Santana Tandems out of his Dover Bike Shop. And sitting in the center of his display floor was the new Santana Team Titanium Ti-26. Six thousand nine hundred and ninety-five dollars worth of Mountain biking fun and action. As I stood there, drooling over the best looking frame I'd ever seen, Bob sneaked up behind me and whispered

in my ear:

"Like to take this baby for a spin?" The words ran into my ear and strange thoughts started circling inside my brain..... Me, on a \$7000 bike?..... Hammering down hills at over 50 MPH..... Powering past Roadies, as I, on the captain's seat, barked out commands to my Stoker on the rear.

"Faster Dog Breath" I envisioned myself yelling at the poor Category 1 Racer, I had chained to the rear seat..... Finally I could ride with the big boys! No more being dropped when they sprinted for the next stop sign... Hey, they'd be Wheel Sucking off me for a change!

"I'd love to Bob! But whom I going to ride with?"

"I'd take you myself, but I'm awful busy straightening the frame on your MB-3. Just leave your Master Card on the Counter and ride with the next person that comes in."

As I nodded my head in agreement, and slipped my card onto the counter, the shop door opened; that little bell rang, announcing another customer; and in walked....

## "Jim the Animal"!

"Oh God, Not Jim!"

I thought silently to myself.

I found myself on the back of a rapidly accelerating tandem, as we rolled down Main street, east toward Topeka. Jim and I had argued about who was going to sit up front for good fifteen minutes. Bike n Bob, wanting some peace and quite in his shop, finally flipped a coin and Jim won the toss. He elected to drive.

The first thing I noticed was I had no control over anything. I couldn't steer. I couldn't brake, I couldn't even stop pedaling and coast. I was at the complete mercy of Jim. He was quickly shifting through the gears and the cranks under my feet were whirling at the highest cadence I had ever experience. With every shift onto a smaller clog, my Quads would groan and refuse to work. But Jim's powerful stroke would force my legs around again and on the upstroke my calves

would scream out in pain. Each time I heard the click of the derailleur, my mind prepared itself for a river of pain that would shoot up through my legs. When we finally got on the Big ring up front and the smallest gear on the freewheel, Jim yelled back: "Are you ready to Hammer?"

Since I couldn't breath very well, cause one lung had just collapsed, I wheezed out; "Slow down, I can't Last!"

With the wind noise generated at 30 MPH and my pitiful cry, what Jim heard was; "Bla Bla, Bla Bla Fast!"

When he caught that, he put his head down and increased the now furious cadence we were turning. At 40 mph we hit the base of a large hill and Jim decided to stand and really turn those pedals. This set up a horrible oscillation. The bike shook from side to side as we tried to stay on the road. When the bike would jump left, Jim would throw all his body weight right. In my dazed and weaken condition my reflexes were a little slow and I would lean left when Jim steered right. We zig zagged down the road in utter terror like this for a quarter of a mile before slowing and bring the bike under control.

Now riding smoothly and together for the first time I begged Jim to stop and give me a small rest break. I just needed a chance to recover. A chance to refresh my burnt out legs. As we passed a house with a "Garage Sale" sign out front, I suggested he could browse while I rested.

"You could maybe find a cheap Christmas present for your mom here, Jim." I pleaded, hoping he would at least stop riding for his mother.

Since Jim's always looking for a bargain, and he hadn't bought his mom a present yet, this ploy worked and he pulled into their drive.

I jumped off the back of the bike, and collapsed on the ground. I lay there and watched Jim look through all the

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junk this guy had to sell. I should have yelled "NO!" when he bought the Propane Bar B Q grill. But I was still to exhausted to even speak. We were ten miles from Dover and I knew the ride back would test the limits of my aged and underdeveloped body.

Jim strolled over with his prized trophy. It was a rusted out, heat blacken, bar b-q- grill. It stood about 3 foot high with a wooden handle on one end and two small wheels on the other. My job as Jim informed me, was to hold the handle on his mom's new grill and keep that end from hitting the ground, while we towed it back to Dover, behind the tandem.

As we started back, the three inch wheels on the grill let off a shrill high pitch squeal. The sound was so loud and intense it started to make my eyes water. I guess the wheels had never been oiled and we were given them a severe test as Jim brought the ship up to cruising speed. The faster we went the higher the pitch of the squeal was from the grill's wheels. The only purpose this sound served was to wake up every farm dog in a ten mile radius of Dover! As we rolled by each dog's property line, they were waiting for Jim and me. Several were even standing in the road, with big vicious grins as we approached.

What I didn't realize is they weren't waiting for Jim and me, but really they were just waiting for me. Jim could maintain a pace that kept the dogs just at the rear of the tandem. He was safe and out of the way of the snapping jaws. While I was left to fend off their attacks holding onto a bar b q grill with one hand and keeping a death grip on my handle bars with the other. I would scream for him to speed up, as the dogs jumped and snapped at my legs spinning madly on the back of the tandem. If they got real close, I'd swing the grill over, and try to try run them down with it. I thought I even heard Jim chuckle once as he coasted just out of range of a German Shepard's vicious, drooling, teeth filled mouth, while I cussed profusely at the ugly mutt.

It was the Doberman at the bottom of Dover hill that caused all the problems. We were almost home free and back to Dover when this lighting fast Doberman took up the chase. We had descended the hill at a little over 50 MPH and the wheels on the grill were starting to sing real good and loud now. The dog followed us into town snapping and growling while I swung the grill back and forth at him. Just as we were approaching the Dover Christmas display, the damn dog sunk his teeth into one of the wheels on the grill, and ripped it off it's axle. The bottom of the grill set up a wall of sparks as it skidded down the street behind a now out of control tandem. This heated up the propane tank and right before the explosion, I saw that Jim lost control of the bike, jumped a curb, and was headed directly toward one of the Three Wise men in the Christmas display. We hit the one holding the Frankincense and Myrrh. He toppled over into the other two and they fell on top of a poor plastic shepherd boy who was then decapitated as the tandems front wheel skidded over his head. About this time the propane tank let loose and a 10 foot flame shot out the side of the tank and propelled us like a rocket through the manger, who's straw roof and walls instantly went up in flames, and straight toward the 30 foot Santa, which was holding up the main string of Christmas lights, that were strung throughout downtown Dover.

When the bike tried to go through Santa's legs, Jim and I bailed off in a snow bank. The tandem still upright and powered by the propane went though Santa's legs. But the grill was too large to make it through and became lodged between his legs. We watched in horror, as a 30 foot Santa, with his crotch on fire was pulled down the sidewalk by a jet propelled Santana tandem, trailing 3000 feet of sparking Christmas lights along behind.

As Santa rolled down the sidewalk, pedestrians screamed and the

jumped for their lives out of its way. He ripped the Christmas lights from each pole as he past, and suddenly the electrical power to all of Dover went dead. When the out of control Santa approached the City park, several young children on the play ground equipment, saw the Santa from hell about to run them down and fled screaming in terror. Many of these same children who witnessed this event, later had to have special counseling for TSD. (Traumatic Santa Disorder)

Santa's last stop was, unfortunately for me, Bike n Bob's store, Bob had come out to see what all the commotion in Downtown Dover was about. Santa crossed the park, shooting 40 foot flames from his rear and made a bee line for the front of Bike n Bob's. Bob, wide eyed, couldn't believe he was seeing Santa on a Santana, threw himself out of the way seconds before Santa crashed through his main display window.

It was here that Santa had his final melt down, right next to several Treks and high dollar Cannondales. Titanium melts at 1455 degrees Fahrenheit. And the Santana was no exception to the laws of chemistry and physics. It and seven other bikes were fused with 30 feet of red and white plastic to create an interesting piece of modern art sculpture, that now sits some where in the Dover land fill.

The fire was contained to the display window and the heat all most reached the cash register counter where my plastic master card sat. The edges of it were curled and blacken, but somehow Bob was still able to read the numbers off it, and billed me \$27,395.

So if you don't get a present from me this year, I'll hope you'll understand.

**Merry Christmas.**

## PREZ SEZ :

By Robert Smith

Did you get out on one of CSCC's weekend tours this year? Well Anne and I did and we really enjoyed them. On Tuesday, December 7th, there will be a meeting at our home for the club to start planning its '94 calendar, including tours. If you would like to lead a tour or have something to contribute, you are welcome to join us.

Our most recent club tours were the Victor Overnight, the Lead Triangle and the Cumbres-Toltec Train and Bike. The trips had from six to fifteen participants. I especially enjoyed the Lead Triangle and the Train and Bike because of the near perfect weather and spectacular fall colors.

I enjoy touring with a small group because it gives me an opportunity to travel, cycle and make new and better friends. On tours people tend to ride together and look out for one another more. The pace is typically slower and more relaxed. The group is more varied in age and ability. All this leads to more interesting and diverse conversation.

To lead a tour you must first decide how much time and energy you are willing to commit. Self-contained tours are probably the simplest because there is no support vehicle and every participant carries their own gear. However, there are still things that need to be considered such as where to get water, food stops, overnight accommodations, restaurants, route planning and maps. The easier you make it on the participant the more difficult you make it for yourself.

When planning a tour, do it your way. If you like to ride off road and camp, then make your tour an MTB outdoor adventure. Just remember that fully loaded off road riding is demanding. If you prefer fully supported road touring with lodging, then you have a little more planning to do. Leading a tour can be a lot of fun and very rewarding. However, be sure to be very clear in your trip description and set expectations in

beginning. I'd also recommend speaking personally with everyone prior to the trip. The Cumbres-Toltec Train and Bike taught Anne and I a lesson in tour planning that we will not soon forget. Anne had made reservations for five rooms at a Bed & Breakfast in Chama, NM. A few days prior to the trip she called the B&B to follow-up on the reservations. Which they had lost. All was not lost because the B&B was able to locate us other accommodations. However, some of the flavor of the trip was lost because we didn't all get to stay in the same place and other arrangements had to

Can you name two first time C.S.C.C ride leaders from the last issue? Jim Card and Allen Severn! Thanks Guys!

## **Tech Tips - We Got Em'**

This fall's club rides have yielded a number of superb tech tips:

OK when you are on the Speeding Bullet ride we know that there are no facilities other than the ones provided by nature at the Thunder-bird. However when using said facilities you should observe the direction of the wind sock, then face the opposite direction, a.k.a. downwind. Thanks and a half turn o' the body to Bill B.

And now the ultimate in tire repair tips! Featured before for having the audacity to call for a ride home in a cab when he had a flat, a new standard has been set in flat repair. When you get a flat, look at where you are, get out a club directory, then call the nearest club member on your cell phone. When way out east in the forest that would be Tom Preble. Be sure to have Tom bring cookies, and drinks, his pump, his patches, and his hands to do the work. Be sure to have that awful presta schrader thing worked out too. Thanks and a turn o' the phone dial to, yep you guessed it, Ken H. Bike phones have dials don't they Ken?

New members have something to share too. When following Warren B. at high speeds on Hardscrabble training rides, be sure to brake early when Warren passes somebody with a flat. Thanks and one turn upside down on the pavement to Elizabeth A.

## **Community Line:**

### **Winter Cycling at it's Best**

An information fair regarding winter cycling and recreational riding will be held at Acacia Park on Friday, November 12, 1993, from 11 a.m. to 2 p.m. The event will feature some of the latest winter riding gear and equipment and "winterizing" your bike demonstrations by many different local bike shops. Local and statewide bicycling clubs will be represented and dispensing information. Specialized topic speakers will be focusing on topics such as buses, The Trails Coalition Mission, and what each one of us can do as a citizen to advocate a more bike-friendly town. There will also be varied demonstrations by the Colorado Springs Bike Police and professional bike competitors.

The fair is free and open to the public. Call 471-7665 for more information.

## **Volunteer For the Ride Committee**

The club is looking for a few more people to be on the ride committee. What is the ride committee? Well it's a group of people that get together the last Tuesday of the months that have a newsletter published in them. If you understood that sentence you already are way over qualified to be in the group. The committee sets up the rides, finds leaders for them, and thinks of new and fun things to do. They also take credit for the rides that weren't that fun to do. This is the place to be if you want to see something in the way of a ride, not the club meeting. You might not be the only club member interested in, say, a ride where you go to the hardware store, pick up a 90 pound bag of concrete, and carry it to the top of Pikes Peak. Of course that is why there is a committee, but there is a ride where you get to carry a raw egg around. Check the club calendar for the meeting date and location, then just drop on in. The membership of the ride committee is not formal and you are encouraged to attend. How about if we just take the concrete to the top of Mt. Manitou?

## Escape to the Grand Canyon

John Ellis

**T**he early Fall morning air was cool and crisp. I was glad I had brought my old, tattered, blue Gortex jacket on this trip. I zipped it up all the way as I rode away from the hotel. Hopefully, I wouldn't need my tights and gloves that I brought, just in case, for it can snow as early as September around Flagstaff.

I took a series of backstreets to avoid the heavy morning traffic in Flagstaff and eventually got onto Hwy 180 which would take me in the direction of the Grand Canyon. Once on Hwy 180, I found myself immediately gaining elevation as I rode north toward the San Francisco Mountains. To my right was Humphrey's Peak, which at over 12,600 feet is the highest mountain in Arizona. As I slowly continued to climb, I noted how it was densely covered in pine with golden streaks of aspens displaying their fall colors. I think fall is the best time of the year to tour Arizona.

The 55 miles from Flagstaff to Valle is rolling with no serious climbs. Most of the way is through the Kaibab National Forest, and tall pines and aspen shade the road. I rode slowly through this section and stopped several times along the way to scan the distant mountains with my binoculars or to take a few pictures. I was in no hurry, for there was a lot of wildlife in the forest, the scenery was pleasant, and the cool air held a sweet scent of juniper and wildflowers.

At Valle, Hwy 180 joins with Hwy 64 which goes north to the Grand Canyon. Just before Valle, there is a drastic change of landscape as the Kaibab National Forest ends and the Coconino Plateau begins. Gone are the rolling hills and tall pine trees and aspens, replaced by a seemingly barren plain of shrub and yucca plants. I also noticed a drastic change in the temperature. I no longer enjoyed the cool air of the forest. It was hot. A thermometer at the gas station in Valle where I filled my waterbottles read 95 degrees. And it was only 11:00!

Tusayan, the last town on Hwy 64 before the Grand Canyon park entrance, is 22 miles from Valle. For the most part, the scenery was somewhat boring, but at least the highway had a nice, wide shoulder. I didn't stay long in Tusayan, just long enough to devour a couple'a burritos, chug a Pepsi, and buy a few postcards and stamps. Tusayan has a campground, but I chose not to stay there. I wanted to camp at the Grand Canyon. I felt a surge of energy as I rode the final 6 miles from Tusayan to the park entrance. My excitement of biking the Grand Canyon grew and I literally sprinted the final two miles from the entrance to Mather Point.

The Grand Canyon is difficult to describe, for it affects not only the eyes but also the soul. It's 277 miles long, up to 18 miles across, and drops nearly one mile to the Colorado River. The view overwhelms the senses, and the canyon invites you to become completely immersed in it. Although it is over 1.7 billion years old, it is a scene that is constantly changing before your eyes. Sunlight plays upon the canyon walls creating shadows and contrasting shades of red, orange, green, black and white. Sunsets are spectacular as the air becomes noticeably cooler and the evening takes on a warm, amber color like that of a fine, dark rum. The scenery itself is intoxicating as the rocks appear to change colors, and shadows slowly grow longer along the canyon walls. That first evening, I was fortunate to see a full moon rising over the eastern horizon as the sun settled in the west. The canyon seemed eerie under the pale blue moonlight, and later I hiked along the canyon rim trail under the light of the moon.

Wanting to hike into the canyon and enjoying the company of other travellers in the campground, I changed my plans for the next day and hiked into the canyon along the Bright Angel Trail. I didn't hike all the way to the river, but instead, the six mile trail to Plateau Point which overlooks the Colorado River. Viewing the canyon walls from within the canyon made the arduous hike into the canyon worthwhile. After taking many pictures and

scanning the canyon and river with my binoculars, I hiked back out. The six mile hike out of the canyon had to be one of the hardest walks I've ever taken. It was hot and dusty, and the last three miles of it was like climbing a steep and rocky staircase.

I was completely exhausted when I got to the top of the canyon. My lips were parched from the hot sun and dry air, and my legs were caked with dried sweat and fine, red dust that hangs in the still air along the trail. At the campground that evening, while sitting by a warm fire built of pine cones, I bartered with one of the British campers who had bottles of Vodka and Coke stashed in her backpack. It cost me two PowerBars and a promise of coffee in the morning in exchange for a stiff shot of alcohol, but it was worth it after such a gruelling hike.

I woke up early my last day at Grand Canyon, for I had to make Flagstaff by that evening. It was a long trip, and I wanted to stop at all the view points along the south rim. It was 25 miles from Grand Canyon Village to Desert View and about a half dozen lookouts along the way. I found myself riding with cyclists who were of a large group riding from the Grand Canyon to New Mexico. It was fun talking with them and learning they were from all over the country. We rode together as we exited the Grand Canyon park at Desert View and descended toward the Painted Desert along Hwy 64. As we rode along Hwy 89 toward Gray Mountain where they were stopping for the night, they told me of their plans to ride through Wupatki Reservoir and to Sunset Crater. I had originally planned to take that same route, but on a self-supported tour, plans get changed, and I had spent that extra day at the Grand Canyon. And I still had many miles to ride to Flagstaff.

That last morning in Flagstaff I didn't want to get up. As I took off along Hwy 89A, I stopped to check my rear tire, for I couldn't get any speed out of my bike. It wasn't a flat tire, though, my legs just had no energy left in them. I was thankful those forty miles

*(Continued on page 11)*

*(Continued from page 1)*

was an easier ride slightly wet than dry and loose.

About an hour into the climb we were still enjoying the peek-a-boo views of Colorado Springs as it sank away below. We marveled at the early-day engineering that blasted tunnels and did all the cut and fill of the former railroad bed.

There were predictions of an early afternoon arrival in Victor as we hummed along on fresh legs. But then about the time we joined the Old Stage Road the stops became more frequent.

The reasons were many. Changing clothes for the on-again off-again rain, bike adjustments, nature calls, hunger to name a few. And Judy, poor girl, her legs were no longer fresh! Neither was her hair, make-up or the rest of her anatomy. She had a galloping case of the "bonks". Her own interesting analysis, she had a stiff neck. To keep her going we sympathized, plied her with food and water, and lied about it being "down hill from here".

Judy got no comfort from any of this. The only thing that seemed to help was to lie prone for several minutes. This she did every few miles for about half of the trip. But, Judy's no quitter. Substituting pluck for the strength she didn't have, she pressed on.

Sharon was no quitter either. Her progress was also erratic but for reasons different from Judy's. Sharon's bike weighed more than Bob's including Bob! Her two loaded panniers were incredibly heavy. It didn't help Sharon either that she was riding with a new pedal-shoe system that had a defect. As a result, she fell down a lot. The good news was, Judy and Sharon tended to stay together. ( It should be noted that Milt was usually close by as he cleverly feigned concern for the ladies to mask his own fatigue.)

Meanwhile Larry and Bob tended to pull ahead. Larry was slowed a little by switching bikes with Sharon, but that didn't last. Sharon wasn't comfortable on Larry's bike and was even more uncomfortable for not pulling (carrying) her own weight (panniers). " How else am I going to learn to pack light?", she reasoned. We thought this unreasonable.

As the unburdened Larry resumed his place up front, Bob dutifully rode back

and forth trying to stay in touch with everybody. It would only be fair to give him double mileage for this ride. Early afternoon came with Victor 10-plus miles away when Bob rode back with the news that Larry had gone ahead and would return with a vehicle. This gave heart to the three of us in the rear and the pace picked up from four, to five miles per hour!

In good time Larry returned with Memory at the wheel. Judy and her bike were loaded and Milt was secretly considering getting aboard too. Sharon however, announced with great panache that she would continue on. Sharon was quickly lied to that it was all "downhill from here" and that she had indeed pulled her weight. Reluctantly she agreed to part with her panniers. Larry visibly strained as he put them into the van. Milt wistfully climbed back on the bike as he envisioned Bob and Sharon (sans panniers) racing ahead. Everybody got to Victor only three hours past ETA.

The clean neat rooms of the Olympia Hotel were a welcome sight. The single bathroom had all of the appointments for our needs. It just took a little patience to wait your turn. In reasonable time, less than it took to ride some of the more difficult miles, we were all bathed and refreshed. Concurrent activities were the finding of Sharon's contact, (yeah Judy!) and keeping clean the bathtub down to the last body. We CSCCers have class!

We were soon doing battle with Cripple Creek which included parking, finding food and remaining solvent until the meal was paid. That accomplished we headed back to Victor in good sprits, light pocket books and full bellies. For the record the best buy in Cripple Creek is the ice cream parlor at Johnny Nolan's Saloon.

The night passed peacefully at the Olympia with only the sound of foot traffic to and from the bathroom. The most noteworthy event was the sight of a sleepy but urgent Judy making the trip while instinctively tugging a minimal T-shirt to maximum length.

Breakfast was less interesting but more adequate than Judy's T. English muffins, assorted jams and jellies, fruit, juice and coffee or tea was the fare, all self served.

Larry and Memory were the first out

the door and quickly on the way to the Springs in their van. They had business more urgent than a leisurely bike ride back. Anne had brought her bike in the Smith van so we were still five riders on the return. Pap drove the car with an assortment of extra baggage including the panniers, to be sure!

There was a smart but short climb out of Victor followed by 40 miles of downhill. We flew. It was a completely different ride. Even the scenery looked different. It would be a screamer all the way except for the inescapable wash board which was hardly noticed on the way up. We took our lumps and jarred our teeth, but hardly noticed the loose stuff which had been the most troublesome coming up.

There were a few stops, the first being a surprise encounter with Tim Tiefenbach. With a pre-dawn start, Tim had covered in three plus hours what we had taken seven to ride. We were awed! We stayed together remarkably well on the descent. Tim showed great restraint in not bolting ahead. He even joined Milt in holding up for Judy and Sharon who lagged behind one time. Chivalry ended when it was learned the girls had stopped to eat wild raspberries. We can only speculate as to how the berries were found.

We reached the bottom shortly after noon. This meant our overall descent pace was approximately the same as Tim's remarkable ride up. This is hard to accept and will have to be re-examined. There was some confusion at the bottom regarding the rendezvous with Pap in the Smith van. But, it all turned out well and initial concern turned to laughter when all was known. A small inconvenience was a bargain for such a good outing.



## Club Stuff

As a CSCC member, you are entitled to a 10% discount on the purchase of cycling accessories from the following bike shops:

### Bike Stores:

Colorado Springs Bike Shops (719) 634-4915. Two Colorado Springs Locations.

The Bike Habit (719) 550-1188

Pedal Revolution (719) 389-0909

### Travel:

Adobe Bed and Breakfast, Lake City, CO. 10% discount off the 1st night's stay. Open June thru October. Call Helen Dewey at (303) 944-2642 for more information.

### Upcoming Events

Leadville Ski Weekend January 15-16. Stay at the Delaware Hotel (make your own reservations). Resolution Gulch Saturday, milder trail Sunday.

Janet's Hut back-country ski weekend President's Day weekend.

Contact Warren Barta, 632-3602, for information on both these trips.

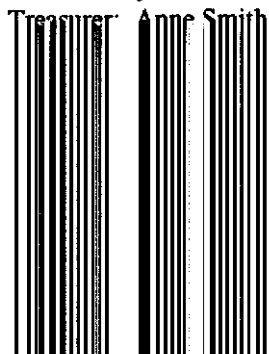
### Election of Officers

Club members will vote on officers for 1994 at the November 2 meeting.

### Slate of nominees is:

President: Bob Smith

Vice President: Sharon Boyd, Michael Heymann, Daniel Hagmaier



### CLUB OFFICERS

President  
Bob Smith  
528-6834

Vice President  
John Ellis  
637-8473

Treasurer/ Membership  
Anne Smith  
528-6834  
Secretary  
Lori Martin  
574-4637

Road Ride Committee  
Warren Barta  
632-3602  
Lori Martin  
574-4637

Rob Miskowitch  
548-8667

ATB Ride Committee  
Mark Rowe  
633-5073  
Tim Tiefenbach  
685-1398

Touring Chairman  
Michael Heymann  
632-4112

Newsletter Editors  
Ray Edmonds  
685-9600

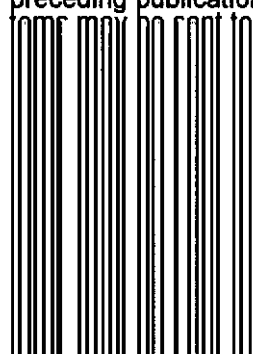
Michael Heymann  
632-4112

### 1994 Planning Meeting

There will be a meeting on December 7 at 7:00 p.m. at the home of Bob and Anne Smith, to start planning the club's calendar of events for 1994. This includes tours, picnics, parties, special rides, and anything else we can think of. All members are welcome to attend and bring their ideas.

### Newsletter Submissions

Items for the newsletter should be submitted by the 15th of the month preceding publication. Physical



### Classified ADS

Club Policy: Non-commercial advertisements are free to all club members. Ads will run for one month unless renewed. Commercial advertisements are \$10/month for a 2"X3" ad. Three month minimum, send check and ad copy to : Classified ads, CSCC, PO Box 49602, Colo Springs, CO. Ad deadline is the 15th of the month prior to publication. The Bent Fork Chronicles is published eight times per year.

FOR SALE: 979 Vitus Athena Components, 12 speed, 52 cm. frame. Interested in trading for touring bike. Call John Ellis 637-8473.

FOR RENT: Bicycle Travel Bag. Non-members \$10 per day or \$50 per week. Club members \$5 per day or \$25 per week plus security deposit. Longer periods negotiable. Call the CSCC Hot Line to reserve the bag, 594-6354.

### MEMBERSHIP NEWS

The officers and committee persons try to have activities they think will interest our membership. Often every ones' needs are not met, so let us know or better yet get involved.

The CSCC members and officers welcome the following new members: Ron & Chris Bebow, Steve Holsenbeck & Family, Gary & Susan Kaklikian, Doug Luttrell, Carl Machemer, Jr., Marielle Oetjen, David Ruetschilling, Dave Schlichtig, Jim Simson, Timothy Vogel.

Welcome again to returning members: George & Cynthia Dilly, Larry & Laurel Dunn, David & Joann Lloyd, Jim Grippin, Tom Haynes, Michael Heymann & Cathy Pillis, Milt Johnson, Lori Martin, Rebecca Nichols, Bruce

# Wally Wonders

## Riding in the Cold

Whoa dude, it is winter. What does that mean? Time to hang the bike up? Time to fix the bike up? Time to give up? Nah, none of those except maybe fix the bike up. Winter is a good time to ride that bike of yours. There are lots of advantages. First off there will be no where near the same number of cars on our roads. The cars that remain have over a 50-50 chance of having somebody driving them who isn't lost or looking aimlessly for Pikes Peak or the Chapel at the Air Force. What a deal huh, now if you get hit there is a better chance that it is on purpose.

Probably by now you have guessed that I ride in the winter. I sure do and I have the box of clothes in my car to prove it! By Golly you should have a box of clothes in you car too! Why do I have so many clothes? Well first off a lot of people in the club have not noticed the tell-tale signs that it is cold out, you know like frozen water, no leaves on the trees, little things. I have to loan people clothes all the time. I make a point of never loaning anything out to someone who isn't just a little blue. If they are shivering hard enough they never complain about the color, or the fact that a lot of stuff in the box doesn't see the washer on a regular basis. Enough of this, this is supposed to be a help column, sort of.

Winter means that it gets a little colder out. The earth is in the part of its orbit that bums me out. It's still tilted just like it always has been except that we are on the other side of the sun and sure enough we get the short days. Not only that, it gets a little colder out. Hopefully by now you have heard of wind chill. If you haven't .... how was life in FL anyway? When you are on the bike you constantly have to fight the effects of wind chill. If you ride real slow you don't, but anything over 10 m.p.h. and you will really start to feel the effects. When you ride in the winter you have a problem unlike the summer. In summer we just get rid of the excess heat, and we are happy and all is well with the world. In the winter your

little body makes just as much heat as in the summer, but you have this nasty problem with exposed flesh pointing into the wind freezing. Enter bike clothes. They are designed so that there is a heavy layer of wind resistant and insulating material in the front, and a thin layer of vapor transmitting material in the back. This works real well when you are riding the bike. When you just stand around the clothes may or may not work. I think that it's pretty weird on a chilly windy day to stand and face into the wind, but you'd better if you want to stay warm. What? Your normal winter clothes don't work this way? They sure better hadn't if the manufacturer expects to stay in business. That is the problem with normal clothes, they are designed to keep you warm all over, vs. only working into a head wind.

So how do I dress for a cold ride? Layers is the trick. Hey just like we learned with normal clothes. If it is really cold out, say 20 degrees, I will start with thermal polypro underwear. The key here is to be sure to pick something that keeps you dry. Then a normal jersey, or if it's real ugly, I have a nice wool jersey that I can wear. Wool is a great fabric for cycling because it is a closed cell insulator, i.e. the insulating air is trapped inside little pockets, so it keeps working when it gets wet. Of course we all dress in layers so that we never sweat in our clothes, right. Well probably not. After the jersey layer I have either a light weight cycling jacket made of wool, or a heavier one made of some miracle fiber. For my legs I wear either my warm-ups or the heavier Bellwether pants right over the cycling shorts I wear in the summer. Shorts that are already broken in to that part of the anatomy that contacts the bike. That takes care of the big things but it is the little things that will make your ride more comfy. Little things like not losing any fingers or toes or maybe an ear. To protect your hands you can have a heavy pair of cycling gloves for when it is very ugly cold, or for the rest of the days I wear just a light pair of polypro mitten liners I bought for 4 dollars, under my regular cycling gloves. This gives me lots of latitude with my hands with three mix and match layers, and I only spent 20 dollars more than my regular summer gear. For my feet I almost always can wear a pair of those little neoprene toe covers

over my regular cycling shoes. If it is very wet I would wear my full booties, or better yet, bag the ride and wait for nicer weather. The big item many riders seem to overlook is their head. Sure your head doesn't get cold, but your hands and feet freeze. Putting on a hat or a belaclava makes a big difference in how comfortable you are on the ride. One buddy of mine actually duct tapes the holes of his helmet shut when it's cold. If that's too warm he removes one of two pieces of tape and just sticks them on the side of his helmet. Ever a slave to fashion he does this only to his winter helmet.

The only thing left is to eat and drink, just like on the summer rides. You can bonk in the winter just like on a hot summer day, but now you get the advantage of being able to freeze to death too because your body can't find enough energy to keep warm. Be particularly careful to drink enough. When you see your breath, remember that you can't see nitrogen, or oxygen, so what is that stuff you are seeing? It's water vapor. And where did the water come from? It came from your lungs. So pound down that water on winter rides. If you have problems with your bottles freezing, I suggest that either you leave the dry ice out of them, or come in, it's too damn cold out there. The more pedestrian trick is to fill them with hot, water or energy drink so that they don't freeze. Hot toddys are fun, but not recommended.

Will you be a slower rider in the winter? Sure! You can't expect to be moving in all those clothes and go very fast, but wait until your first ride in just your shorts, and jersey next spring. You will feel better than when you went from that K-mart bike to your present ride. And by then the days will be a lot longer.....

A quick checklist here. If you can come up with a hat, gloves, winter cycling jacket, winter cycling pants, and some foot warmers you will have enough clothing to go on almost any ride. Add leg warmers, arm warmers, and a wood burning stove and you can be comfortable on almost any ride. So don't buy a new wardrobe, unless you want to of course, but be sure to come on out for those fun winter rides.

# Tour de Hardscrabble

by John Ellis

CSCC enjoyed another successful Tour de Hardscrabble for 1993 due to the hard work and support of its organizers, volunteers, and sponsors. We saw an increase of over 150 riders from last year's Hardscrabble. The cyclists had beautiful weather, and a fantastic view of the Sangre de Cristo mountains during their ride. The Volunteer riders got rained on the day before, but we had a good ride, too. Riders filled out questionnaires after they finished the ride and had time to rest. I read a few of them, and their comments about Hardscrabble were very positive. Some of the comments were quite humorous. Hopefully, Ray will print some of these comments, once he's had time to read all of them.

Like last year, Hardscrabble drew riders from numerous states. However, due to the publicity it received in Bicycling Magazine and L.A.W.'s Bicycle USA, the club hotline was flooded with calls from people wanting more information. Anne often told me they were getting "lots of calls."

Special thanks are in order for our sponsors Old Town Bike Shop, Hardee's of Florence, PowerBar, the Fremont County Red Cross, and the Florence Chamber of Commerce who gave us great support.

The organizers, Anne & Bob

Smith, Ray & Diane Edmonds, Warren Barta, Rob Miskowitch, did a great job of handling some of the difficult tasks of registration, rest stop supplies and maps, water, the Magaritaville rest stop, and sag support. You can recognize them by the "Ride Official" on the back of their Tour de Hardscrabble T-shirts.

Even though this year's Hardscrabble is over, there remains much work to do. The first item on my agenda following Hardscrabble was to take a break. So I went to the Grand Canyon. However, once I get the remaining Hardscrabble tasks completed, I'll provide the newsletter with more information.

Again, thanks to everyone who helped make Hardscrabble a very successful event.

*(Continued from page 7)*

through Oak Creek Canyon to Sadona were mostly downhill.

Oak Creek Canyon was a perfect finale to a great bike trip. The first twelve miles out of Flagstaff is relatively flat, but after that, the elevation drops almost 3000 feet the remaining 28 miles to Sadona. Instead of pedaling, I found myself riding the brakes through steep switchbacks as the road descended between dark red sandstone cliffs. I could've made it to Sadona in record time had I not stopped so often to snap pictures and take in the sights and fresh air of the valley.

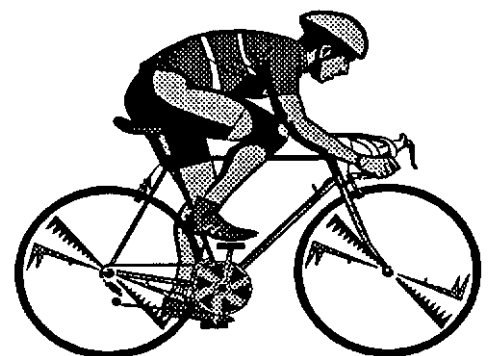
My bike tour ended at Sadona. Sitting outside a restaurant, waiting for my ride back to Colorado Springs to arrive, I opened the panniers to get my sandals out. The smell of pine, smoke, dirt, and sweat wafting out caused me to reflect back on the trip and the Grand Canyon. I wished I could've hiked all the way to the river. That'll be one reason for going back.

# Race News

Colorado Springs Cycling Club member wins 4th Infantry Division Iron Horse Annual Bike Race.

Fawn Remington dusted off the competition in a grueling 10K road bike race held August 25th at Fort Carson. In a field of more than 50 riders Fawn won her Gold Medal with the winning time of 19 minutes and 38 seconds, the fastest girl on Fort Carson. Her win is more impressive as the race was not broken down by age brackets. Fawn's coach would not divulge her age to the press except to say "She is older than bikes made out of Unattainium".

Michael Remington thinks he placed 9th with a time of 17 minutes and 2 seconds. Michael's baby boomer effort was not enough to beat the post unattainium generation. Special thanks go to the following club members: John Ellis, who helped us with the latest in liquid supplements during the wine-tasting ride on the 21st of August; Anne and Bob Smith, who helped the Remingtons train for this race. The Smiths thoughtfully paced our tandem up Mt. Evans to Echo Lake on a training ride on August 22. Yes it's true tandems don't climb as well as single bikes.



Thought for the day from Tom Preble:

Lost but making good time

## LEAD TRIANGLE

by M Heymann

Gad zooks!!! I walked up two flights of stairs and was out of breath. What have I gotten myself into??? So here we are at 10,000 feet, we're going to ride 80 miles, with three passes and a summit all above 10,000 feet? Those oxygen molecules are few and far between up here. The Air Force requires supplemental oxygen when flying above 10,000 feet and that's just sitting there using oxygen for thought and remaining conscious, not pedaling. Of course, it isn't written any where that cyclists have to think. Lung capacity is reduced by 16%. I can already feel the onslaught of hypoxic hypoxia. I tried to think of a graceful way to back out - without success. I can't believe I agreed to this. Oh dear. Its gonna be a long day.

Resigned, I bundled up, climbed on and headed up Freemont Pass. I didn't have enough clothes nor a low enough gear but the magnificent view of nature moving into fall with the golds, brilliant yellows, orange and rust colored leaves more than made up for all my contrived short comings. Freemont Pass was followed by a fast descent to Copper Mountain and a slow ascent of Vail Pass. The climb was over quickly and then down, down, down through a stunning valley by Vail. On to Minturn for a late lunch. Only 30 more miles to Leadville. Never mind that Minturn is below 8,000 feet, nor Battle Mountain Summit and Tennessee Pass lay ahead. Arguably, the best scenery was on the climb up to the summit.

I looked up a the word "grueling" in Websters. Exhausting, very tiring, severe, wearing, fatiguing, uphill, harsh, stern, intense, fierce, arduous, laborious, strenuous, draining, relentless,

inexorable, unsparing, remorseless. That pretty well describes the last 30 miles. The only word left out was beautiful. Mark it on your calendar for next fall.

## HIGH MILERS

Bob Smith	2307	Anne Smith	2440
Rob Miskowitch	1970	Diane Edmonds	1207
Ray Edmonds	1712	Ingrid McCarty	977
Ken Hagen	1370	Chris Davenport	840
Lou Gottlieb	1326	Judy Shaposky	777
Jeff Shapiro	1285	Vicki Card	555
Name Illegible			911

## Ride Leaders

Rob Miskowitch	1192
Bob Smith	1165
Ray Edmonds	405
John Rasper	386
Anne Smith	370

This information was valid with the ride sheets turned in on the ides of October. However, there are some ride sheets not yet in the hands of the data inputer!

**For Sale:** Cannondale SM1000 Mountain Bike. 21", rock shock, Mag 21 Suntour XC components. \$600. Contact Nancy Powell, 596-2996.

## The annual Christmas Party!

**Make your plans now!** Every one should have recieved an invitation.

Saturday, December 4th, Six O'Clock P.M.  
Location: Doolittle Hall, Air Force Academy

Directions: Stadium Blvd to Academy Drive. West on Academy Drive, stop at the first building past the Officer's Club.  
Please Bring: Your Favorite Italian Covered Dish And A Gag Gift (Optional)

Dress: Casual

Featuring Ann Houser on the Piano

RSVP By Nov 30:

A-M	574-4637
N-Z	528-6834

**COLORADO SPRINGS CYCLING CLUB, INC**  
**CONSTITUTION AND BYLAWS, Revised**

Article I  
Name, Purpose, and Emblem

1. The name of the the organization: Colorado Springs Cycling Club, Inc.
2. This organization is incorporated under the laws of the State of Colorado. Hereafter, the Colorado Springs Cycling Club, Inc. shall be referred to as the Club.
3. The purposes of the organization:
  - a. Provide bicycling activities for its members and others.
  - b. Educate its members and others in the rules of safe bicycling and adherence of all traffic regulations.
  - c. Promotion of cycling and to encourage recreational cycling activities.
  - d. Advance public recognition of the need for safer cycling conditions.
  - e. Encourage construction and use of bike paths and trails.
4. The emblem of the Club is the silhouette of a cyclist at the base of an outline of three mountains.
5. No person or organization may use the name or emblem of the Club in advertising, soliciting goods or services, or promoting without the consent of the Club.

Article II  
MEMBERSHIP

1. Membership shall be available to any person who
  - a. Has an interest in cycling.
  - b. Practices the rules of safe cycling.
  - c. Desires to promote the sport of bicycling through an association with the members of this organization.
2. A parent or guardian's approval is necessary for membership of those under the age of 18.
3. A member whose dues are fully paid shall be a member in good standing and shall be entitled to all privileges as set forth in these rules.
4. The Directors shall have the authority to reprimand, to request the resignation, and/or to expel a member for cause.

Article III  
Meetings

1. Regular meetings will normally be held the first Tuesday of each month at 7 pm at the location announced in the *Bent Fork Chronicles*, the Club newsletter.

2. The annual election of officers shall be held at the regularly scheduled meeting in November.
3. The President may call special meetings by providing ample notice to all members.
4. A majority of the club members present shall constitute a quorum.
5. Any member may request invocation of the five minute discussion rule.

#### Article IV Officers



1. The management of the affairs and activities of the Club shall be in the hands of the Board of Directors which shall consist of the immediate Past-President and the currently elected officers.
2. Election of Club officers shall be at the November meeting. The election shall be held by secret ballot from a slate chosen by the nominating committee or from nominations in an open meeting. Members not attending the November meeting may vote by sending their selections to a disinterested person as directed by the Directors. Newly elected officers will take office in January.
3. Officers shall hold office for twelve months or until their successors are elected.
4. Vacancies of an office may be filled by appointment by the President with the concurrence of the Directors.
5. At a regular meeting, at least thirty days preceding the annual election, the President shall appoint a nominating committee of three members to nominate the Officers.
6. The Board of Directors shall consist of the following officers: President, Vice-President, Treasurer, Secretary, Editor and immediate past President.
7. The immediate past President may serve as a non-voting member of the Board of Directors for the purpose of easing transition to the new slate of officers.

#### Article V Duties and Responsibilities of the Officers

1. President: Coordinate and supervise all Club programs, formulate policy, and preside at regular and Board of Director meetings. Appoint such committees as necessary to accomplish the purposes of the Club.
2. Vice-President: Perform the duties of the President in the absence of the President and assist the President in carrying out Club responsibilities.
3. Secretary: Take and preserve minutes of all meetings and be responsible for the Club's correspondence in coordination with the necessary officers and members.
4. Treasurer: Under the supervision of the Board, shall have responsibility for all monies and financial records belonging to the Club. The Treasurer shall deposit all monies received into the Club bank account and disburse funds as authorized by the Board. The

# November 1993

## Colorado Springs Cycling Club's Calendar of Events

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
<b>Oct 31</b> 1:00 PM Progressive Dinner Ride Acacia Park 574-4637 Daylight Savings--set back 1 hour Halloween	<b>Nov 1</b>	<b>Nov 2</b> 7:00 PM Club Meeting Olympic Training Center	<b>Nov 3</b>	<b>Nov 4</b>	<b>Nov 5</b>	<b>Nov 6</b> 10:00 AM Saturday road ride, Bancroft Park 574-4637
<b>Nov 7</b> 10:00 AM Brunch Ride, Palmer Pk baseball diamond 632-4112 1:00 PM Social Ride Acacia Park 632-3602	<b>Nov 8</b>	<b>Nov 9</b>	<b>Nov 10</b>	<b>Nov 11</b>	<b>Nov 12</b>	<b>Nov 13</b> 10:00 AM Saturday road ride, K-Mart Powers 473-3857 New Moon
<b>Nov 14</b> 10:00 AM SMUP ride Poor Richard's 685-5806 1:00 PM Social Ride Acacia Park 685-9600	<b>Nov 15</b>	<b>Nov 16</b>	<b>Nov 17</b>	<b>Nov 18</b>	<b>Nov 19</b>	<b>Nov 20</b> 10:00 AM Saturday Road Ride Chapel Hills 548-8667
 <b>Nov 21</b> 1:00 PM Tour de Turkey, Acacia Park 528-6834	<b>Nov 22</b>	<b>Nov 23</b>	<b>Nov 24</b>	<b>Nov 25</b> Thanksgiving	<b>Nov 26</b>	<b>Nov 27</b> 10:00 AM Saturday road ride, Quail Lake 471-8035
MOAB Thanksgiving Trip 685-9600						
<b>Nov 28</b> 1:00 PM Social Ride Acacia Park 632-0815 MOAB Thank...	<b>Nov 29</b> Full Moon	<b>Nov 30</b> 7:00 PM Ride Committee Mtg Poor Richard's - Jan/Feb rides	<b>Dec 1</b>	<b>Dec 2</b>	<b>Dec 3</b>	<b>Dec 4</b> 10:00 AM Saturday road ride, Chapel Hills 548-8667  6:00 PM Christmas Party

See reverse for details or call the ride leader's phone number listed above, or call the Hotline 594-6354

## November 1993--- Colorado Springs Cycling Club's Events Schedule

*When in doubt about the length or difficulty of an activity call the leader well in advance of that activity. Rides may be cancelled due to weather conditions such as rain or extreme cold.*

### ***Regularly Scheduled Rides:***

**Sunday Afternoon Social Ride:** Leaves from Acacia Park at 1:00 p.m. Distances are typically 15-25 miles, at a slow-to-moderate pace. See calendar for ride leader's phone number.

**Saturday Road Rides** start at 10:00 a.m. Distances are typically 30-60 miles. Moderate and advanced riders welcome, be prepared to ride at least 30 miles. See calendar for start locations and ride leader's phone number.

### ***Special Events:***

**Brunch Ride,** November 7, 10:00 a.m. Meet at the baseball diamond in Palmer Park for a moderate ride to a restaurant for brunch. Ride leaders are Michael Heymann and Cathy Pillis, 632-4112.

**SMUP Ride,** November 14, 10:00 a.m. Meet at Poor Richard's downtown (a great hot chocolate place, to quote the ride leader) for a moderately fast Sunday ride. Ride leader is Cindi O'Neil, 685-5806.




**Tour de Turkey,** November 21, 1:00 p.m. Mapped loops of 10-25 miles. Cookies and cider afterward, and a drawing for a free turkey. Great fun for the whole family. Ride leader is Bob Smith, 528-6834.

**Thanksgiving in Moab,** November 24-28. Join us in Moab, Utah, for 4 days of mountain biking, road biking, hiking, vegging out. Moab has something for people of all abilities, all ages. Thanksgiving Day will include a big potluck dinner. Contact Ray or Diane Edmonds for information, 685-9600.



# December 1993

## Colorado Springs Cycling Club's Calendar of Events

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
<b>Nov 28</b> 1:00 PM Social Ride Acacia Park 632-0815  <b>MOAB Thank...</b>	<b>Nov 29</b> <b>Full Moon</b>	<b>Nov 30</b> 7:00 PM Ride Committee Mtg Poor Richard's - Jan/Feb rides	<b>Dec 1</b>	<b>Dec 2</b>	<b>Dec 3</b>	<b>Dec 4</b> 10:00 AM Sat- urday road ride, Chapel Hills 548- 8667   6:00 PM Chri- stmas Party
<b>Dec 5</b> 1:00 PM Social Ride Acacia Park 632-3602	<b>Dec 6</b>	<b>Dec 7</b> 7:00 PM '94 Event Plan- ning Mtg, Bob & Anne Smith's 528- 6834	<b>Dec 8</b>	<b>Dec 9</b> <b>Hanukkah</b>	<b>Dec 10</b>	<b>Dec 11</b> 10:00 AM Sat- urday road ride K-Mart Powers 473- 3857
<b>Dec 12</b> 7:00 AM X- Cntry Skiing, Penn. Creek mt. at Mani- tou Steak & Pancake 632-3602 1:00 PM Social Ride Acacia Park	<b>Dec 13</b> 6:00 PM Chri- stmas Carol- ing Ride Golden Bee 528-6834 <b>New Moon</b>	<b>Dec 14</b>	<b>Dec 15</b>	<b>Dec 16</b>	<b>Dec 17</b>	<b>Dec 18</b> 7:00 AM Banana Belt Metric Centu- ry 685-1398 10:00 AM Sat- urday road ride 548- 8667
<b>Dec 19</b> 1:00 PM Social Ride Acacia Park 528-6834	<b>Dec 20</b>	<b>Dec 21</b> <b>Winter begins</b>	<b>Dec 22</b>	<b>Dec 23</b>	<b>Dec 24</b>	<b>Dec 25</b>  Christmas
<b>Dec 26</b> 1:00 PM Social Ride Acacia Park 685-9600	<b>Dec 27</b>	<b>Dec 28</b> <b>Full Moon</b>	<b>Dec 29</b>	<b>Dec 30</b>	<b>Dec 31</b> 3:00 PM Early Start Dinner Ride Palmer Center 471- 8035   <b>New Year's Eve</b>	<b>Jan 1</b> 1:00 PM Frozen Water Bottle Ride K-Mart Powers 528- 6834 <b>New Year's Day</b>

See reverse for details or call the ride leader's phone number listed above, or call the Hotline 594-6354

## December 1993--- Colorado Springs Cycling Club's Events Schedule

*When in doubt about the length or difficulty of an activity call the leader well in advance of that activity. Rides may be cancelled due to weather conditions such as rain or extreme cold.*

### **Regularly Scheduled Rides:**

**Sunday Afternoon Social Ride:** Leaves from Acacia Park at 1:00 p.m. Distances are typically 15-25 miles, at a slow-to-moderate pace. See calendar for ride leader's phone number.

**Saturday Road Rides** start at 10:00 a.m. Distances are typically 30-60 miles. Moderate and advanced riders welcome, be prepared to ride at least 30 miles. No ride on Christmas Day. See calendar for start locations and ride leader's phone number.

### **Special Events:**

**Christmas Party, December 4.** Starts at 6:00 p.m., dinner is at 7:00 p.m. Location is Doolittle Hall at the Air Force Academy. Dinner is an Italian style potluck. Soda and coffee will be provided, and there will be an open cash bar. Gag gifts are optional.

Personal invitations to the Christmas Party will be sent to all club members, so watch for yours in the mail. RSVP to Lori Martin (last names starting A-M) 574-4637, or to Anne Smith (last names starting N-Z) 528-6834.

**Pennsylvania Creek cross-country ski trip, December 12.** Meet at Manitou Steak and Pancake House at 7:00 a.m. This is a beginner to beginning intermediate ski trail. Contact Warren Barta, 632-3602, for information.

**Christmas Caroling Ride, December 13.** Meet at the Golden Bee in the Broadmoor at 6:00 p.m. Bring lights! Ride leader is Bob Smith, 528-6834.

**Banana Belt Metric Century, December 18.** A CSCC tradition! This mountain bike ride starts in Canon City and climbs along the Shelf Road to Victor. Lunch in Victor, then ride down the Phantom Canyon Road back to Canon City. Approximate distance is 65 miles. Meet at the Albertsons at Cheyenne & Hwy 115 at 7:00 a.m. to carpool to Canon City. Ride leader is Tim Tiefenbach, 685-1398.

**New Year's Eve Early Start Ride, December 31.** This one's becoming another CSCC tradition. Meet at the Palmer Center at 3:00 p.m. for a ride of about 15 miles, then enjoy a hometown brew and dinner if you wish at Judge Baldwin's. Ride leader is Alan Severn, 471-8035.

**Eighth Annual Frozen Waterbottle Ride, January 1st.** Meet at the K-mart on Powers and Palmer Park at 1p.m. for this New Year's Day tradition. Mapped loops of 10 & 25 miles. Ride leader is Bob Smith, 528-6834.