

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

Volume 8

May 1994

Issue 3

Getting Ready ?

It's that wonderful time of the season again when everyone is getting ready for the T.O.A.R.V. Riders and volunteers alike feel the impending deadlines creeping up on them. Riders are cursing the weather for making them miss the training rides. Actually after the descent from Currant Creek Pass last year, a couple of those days may have been the perfect day to train for the T.O.A.R.V. I was complaining about the weather when the Cards informed me they used it to test their rain gear for this year's ride. You have to admire dedication. The volunteers are procrastinating too. Which way will the V.O.A.R.T. go? Will Norm find and eat all of the cookies again this year? Did I remember to call and reserve a spot and get one of the motel rooms or do I have to sleep outside? From the current trend it looks as if most of the volunteers will be roughing it this year, better get those calls in. There is still sufficient time for training, just ride a little every day if you can or at least a couple of times a week if you have a life outside of

Club Meeting Manitou Room 7:00 P.M.

CLUB MEETING -- Olympic Training Center, Manitou Room, Tuesday, May 3 at 7:00 p.m.

The speaker at this meeting will be from Pikes Peak Massage Therapy.

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New Rides

There are two new "regular rides" which are just beginning for the summer. They are described in some detail on pages 6 and 7 of this issue.

You will find the maps for one of the new rides on pages 3 and 4 of this issue. Why pages 3 and 4? Because you can take them out of the newsletter and have all the rides on just one sheet of paper.

All of you that use these maps owe a big thank you to John McLain for taking the time to gather the elevation and route information. I know that this is a big job, and John even gave it to me on a diskette so that I did not have to type it in. I put six of the maps in this newsletter, and there are still two more for next time. For contributions to the readers ride column John gets 1st place, and probably 2nd and 3rd places also.



The Saftey Cow resting up for the T.O.A.R.V.

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Understanding SPF

What is SPF? SPF is a measurement system that your tax dollars funded, that gives the user a way to determine if they have adequate protection applied for their anticipated exposure to the sun during their outdoor activities. (Are we going to get burned or not?) I told you that tax dollars were involved here, you didn't expect to understand did you?

SPF stands for Sun Protection Factor. It is the measurement used to explain the effect that filtering out a percentage of U.V rays will have on your own personal ability to not resemble a lobster. SPF is actually a multiplication factor that you can use. To use it correctly all you have to do is go outside with no protection on a nice bright day, hopefully around the noon hour and wait until you start to burn. Then note how long you have been in the sun. This is your base number for all calculations. In my albino case that number is about 20 minutes. Now I can determine what level of SPF stuff I should buy. Is SPF 10 enough? If I were going to be outside for 200 minutes (SPF 10 x 20 minutes, my base number), I would allegedly be fine. I say allegedly because products that are SPF14 and below do not have to be waterproof. Perhaps during my ride I might perspire, and then I could wipe away my protection. Alas the lobster look returns. SPF 15 and above products are highly recommended for cyclists. They must be waterproof. Waterproof is described as being able to provide the SPF protection specified on the

bottle after being exposed to a hot tub jet for 2 hours continuously. I'm sure as you read this there are government workers testing the water proofness of various SPF products in highly intensive radiation prone areas. Areas such as the Caribbean, Hawaii, and Ft. Lauderdale during spring break.

With products rated SPF 15 and above you may apply them long before a ride, preferably before you get dressed. This assures coverage of all areas that my be exposed to sunlight during the ride. TIP: Some people do not put sunscreen on their faces because when they sweat it runs into their eyes and hurts. They have the pain part correct. The trick is to apply the sunscreen and let it dry, then use a rag with only water on it to wash your face. You will remove the carrier portion of the sunscreen, not the protective layer that you have applied. The carrier is best described as the "goop" that comes out of the bottle. It is also the ingredient that burns your eyes when it runs in there.

Practical examples: I burn in about an hour when in the sun. I will be outside today for about 10 hours. I must SPF 10 or more to prevent burning. Albinos use SPF 35 and ride faster!

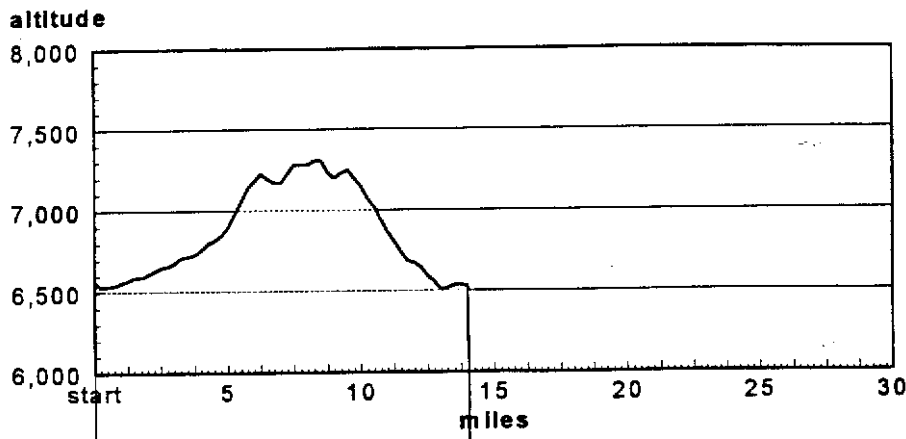
Sunscreen makes my eyes hurt! Apply an hour before the ride and wash your face with plain water, NOT SOAP, and the protection remains, and the pain goes into the rag. Special case: If you are a government

bureaucrat testing sunscreen on Hawaii for us taxpayers, hold your head underwater in the hot tub jet for 2 hours and be sure to report back to us right away.

SPF Jokes. Since we are all math wizards we now know that since SPF is really the multiplier for the length of time you can stay in the sun, any fluid with absolutely no protection would be, let me think here. Yes! SPF 1. Next time you are on a club ride and somebody asks to borrow some sun screen, (Ask yourself would you really want used sun screen back?), say how about some SPF1, I have a whole bottle of it here. Then squirt them down with your water bottle.

What about clothes. There is a move afoot in the government to specify the SPF number for clothes. At least there was a couple of years ago. This may have been cancelled because the government, bless their hearts, determined that anything over SPF 15 is a total waste of money, and a consumer rip-off. Boy would I like to tie those people naked covered with only SPF 15 to a big white board atop Pikes Peak for a couple of days in late June. You'll see SPF 100 become the minimum protection that is legal to sell to the public. There are some fabrics that do not have a sufficient ability to block the sun to prevent you from burning. Do I know what these clothes are? No! I do know which ones of mine have this wonderful attribute. Just guess how I determined this. If you think it was in a laboratory with instruments and stuff, guess again. Try to use common sense out there, and be particularly careful at high altitudes.

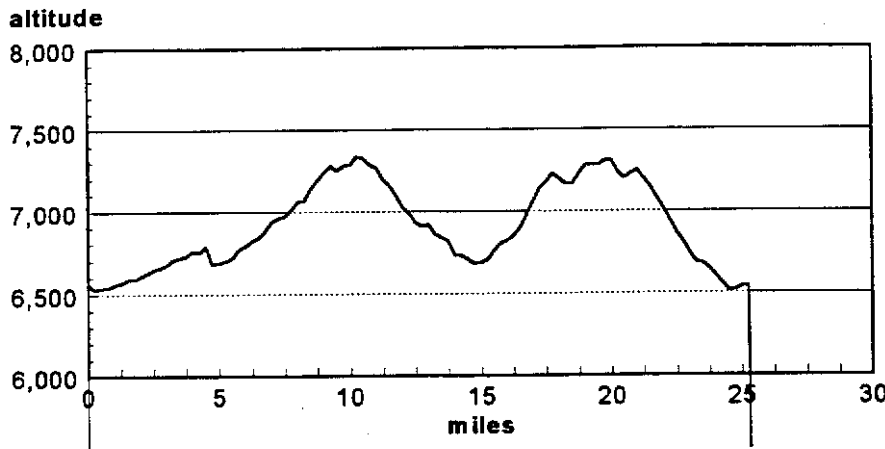
AFA Outer Loop CCW



AFA: AFA Outside Loop Counter
Clockwise
Mile Direction

- 0.0 Rt: South Gate Blvd. [T-Bird]
- 0.5 Cross Bridge
- 0.7 Curve right: Stadium Blvd.
- 4.0 Lf: North Gate Blvd. [Bomber]
- 9.0 Rt: Pine Dr.
- 10.7 Community Ctr Dr.
- 13.2 Rt: South Gate Blvd.
- 14.0 Rt: T-Bird

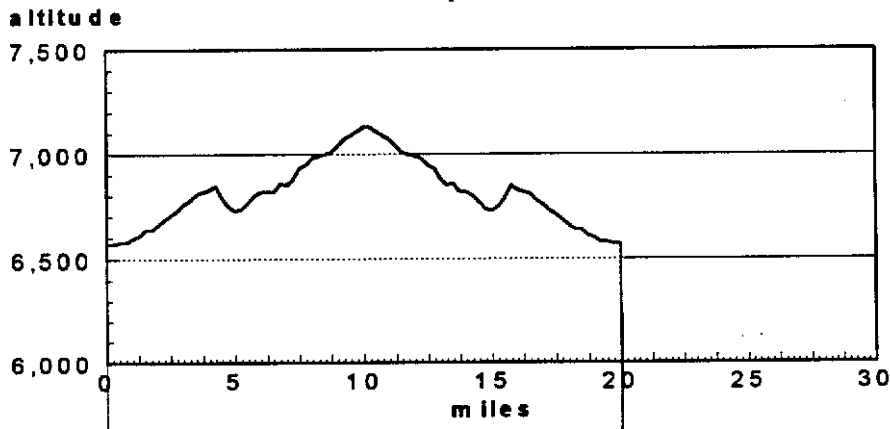
AFA Rollorcoaster Via Glen and outside loop



AFA: Roller C. via Gleneagle & AFA
Loop
Mile Direction

- 0.0 Rt: South Gate Blvd. [T-Bird]
- 0.5 Cross Bridge
- 0.7 Curve right: Stadium Blvd.
- 4.0 Rt: North Gate Blvd. [Bomber]
- 4.7 North Gate Entrance
- 5.5 Lf: Gleneagle Dr.
- 7.0 Rt: Sun Hills Dr.
- 9.0 Rt: Stella Dr.
- 9.7 Rt: Roller Coster Rd.
- 11.2 Rt: North Gate Rd.
- 14.0 Gleneagle Dr.
- 14.7 North Gate Entrance
- 15.5 [Bomber]
- 20.5 Rt: Pine Dr
- 22.2 Community Ctr Dr.
- 24.7 Rt: South Gate Blvd.
- 25.5 Lf: T-Bird

AFA Bike path to 105

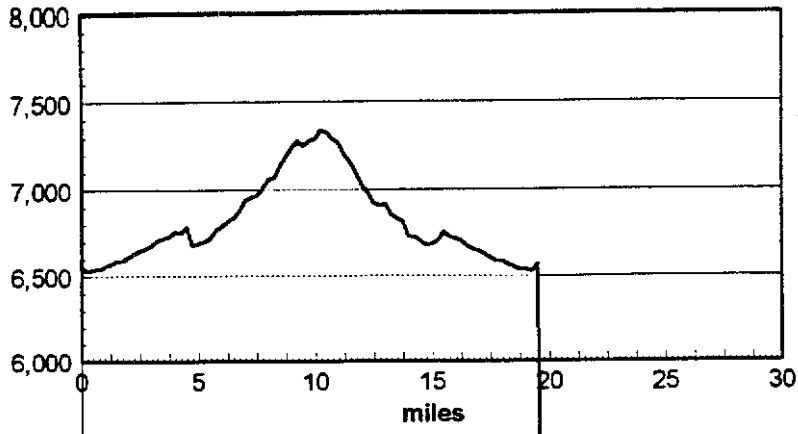


AFA: Bike Path to RT105
Mile Direction

- 0.0 Rt: South Gate Blvd. [T-Bird]
- 0.5 Cross Bridge
- 0.7 Curve right: Stadium Blvd.
- 4.0 Rt: North Gate Blvd. [Bomber]
- 4.7 North Gate Entrance
- 5.0 Lf: Bike Path
- 6.5 End of Bike Path
- 7.5 Baptist Road
- 10.0 Hwy 105 [Turn around]
- 12.7 Baptist Rd.
- 15.0 Rt: North Gate Blvd.
- 15.2 North Gate Entrance
- 16.0 Lf: Stadium Blvd [Bomber]
- 19.2 Curve left: South Gate Blvd.
- 19.5 Cross Bridge

AFA Roller Coaster Glen & Stadium

altitude

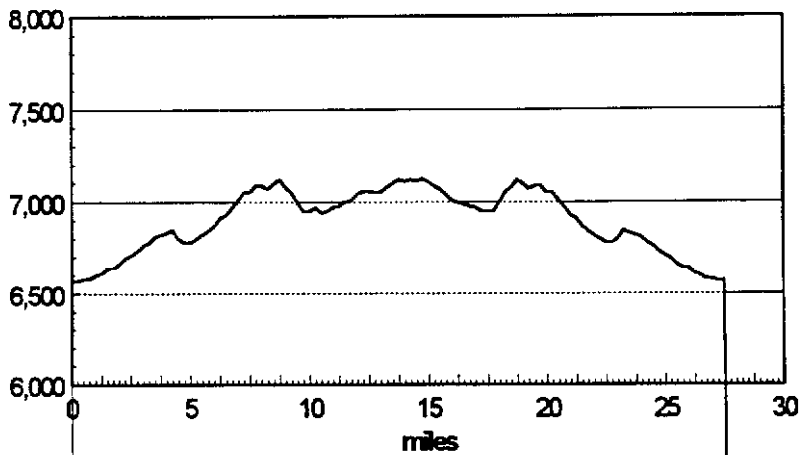


AFA: Roller C. via Gleneagle & AFA Loop
Mile Direction

- 0.0 Rt: South Gate Blvd. [T-Bird]
- 0.5 Cross Bridge
- 0.7 Curve right: Stadium Blvd.
- 4.0 Rt: North Gate Blvd. [Bomber]
- 4.7 North Gate Entrance
- 5.5 Lf: Gleneagle Dr.
- 7.0 Rt: Sun Hills Dr.
- 9.0 Rt: Stella Dr.
- 9.7 Rt: Roller Coster Rd.
- 11.2 Rt: North Gate Rd.
- 14.0 Gleneagle Dr.
- 14.7 North Gate Entrance
- 15.5 [Bomber]
- 20.5 Rt: Pine Dr
- 22.2 Community Ctr Dr.
- 24.7 Rt: South Gate Blvd.
- 25.5 Lf: T-Bird

AFA GlenE Old Den 7_11

altitude



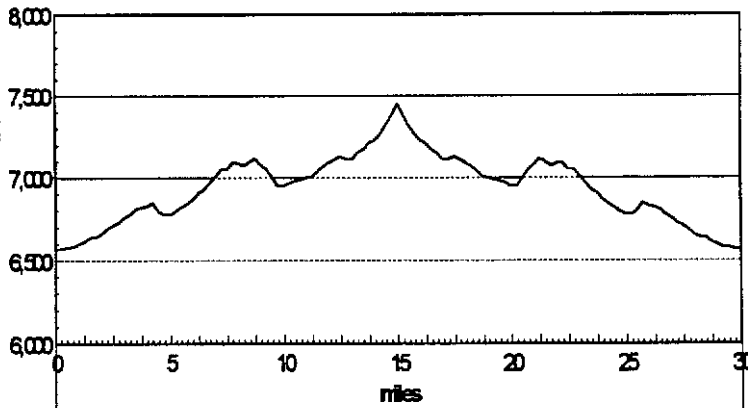
AFA: Gleneagle, Old Denver, 7/11
Mile Direction

- 0.0 Rt: South Gate Blvd. [T-Bird]
- 0.5 Cross Bridge
- 0.7 Curve right: Stadium Blvd.
- 4.0 Rt: North Gate Blvd. [Bomber]
- 4.7 North Gate Entrance
- 5.5 Lf: Gleneagle Dr.
- 8.5 Lf: Baptist Rd.
- 10.2 Cross over I-25
- 10.5 Rt: Old Denver Rd.
- 13.5 Rt: Jefferson St. [Sharp curve]
- 14.0 Rt: 3rd St.
- 14.2 Rt: Hwy 105 / Lf: Hwy 105
- 14.5 Rt: Struthers Rd.
- 17.2 Lf: Baptist Rd.
- 19.0 Rt: Gleneagle Dr.
- 22.0 Rt: North Gate Blvd.
- 22.7 North Gate Entrance
- 23.5 Lf: Stadium Blvd. [Bomber,]
- 26.7 Curve left: South Gate Blvd.
- 27.0 Cross Bridge
- 27.5 Lf: T-Bird

AFA: Gleneagle, Monument Hill
Mile Direction

AFA top of Mont Hill

altitude



- 0.0 Rt: South Gate Blvd. [T-Bird]
- 0.5 Cross Bridge
- 0.7 Curve right: Stadium Blvd.
- 4.0 Rt: North Gate Blvd. [Bomber]
- 4.7 North Gate Entrance
- 5.5 Lf: Gleneagle Dr.
- 8.5 Lf: Baptist Rd.
- 10.0 Rt: Struthers Rd.
- 12.5 Lf: Hwy 105
- 12.7 Rt: Woodmoor Dr.
- 13.0 Lf: Monument Hill Rd.
- 15.0 Top of Monument Hill Ride
- 16.7 Rt: Woodmoor Dr.

- 17.0 Lf: Hwy 105
- 17.2 Rt: Struthers Rd.
- 20.0 Lf: Baptist Rd.
- 21.5 Rt: Gleneagle Dr.
- 24.5 Rt: North Gate Blvd.
- 25.2 North Gate Entrance
- 26.0 Lf: Stadium Blvd. [Bomber]
- 29.2 Curve left: South Gate Blvd.
- 29.5 Cross Bridge
- 30.0 Lf: T-Bird

Ride Leader's Lament

by Bob Smith

Have you ever led a ride? If you have, then you know that being a ride leader isn't easy. First off you have to pick the route, which will immediately draw a complaint from someone. Choosing the route may have been your motivation to lead the ride in the first place. My solution is to keep the route a secret, that way the ones who shoot off the front will have to make up their own route. I have been accused of not knowing where I'm going and that I make up the route as I go. This may be true but it is a good technic for social rides. It definitely helps keep a ride under control and at the advertised pace.

The ride leader tries to determine everyone's ability and sets a pace that displeases everyone. It is always a little too fast for the slower riders and too slow for Rob Miskowitch-way-did-he-go. As a rider read the calendar or give the ride leader a call prior to showing up for the Speeding Bullet on a BMX bike.

Riders can make things a lot easier on the ride leaders and others by arriving at the start location at least 10 minutes prior to the appointed time. All times listed in the calendar are ride start times. So be on time and ready to ride.

If you choose to leave a ride enroute, then please notify someone so the ride leader has some idea of who is still on the ride. We have been known to lose ride leaders, who ride back looking for stragglers. Seems our ride leaders have a hard time retracing their tracks. We have made an exception to this rule for Lou.

If you are a new rider to the club please introduce yourself to the ride leader. Also let the ride leader know your ability level. The ride leader is the person responsible for the ride signup sheet.

Tour Line:

The Silver Tread/Slumgullion Loop is a four day self-contained tour that begins in Gunnison with overnights in Saguache, Creede and Lake City. The complete loop is about 255 miles with three mountain passes. The tour is currently limited to 10 riders but we could possibly add 2 to 4 more riders depending on room availability. The price is \$75 per person double occupancy in the three overnight locations. This is a Friday through Monday, June 25-27 tour. Contact Bob & Anne Smith at 719-528-6834. Verbals will not hold your reservation in this tour, cold hard cash or check only.

Lead Triangle is the weekend after Hardscrabble, September 24-25. We will be staying at the Delaware Hotel in Leadville. You need to make your own reservations for this tour 1-800-748-2004. Make your reservations well in advance because this is the weekend of the Basalt Blast. A large group from Aspen rides over Hagerman Pass from Basalt to Leadville. They also like to stay at the Delaware. For ride details contact Bob Smith at 719-528-6834.

Cumbres & Toltec Train & Bike is October 1-2. This tour is fully booked at this time. The tour was limited to 12 riders due to the logistics of shuttling bikes to Chama, NM. Bikes are no longer transported on the train as they have been in the past. This tour is \$75 per person which includes the scenic Cumbres & Toltec train fare from Antonito, CO to Chama, NM; bed & breakfast double occupancy lodging in Chama and a great scenic bike ride back to Antonito on Sunday. For limited wait listing and ride details contact Anne Smith at 719-528-6834.

Note: To participate in any of the above tours you must be a current member in CSCC. These tours operate on a break even basis. The tour leaders make all the arrangements and reservations. If you choose to lead a tour, you determine the game plan.

Special Events:

TOARV - May 21 & 22, 1994

The ride is nearly fully registered. By the time you receive this newsletter it will probably be full. So before you send in your registration call the Hot Line for a status. Thanks everyone for volunteering, you have made organizing this ride a lot easier. We still could use more people willing to bake a few dozen cookies or brownies. It is a TOARV tradition to have homemade bake goods for at least one reststop per day. This takes a lot of cookies. So whip up some batter and grease a few cookie sheets and give us hand.

Club Miles

Road Mileages

Women

Ingrid McCarty	252
Fawn Remington	242
Anne Smith	234
Diane Edmonds	198
Chris Davenport	163

Men

Robert Miskowitch	498
Lou Gottlieb	409
Alan Severn	403
Ken Hagen	380
Bob Smith	361

Leaders

Robert Miskowitch	375
Ray Edmonds	89
Bob Smith	63
Mike Heymann	56
Gary Papazian	45

Mountain Mileages

Women

Victoria Card	40
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Men

Bob Moore	40
-----------	----

Leader

Victoria Card	40
---------------	----

.Thanks to Rob Miskowitch for the numbers

Tech Tips - We Got Em

The weather was not cool but that doesn't prevent a number of club members from doing things in PUBLIC that they would like to share with you.

When going on your Saturday ride it is sometimes necessary in the early season to have more motivation to complete the course. A clever way to do this is to forget your cycling shoes, the ones with the cleats, and ride in your tennis shoes. Then have various club members say things like "We'll be going right by my house on the ride, I have a pair of shoes that I can loan you." Then go for miles in your tennis shoes with everybody saying, "Gee I didn't know that we were gonna go this way", or "you do have size 14 1/2 feet don't you?". Thanks for that cost saving tip to Phil S.

The "which ride, which bike is this anyway?" award for being disoriented this issue has to belong to the following club member. Known for usually riding his mountain bike on the social ride, he must have forgotten as we passed a huge pile of very soft dirt, maybe 6 ft. high. The trick is to not ride your road bike into the pile of sand at 10 m.p.h. and expect those 700 18c tires to "float" up the dirt like say your 1.9 knobbies would. Thanks and the "BIG" wheels keep on rolling award to Mark R.

Where to test my new bike? Where else but on the Social Ride!!! And test these exciting new Magura Hydraulic brakes on the Zoo Hill, at 40 plus miles per hour!!! Uh Oh seems that when the chain cuts through the hose all you get is a lap full of mineral oil when you squeeze that front brake handle. The good riding award and the ability to turn a bad situation into a humorous one to John C.

Many of you will be surprised to find out that in addition to being an accomplished cyclist Tom P. is also a soon-to-be famous astronomer. Tom is developing a theory he calls the overlapping universe theory. This theory states two places overlap at given times, enabling a person to exist in two places simultaneously. To prove his theory, Tom waited at Chapel Hills for a Saturday ride scheduled to depart from Kmart. Tom believed these two locations were likely to overlap on Saturday mornings. Regretfully Tom reports that Kmart and Chapel hills do not overlap on Saturday mornings. Tom will be fine tuning his theory. Keep an eye out future results from Tom's experiments. Thanks and a turn of the solar system to Tom P.

(For those of you not studying topology in college, essentially Tom doesn't know North from South. - Ed.)

The record for flats indoors has to belong to Lou, Mark, and Rob, who all by themselves managed 3 at Lou's house on a wind trainer. Watch the glass out there guys.

PREZ SEZ

I have been asked what goes on at club meetings. Well sometimes we have guest speakers such as Dr. Gremillion, Calvin Clark and Larry Augenstein. Michael please keep up the good work with the speakers. You haven't picked a ringer yet. Often weekend tours, ski trips and hut trips are announced prior to the newsletter. If you want the inside track on what is happening, come to the meetings. The ride calendar generally takes final shape at the club meetings.

Dr. Gremillion is a well known local Podiatrist. He specializes in foot and leg injuries incurred by athletes such as runners and cyclists. He gave a slide presentation and talk on various sports related injuries. Dr Gremillion is an excellent speaker and he made the subject very interesting. He made everyone aware of shoe fit, bike fit and how to prevent injury. Injury is a fact of life for athletes but there is a lot you can do prevent injury and help your recovery.

At the March meeting Calvin Clark of ANGLETECH in Woodland Park came by with several of his alternative bicycles, trikes and tancumbents. Calvin has a mail order business and small shop that specializes in recumbents, recumbent tandems and recumbent trikes. Nothing in Calvin's inventory is ordinary. After Calvin had demonstrated the features of these strange looking two and three wheeled vehicles, it was outside for test rides. Ray and Diane Edmonds, Bob Smith, Neil Kovac, John Cunningham, and Dave Lloyd all took turns on bikes called Counterpoint Opus IV and Counterpoint Presto. The Opus IV could be a tandem stokers dream. The stoker is up front with independent gearing from the captain and sitting in a recumbent position on lounge chair instead of a saddle. I test rode this bike with Dave stoking. Thunder thighs Dave nearly broke my legs as I tried to stop pedalling through the turns. I guess the Opus was designed for lazy stokers not lazy captains. Ray and I took it for a spin on with me stoking and Ray about

launched me off the lounge chair going over a speed bump. Calvin is there a seat belt upgrade?

In April Larry Augenstein stopped by to tell us about his '93 PAC Tour. That is the Pacific Atlantic Coast Tour in 22 days, Everett, WA to Yorktown, VA. On this tour a rest day was considered any day that was less than 130 miles. The longest day was 170 miles. PAC Tours are run by Lon Haldeman and Susan Notterangelo. These are the people who have done rides like RAAM (Race Across AMERICA) in 10 days or less and win. Larry had some great perspectives on the ride and gave a very interesting talk. The April meeting was my birthday so Anne and a few others had prepared a small surprise party for me with carrot cake and champagne. Thank you everyone for a great meeting and birthday wishes.

Not only do you get to hear some great talks and see the latest innovations in cycling at club meetings. Many of the weekend tours are discussed. The Cumbres & Toltec Train & Bike is already full and the Silver Tread/Slumgullion Loop is almost full. These tours are normally limited to 10-12 riders because of accommodations or limited SAG. Don't be left out, come to the club meetings and get the scoop first. Several others handed out information sheets on the tours they are leading.

Bob redefines the rides

It has been suggested that we categorize our rides. So yesterday we came up with a rating system. Anti-social, social and truly social. Anti-social is a ride that it is impossible to talk due to the level of effort you are expending. Social is a ride that if you can stay with the group someone might talk to you. Truly-social is a ride where socializing takes precedence over riding and distance.

See ya at the dinner ride,
Bob

Upcoming Events

JUNE 11

Tri Star Cloverleaf Ride

By Warren Barta

Looking for a good training ride with reststop support?

Looking for a social occasion?

How about a free mini Breakfast?

We have the answer for you; ride the Tristar!

Here's how it works. The action starts at 8:00 A.M. Saturday morning, June 11, but you can begin anytime that you arrive. Come on down to the south side of Acacia Park and you'll find CSCC representatives manning a fully stocked aid station with fruit, muffins, drinks, and other goodies. We'll also have copies of six maps for you. Three of the maps are for the long loops(25 miles each) and three are for the short loops (12-13 miles each). Grab a muffin and a map, form an impromptu group, and head out. The map will bring you back to Acacia Park for more eating and socializing. How much should you ride? That is up to you, but consider the possibilities:

3 long loops = 75 mi. The "macho triple"

2 longs +1 short = 63 mile Metric Century

2 long loops = 50 miles Half Century

1 long + 1 short = 37 miles Metric half +

2 short loops =25 miles Quarter Century

Please R.S.V.P. to Warren Barta (632-3602) only so we'll know how much food to buy. Also we need volunteers to man the rest stop (1 hour per person). So, until I see you again, remember this: A cloverleaf ride is not necessarily 50 laps around a freeway interchange. Ciao!

Ed note: The concept for this ride was tried out last year on the Cloverleaf Century. Everyone had a great time. The traffic wasn't bad, and the routes were fun. Nobody rode all four loops last year, and bowing to popular demand there are only three this year.

Equipment Test

ONZA MTB Pedals:

Still in toe clips and straps after all these years on the mountain bike, I decided to try a pair of the ONZA pedals. They had the features that I demanded before I would consider a pair. I.E. rotation of at least 10 degrees, and the ability to pick a pair of shoes that I liked. I put them on the bike and found that they worked great. I had used SPD before and found that when riding and using any body English on the bike my foot twisted out of the pedals. This occurrence is most likely to happen while you are airborne, and having your feet no where near the pedals is like a bummer for landing. The float in the ONZAs allowed enough play to make the unrequested shoe release a non issue. They also would let you out when you needed to get out. I always find that appealing in a pedal system. They are extremely simple, just having some elastomer bumpers in them for springs, and very few moving parts. They also don't get packed up with mud, and they are reasonably light, about 70% the mass of the SPD units. I liked them so well that I have been riding them on my road bike this winter, because I could have better shoes to walk around in. I then purchased the SPD adaptor kit for my SIDI road shoes and mounted the cleats on them. I think these will probably be my new road pedals too.

You may have noticed that a large number of riders on recent rides have little growths on their backs. These are "hydration supply systems" according to the manufacturer, Camel Back. A one or two liter bladder in an insulated pouch constructed as a backpack. Then there is a hose with a bite valve that goes into your mouth. You can ride and drink at the same time, and you don't have to drop your water bottle on the road. The insulation works well. In the winter it keeps hot things hot, and in the summer cold water stays cold. (But how does it know?). I attach the clip that holds the hose to my helmet strap and can actually drink with no hands. Pretty handy and it really helps to make you drink more water. There is one small drawback. It is pretty hard to tell how much water is left in the bladder. There are some tell-tale hints, until suddenly you are sucking away and you come up dry. I carry a water bottle on my bike for just such occasions. The opening to the bladder is plenty big to put ice cubes in, and the entire bladder removes from the pouch for filling and cleaning. It is not hot, and the water does not taste bad. One exception to this is if you leave it laying around for a week and then the water tastes plenty bad

The Social Ride.

Every year at this time we are faced with the same dilemma. We have lots of new members showing up in town for the first time and looking for some more gentle rides to get started with at 6000ft., or others who just took up riding a bike for the first time since childhood. Some of the members might just want to have an easier ride while burning not quite so many calories per second. At the same time there is a group of hard core riders that have been out in the cold all winter, and sitting on their trainers waiting for the days when it is dry and warm and sunny out. These two groups of people are drawn to a certain collision with each other, once a week each spring. We usually refer to this train wreck as the social ride. I've led the social ride, I know the rules, average speed around 12-14 m.p.h., no real big hills, about 20 miles +/-, occasional stops at places to get something to eat, and drain our accumulators. Does that resemble any of the social rides you have been on? On a good day yes. On a bad day no. Right now I would like to apologize to those unsuspecting souls that went on my "Social Ride" that was 30 miles long, and had 1400 vertical ft. of climbing the first 10 miles. Oops I lost it, control that is.

Is there a solution? We shoot anyone who bolts off the front? Faster riders have to carry a bag of cement? We take the right pedal off the fast folks' bikes? We have two rides every Sunday from the same start, one fast one slow? Well there you have it, we shoot the faster riders!! Actually some of the more gracious and refined club members have volunteered to lead the more stately and social ride emanating from the Acacia Park location. While late breaking news as of this publication, you can certainly call the CSCC hotline at 594-6354 for confirmation of days that there will definitely be a social ride.

The ride will be more leisurely than

(Continued on page 8)

(Continued from page 7)

the anti-social ride. Leaders that have volunteered to date are Ilene Preble, Jane Heroux and Anne Smith. The first two promised to lead a majority of the rides. Don't ever think that any of these individuals are slackers, as they were all three on the ride that I apologized for already. The rides are scheduled to leave at the same time, about 10 minutes late in my experience, and go vaguely in the same direction. Having led lots of rides from Acacia Park it is real hard to find a hill right off that wouldn't be fairly pleasant for any rider. Those riders in the truly social ride will lag behind the faster, testosterone crazed zealots that are sprinting trying to find a hill. We have done this before and I was in the crazed group, for observation reasons only mind you, when another member, Ken H. who I am sure was there for the crazed part, had a flat. I still to this day remember standing there watching Ken fix his flat as the social riders pedaled merrily by exchanging greetings, and waved as they buried the crazies in the dust. We didn't catch them for a very long time after that.

If you're new to cycling, or would like to go on a less aggressive ride, maybe make the stronger member of your home pull the trailer with the kids. Maybe you could go on the other ride, but don't have anything left to prove that day, and would just like to relax. One from column A and one from Column B, you choose which one you want. If you're really lucky and you get dropped from the anti-social ride perhaps the social ride will roll merrily by and you can join them and say, oops how did I get in that other group! How Rude.

This increases to two the rides that are designed for cyclists of any level that can ride at least 10 miles in less time than it takes to grow a stalk of corn. The Dinner Ride that happens each Monday Night during the warmer months is also social. Just don't get there late and try to catch it. I know from personal experience you can't find it, as they never know which turn they are going to make.

It's the UhUhUh... Bullet Ride

This year there will be a new ride on Thursday nights that starts at the Thunderbird Overlook on the grounds of the A.F.A. The exact same location where the Speeding Bullet, the club's official take no prisoners ride starts from. Cleverly starting 24 and 1/2 hours later the rides should not overlap at all. Led by Judy Shaposky, John McLain, (see John's helpful maps in this issue) and Phil Smith, this is a ride for those that would like a good hard workout, but have reasonable expectations from their physical abilities. There have been about a million names suggested for this ride, speeding BB, stagnant bullet, the blank, and wheezing bullet... I mean it's harder to name the ride than to just do it. The calendar is starting to look pretty full, a sure sign of the warm riding season. If you're looking for a ride a little slower than the speeding bullet ride, or you have a hard time getting out of work in time for the 5:30 P.M. speeding bullet ride, this could be just the ticket for a fun Thursday evening. See you there.

Trail Building

The Inteman Trail Committee and the Volunteers for Outdoor Colorado are attempting to finish the last remaining section of the Inteman trail this May 21 and 22. The section runs between Manitou Springs Middle School and Crystal Park Road. This will complete the entire trail that runs between the Section 16 Trailhead, in South Cheyenne Canyon and the Barr Trail Trailhead.

No experience is necessary, but a sturdy pair of gloves, some water, and the willingness to work with others is all that is necessary. There are always a number of people there to train and assist in the trail building. Learn the joy and sense of accomplishment that comes when you turn your bike onto a section of trail that you built.

Saturday there will be a dinner provided and Sunday a Continental breakfast, plus lunch. Two bands will entertain the volunteers on Saturday night. For details call Ken Jordan 473-4143.

Help Requested From El Paso County Parks Dept.

Officials of the El Paso County Parks Dept. are concerned that inappropriate use of the El Paso regional trails could result in permanent closure of the trails to public use. Particular incidents along the 14 mile New Santa Fe Trail (which runs from the Palmer Lake Trailhead to the southern boundary of the Air Force Academy) are of concern. The trail extension through the Air Force Academy is contingent upon an easement agreement between the USAF and the El Paso County Parks Dept. The easement requires that users strictly observe trail use guidelines and that repeated or major violations can result in cancellation of the easement and closure of the trail to public use. In addition adjacent landowners outside the AFA property are experiencing problems with inappropriate use of their property.

The following guidelines must be observed: Trail users must stay on the designated trail surfaces. Travel beyond them is trespassing and will be prosecuted as such. Motorized uses are prohibited by the general public. Alcohol and firearms are not permitted. Users of all county trails should refer to the signs posted at the trailheads for additional rules and regulations.

As members of the the CSCC and the community we should take it upon ourselves to promote safe and responsible trail use among others that are not as aware of the issues as we. At the least a gentle reminder of the rules that protect the trails for all of use, at most if necessary the reporting of such incidents to the proper authorities. In the case of the AFA the El Paso County sheriff is the agency that deals with civilians.



Wally Wonders

What does Wally wonder about this issue? Summer, or at least the beginning of summer, and summer means skin, yes your skin. Just what are you going to be doing with your skin this year, just like last year? Exposing it to the unforgiving rays of the sun? You bet we are. This means that some care should be taken such that short term you can keep complaining that your butt is the most tender part of your body on the bike, and long term so large body parts don't have to be permanently separated from your body. We all know by now, after years of Trivial Pursuit, that your skin is the largest organ of your body. (Egos are actually not classified as organs.) Elsewhere in this issue you can see where Mike Heymann details why the sun's radiation is so strong in Colorado, and everything he says is true, and just remember that as you climb in altitude you get closer to the sun. That is how we know the Icarus story is a Myth. His wings wouldn't have melted, he just would have turned into a lobster looking thing. The ancient Greeks leave us no record of sun screen.

Let's start with sun screen. Actually let's start with applying sun screen. Many bikers make the following errors when applying sun screen. Recumbent riders take a break here. The sun is most intense on the areas of your body you generally cannot see or reach very easily while you are on your bike. The back of your neck, the backs

of your ears, your calves, and that little patch of skin exposed because your pants rode down, or in my case your jersey is more interested in trying to cover that huge gut you developed over the winter. Any skin that is exposed to the sun should be coated with some sort of protection. There are fun and exciting places to get sunburns that you just wouldn't expect, and they always turn out to be the most irritating of all. The tops of your thighs where they emerge from your lycras. Your ankles where they emerge from your socks, your neck where it emerges from your jersey. Why these places? Because we don't want to get any of that yucky goop on my nice new clothes, gosh even my old clothes. The trick is to roll up your lycras, roll down your socks, and just slob up your jersey.

Now the fun part, "Gosh Wally what are the most embarrassing or painful sun screen screw-ups that you have ever seen?" Thank you for asking! After we build up our tanning base and start to ride sans protection there are always some new areas of our body that get exposed during the season. One member I know was on a multi-day tour, riding of course, in the same kind of lycras, a clean pair mind you, every day. Then that one fatal day when she rode in her off brand pair. They were about an inch shorter than her regular brand. A dimension that we could have easily determined by measuring the bright red rings around her thighs, if we could have stood the screaming to get that close. Of course that was nothing compared to the howling when she returned to her regular brand the next day and found the elastic grippers of those lycras

grabbed directly onto that red ring. EEEEEEOOOOWWWWEE.

Then there was the person who had been wearing the same socks for every ride, for years. Clean ones of course, and one day due to no fault of his own, (where is that luggage?), had to borrow a pair of socks. The same rings appeared on the legs, just this time around the ankles. Other clever little burns can occur any time that you change equipment. Take a quick look at those two little ovals on the back of your hands. Do you think that new pair of gloves you bought are going to exactly match, or is there going to be a little area of skin there to burn? How about that new jersey? Think those sleeves are the same length as the last ones, and the neck opening the exact same size? Want my fool proof suggestion to find out if they are larger or smaller? Don't answer, you know that I'm going to give it to you anyway. Don't put on any new sunscreen and see if you get a burn. If you don't the garment covers more or you rode the trainer indoors, away from the window.

Slaves to fashion. On a recent ride to Penrose, one lucky club member was sporting her lovely new lycras with that trendy lace band down each side. Yes you can get a lace sunburn on your legs to sport around after you remove your shorts. Quite appealing I'm informed by her grinning husband.

Have a good time out there in the warm weather, just make sure the only burning you get is in your quads from having your seat too low, or going too hard.

Recollections of the Kebler - Black Mesa Tour

by Warren Barta

Several years ago, in the company of my sister and brother-in-law, I attempted an interesting three-day hybrid tour in western Colorado. This tour will be offered again this year as a CSCC summer getaway. Today, while cleaning out my desk, I came across my hand-written notes from the original tour; the stained and battered notebook takes me back to three glorious days of summer in 1991.....

Saturday The tour begins at Rainbow Inn, Sapinero. We're on the road by noon! (this has to be a good omen). With the placid waters of Blue Mesa Reservoir behind us and Gunnison beckoning, we set out. The shoulders along highway 50 are comfortably wide in all but a few places. A frosty mug of A&W root beer in Gunnison proves that some things never change. At Gunnison, we turn north on state highway 135 and begin the long, gradual climb to Crested Butte. It's a perfect day for cycling, with just enough wind to cool us off, and just a few puffy cumulus clouds to moderate the sun's intensity. We reach Crested Butte with no particular problems, and check in at the Downtown Motel. Max and Sharon's new tandem is performing flawlessly. Dinner portions at Donita's are huge, and the hot tub makes a perfect end to the day.

Sunday As we begin the day, the sky is completely overcast, and we worry about the possibility of rain. The ascent up the Kebler Pass road is quite gradual, and the pass itself is at an altitude of just over 10,000 ft. From this point on, we are exposed to some of the most scenic riding I've ever seen. For the next thirty miles, we descend, on a dirt road, through magnificent stands of aspen, beautiful wildflowers, sculpted mountain peaks, and green, fertile hayfields. We expected pretty scenery in the Kebler Pass area, but nothing like this. At Somerset, near our intersection with state highway 133, we come across the Crystal Meadows Ranch,

a resort with a small store, a full service restaurant, and cabins. Time for a leisurely lunch. After a rest in the shade, we head south toward Paonia and enter Colorado's orchard country. Max and Sharon get caught in an inappropriately angled railroad track and sustain a fall, but aren't injured. After a bakery stop in Paonia, we cycle into Hotchkiss and register at our simple - but clean - motel. A walk around town reveals a slow pace of life and a quaint church; we follow this with dinner at the local Mexican restaurant and an early bedtime.

Monday After breakfast, we pick up some extra bottles of Gatorade to stuff in our panniers. Because of the lack of services after Crawford, we must carry three to four quarts of liquid apiece. The first fifteen miles after Hotchkiss are a gentle uphill, and a stop at the store in Crawford is pleasant. These country people have plenty of time to talk and relax. For another 5-8 miles out of Crawford the terrain is only moderately hilly, but then the real work begins. The surrounding countryside is semi-arid desert, and the two thousand foot climb up to the top of Black Mesa takes a lot out of us. Two kind gentlemen on motorcycles give us another bottle of Gatorade at the top, and explain to us that we're about to ride the most beautiful highway in Colorado! Twenty miles later, as we begin the descent to Blue Mesa Reservoir, we decide that we agree. The scenery on top of Black Mesa is an experience on three levels. Cool aspens dominate the foreground, the Black Canyon plunges two thousand feet straight down, and presiding serenely over it all from the skyline, sits the "Queen of the San Juans" (Mt. Sneffels). We wind through the aspens for miles, stopping at three or four scenic overlooks. Following a thrilling descent to the reservoir, we have another hill - a short one - before we get to the cars. After our final photo session, we talk about dinner - and where to get it. Oh, of course, the inevitable question comes up - will we ever be insane enough to do this again?

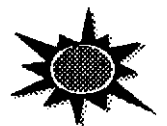
by Michael Heymann

Yes, most people receiving this newsletter live around 6,000 feet elevation. Some higher, some lower, but mostly around 6,000 feet. You already know the air is thinner 'cause you're breathing pretty hard on Ray's "Hill Climbing Anti-Social Sunday Ride". Thinner air also means fewer ultraviolet rays (UVs) (nothing to do with Ray or Ed) are being filtered out by the atmosphere, exosphere, troposphere, or stratosphere - you can pick one. You get tagged by an extra 25% UV rays. By-the-way, it's 40% more at 10,000 feet. You say, "So what." So what if there are more UVs, free radicals, or squirrely electrons floating around in one of those "spheres"? Well, them (sic, author) pencil-necked laboratory geeks say repeated exposure to UVs drive some body cells crazy, making them multiply wildly and uncontrollably. They call it cancer. And it can get pretty ugly. I'd compare those repeated exposures to coming back from a ride on a fine spring day with a circle burn on your face.

Anyhow, it's not difficult to prevent. Just wear hot, uncomfortable, long-sleeved shirts and hot, uncomfortable long pants in the summer, and a hat. If you can't tolerate the hot and uncomfortable part, use sun block cream or limit your time in the sun between 11 and 3 (daylight savings time). Or both. Besides, in the summer, 11 to 3 is the hot part of the day and I'd just as soon not be out working on sunstroke or dehydration.

The following table gives the sunrise and sunset times for the first day of each month.

Month	UP	DOWN
March	6:32	5:51
April	5:44	6:22
May	6:02	7:51 Daylight Savings
June	5:36	8:18
July	5:37	8:28
Aug	6:00	8:10
Sep	6:27	7:30
Oct	6:54	6:42
Nov	6:26	4:59 Daylight Sav ends
Dec	6:58	4:38



Errors and omissions

I was chided on my article about packing bikes that I did not include the advice that you should let air out of your tires before you put your bike in the airplane. The reason being that because of the altitude difference your tire will blow up. This is not true, the cargo hold of airplanes are pressurized as is the entire airplane to about 6000 ft. to 7000 ft. Worse than that the pressure difference between sea level and outer space is a lowly 32 PSI. On occasion it does get hot in the cargo hold, hot enough that many pets are killed while traveling. This temperature rise could account for the tire damage some have reported. I leave those babies pumped up myself, as I hate to run that pump unnecessarily. Thanks to Gary P. for the tip that some may choose to follow.

I left an ad out of the newsletter. Like I have no excuse for this one. Bummer! It is there this month, and if you need a nice aluminum bicycle, that goes real fast, read Tracey's ad this time.

Your gripe not here? Well send in an article, send in an ad, just challenge me to mess it up. I love a challenge. Just look at the club president's ad this month. Bet he didn't realize that he put his tandem in the newsletter for only \$225.00. What a deal huh? Gee maybe that is a tandem wheelset, well you know how these space constraints make a few of those ever so important words not quite make it in.

Is this a Trend?

On the Social ride one Sunday I was surprised to find that the trend in bicycle wheels is not towards 700c clinchers anymore, but to like 20" wheels. I mean these wheels are tiny little things. First John Cunningham rode up on his Counterpoint Recumbent. John tell me the C on the head tube is for Cunningham, but I suspect otherwise. The bike is a very short wheelbase machine, at 36". Even your little single bike usually is around 41-42 inches. The recumbent has that lawn chair for a seat design, which always makes me wonder why the bike doesn't come with one of those little swinging holders so you don't spill your beer. Watch out for John in pace lines, i.e.: look down. The cranks are way out in front of the wheel so he leads with the big chainring. Kind of the Ben Hur effect for cycling.

Then if that wasn't strange enough Lou Gottlieb appears on his Bike Friday. This bike resembles a standard single bike. Lou claims that it was made to the exact same dimensions as his Merlin road bike. There is this one little difference. First it has the 20" wheels and while we were watching Lou flips a lever or two and suddenly the whole bike folds up into a little ball. I checked the QRs on my bike about 25 times after seeing that. The bike is meant to be transportable in a regular suit case and beats the \$30-\$60 one way airline charge for your bike. The bike rides and handles well.

That Monday it was John again on yet another 20" "regular bike". This time a loaner from the shop. John assured me that this bike would not fold up.

Colorado Springs Cycling Club Upcoming Events

TOARV Training Century, May 7. The May 7 Saturday ride will include a century route for those training for TOARV. Contact Bob Smith, 528-6834.

VRAOT, May 14-15. For those volunteers who are working TOARV, this is your chance to ride the TOARV route the weekend before. Stay in motel in Buena Vista. Contact Ray or Diane Edmonds, 685-9600.

TOARV, Tour of the Arkansas River Valley; May 21-22. Two-day tour from Canon City to Buena Vista, along the Arkansas River, Collegiate Peaks and through the Pike National Forest. 190-mile loop. Limited to 250 riders. Send SASE to the Colorado Springs Cycling Club, P.O. Box 49602, Colorado Springs, CO 80949-9602. 719-594-6354.

Slumgullion Loop, June 24-27. Contact Bob & Anne Smith, 528-6834.

Colorado Springs Cycling Club Annual Picnic, July 17. Watch newsletter for more details.

Hut-to-Hut Mountain Bike Trip, July 22-24. Contact Tim Tiefenbach, 685-1398.

San Juan Mountain Bike Tour, August 12-15. Contact Mark Rowe, 633-5073.

Cuchara Pass Tour, August 27-28. Contact Mike and Fawn Remington, 391-0742.

Lead Triangle, September 24-25. Contact Bob & Anne Smith, 528-6834.

Cumbres & Toltec Bike & Train Tour, October 1-2. Contact Bob & Anne Smith, 528-6834.

Tour de Hardscrabble Pass. September 18, 1994. 100 miles. Starts in Florence, CO, and loops through the San Isabel National Forest, over Hardscrabble Pass. Fee includes sag support and T-shirt. SASE to Colorado Springs Cycling Club, P.O. Box 49602, Colorado Springs, CO 80949-9602. 719-594-6354.

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) 599-0707

Pedal Revolution (719) 389-0909

Ted Bicycles (719) 473-6915

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.

Nirvana Massage Therapy
Laura Brackett CMT, LMT

Insured AMTA Member
Swedish and Therapeutic Massage/ Sports
Message/ Injury Rehabilitation/ Stress
Relief 719 632 2206

15% Discount For CSCC Members

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.

Good news on the Club members that do taxes. Tax season is over so maybe we will get to see them on a ride!

CLUB OFFICERS

President

Bob Smith
528-6834

Vice President

Michael Heymann
632-4112

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 Editor

Ray Edmonds

685-9600

MEMBERSHIP NEWS

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

The CSCC members and officers welcome the following new members: Marilyn Bauer, Finola Begley, Jerri Bell, Callie Bernhardt, Keith & Cynthia Brown, Scott Brown, Terre Cavalier, Nard Claar, Kelvin Clark, Robert Dunlap, Michael & Sharlynn Erickson & Family, Jeff Fettig, Wade Fray, Reese & Cindy Friedman, Charles Gale & Kimberly Sherwood, Jay M. Gingrich, Peter & Harlie Gorczok, John Harrigan, Stephen Harris, Ellwood & Lyn Johnson, Karl A. Libby, Susan Michael, Karen Morris, Shay Nolan, John D. O'Donnell, Leonard O'Toole, Kathleen

R. Rand, Lee Rivers, Catherine Snow, Douglas Snyder, Kenneth Stewart & Esther Suhr-Stewart, Spencer Swanger, William Tilley, Joseph Vaccaro, Phillip Verret, Joan Laura Walker.

Welcome again to returning members: Angie Adams, Gary Alflen & Stacy Dahl, Kevin Brauer, Dale Campbell, Jim & Vicki Card, John Czaja, Chris Davenport, Theresa Do, Jim Donnelly, Jeff, Desiree & Jeffery Franks, Saul & Ruth Goldman, Ken Hagen, Dan & Dianne Hagmaier, Kevin Healy, Garth & Vicki Jarvis, Barbara Kontny, Neil & Charity Kovac & boys, Mo & Lucy Michel, Gary & Karen Michels, Janet Oliver, Gary Papazian, Margaret Rabel, Mark Rowe, Rich & Jane Russell, Carol Stewart, Tim Tiefenbach, Kevin E. Treble, Suzy & Rick Ward, David A. White, Herman C. White, Bill Young.

First time Ride leaders:

Lou Gottlieb led a Sunday social ride. Lou, who rides to every ride that we have rather than take his car, always leaves the ride as it goes back towards the park past his house. In honor of this well-known activity everyone left Lou's ride as it headed back towards the park, regardless of if it went past their house or not. At least I have found no one who knows if the ride actually got back to the park that day. It was a great ride — thanks Lou!

Newsletter Submissions

Items for the newsletter should be submitted by the 15th of the month preceding publication. Physical items may be sent to: Newsletter, CSCC P.O.Box 49602, Colo, Springs, CO. 80949. Email: Internet address Raymond_Edmonds@ccm.hf.intel.com or Redmonds@inside.intel.com (This is a new address!) Fax: (719) 685-1023

Rideleaders

Mail your ride sheets to Rob Miskowitch 5140 Saddle Drive Colorado Springs CO. 80918. Rob is the club statistician



May 1994



Colorado Springs Cycling Club's Calendar of Events

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday																																																																																				
1 9:00 AM SMUP Soda Springs Park Manitou 685-9600 1:00 PM Social Ride Acacia Park 634-4970	2 5:30 PM Dinner Ride Jose Muldoon's, Acacia Park 528-6834	3 7:00 PM Club Meeting Olympic Training Center Manitou Room	4 5:30 PM Speeding Bullet Ride, AFA Thunderbird Overlook 632-7107	5 6:00 PM Speeding BB Ride, AFA Thunderbird Overlook 593-7687	6	7 9:00 AM TOARV Training, optional Century, Monument Park & Ride 548-8667																																																																																				
8 8:30 AM Brunch Ride Palmer Park 632-4112 1:00 PM Social Ride Acacia Park 473-5373 Mother's Day	9 5:30 PM Dinner Ride Becketts, Acacia Park 528- 6834	10 New Moon	11 5:30 PM Speeding Bullet Ride, AFA Thunderbird Overlook 632-7107	12 6:00 PM MTB Ride Ute Valley Park 685-1398 6:00 PM Speeding BB Ride, AFA Thunderbird Overlook 598-5162	13	14 9:00 AM TOARV Training Ride 50 & 65 miles Chapel Hills Walmart 390- 0590 VRAOT (TOARV Volunteers' Ride) 685-9600																																																																																				
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22 1:00 PM Social Ride Acacia Park TOARV 94	23 5:30 PM Dinner Ride El Nopal, Acacia Park 528- 6834	24 7:00 PM Full Moon Ride Golden Bee 632-4112 Full Moon	25 5:30 PM Speeding Bullet Ride, AFA Thunderbird Overlook 632-7107	26 6:00 PM MTB Columbine & Chutes, Discovery Ctr Chey. Can. 634-4970 6:00 PM Speeding BB Ride, AFA Thunderbird Overlook 593-7687	27	28 9:00 AM Saturday Road Ride 40-50 miles Chapel Hills Walmart 548- 8667																																																																																				
29 10:00 AM Brunch Ride Acacia Park 473-5373 1:00 PM Social Ride Acacia Park 685-9600	30 5:30 PM Dinner Ride Olive Branch North, Acacia Park 528- 6834 Memorial Day	31 7:00 PM Ride Committee Mtg Poor Richard's - July rides	<div style="display: flex; justify-content: space-around;"> <table border="1"> <caption>April</caption> <thead> <tr><th>S</th><th>M</th><th>T</th><th>W</th><th>T</th><th>F</th><th>S</th></tr> </thead> <tbody> <tr><td></td><td></td><td></td><td></td><td></td><td>1</td><td>2</td></tr> <tr><td>3</td><td>4</td><td>5</td><td>6</td><td>7</td><td>8</td><td>9</td></tr> <tr><td>10</td><td>11</td><td>12</td><td>13</td><td>14</td><td>15</td><td>16</td></tr> <tr><td>17</td><td>18</td><td>19</td><td>20</td><td>21</td><td>22</td><td>23</td></tr> <tr><td>24</td><td>25</td><td>26</td><td>27</td><td>28</td><td>29</td><td>30</td></tr> </tbody> </table> <table border="1"> <caption>June</caption> <thead> <tr><th>S</th><th>M</th><th>T</th><th>W</th><th>T</th><th>F</th><th>S</th></tr> </thead> <tbody> <tr><td></td><td></td><td></td><td>1</td><td>2</td><td>3</td><td>4</td></tr> <tr><td>5</td><td>6</td><td>7</td><td>8</td><td>9</td><td>10</td><td>11</td></tr> <tr><td>12</td><td>13</td><td>14</td><td>15</td><td>16</td><td>17</td><td>18</td></tr> <tr><td>19</td><td>20</td><td>21</td><td>22</td><td>23</td><td>24</td><td>25</td></tr> <tr><td>26</td><td>27</td><td>28</td><td>29</td><td>30</td><td></td><td></td></tr> </tbody> </table> </div>				S	M	T	W	T	F	S						1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	S	M	T	W	T	F	S				1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30		
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See reverse side for event details or call the number listed above or the Hotline 594-6354.

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"x 3" 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: 57 cm TREK 620 Touring Bike. New brakeset, round triple chain rings and indexed shifting, Mavic MA40 rims in excellent shape \$350.
Two 56 cm Miyata Alumicros hybrid bikes, 700c wheels, triple cranks, full Shimano DX components. Great touring, commuter and cyclo-cross bikes. Both bikes well maintained and in very good condition \$500 each.
One pair of 48 spoke 700c tandem wheels. Rear wheel just rebuilt and never ridden. Wolber 59 rims, DT Spokes, Sansin sealed bearing high flange hubs and 7 speed Dura Ace freewheel 12x30 \$225.
Call Bob Smith at 719-528-6834.

For Sale: Klein 20" Mtn Bike, Scott Suspension Fork, Shimano XT Gruppo, thumbshifters, pink, + rigid fork \$950 SPD Shimano Clipless SPD M737 Pedals \$100.00. Nishiki Olympic road bike, 21", 10 speed. new wobler rims, 27" \$250.00, all in good condition 719-372-0114 Ned Claar, 3939 C) Rd 67 Penrose CO. 81240

For Sale VITUS 979 road frame set, 54 cm c to c including headset and bottom bracket, purple anodize and silver. \$150.00 firm.

Custom 25" mountain Frame and Fork, uses 700c wheels. Custom paint \$150.00
Call 633-9818 ask for Jon or Tracy Dukeman

For Sale: Giant Cadex 980-c carbon fiber road bike 57cm. \$500.00. Miyata Alumicros AX 21.5" \$450.00 MTB Never been ridden upside down in New Zealand, Wheelset, Deore XT hubs Ritchey Vantage Rims \$100.00 Aero Front Wheel, American Classic Hub Matrix aero Rim, Bladed radially laced \$80.00, Yakima Quickstand, Bike repair Stand \$70.00 Free puppies Great Pyranees Chow mix Bicycle parts to a good home, puppies well.... Call John Cunningham hm. 683-2713



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