

"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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Editor's Warning: This is a story

Where the Recumbent Brothers finally ride their bikes or Slummin' on the Slumgullion

and all material my not be suitable for riders who are not able to straddle a bike of 50 cm. or less. Norm may find this article offensive also. You have been warned! ED.

Well, there were three of us for this tour.

- ♦ Pat McGee (what's my average?)
- ♦ Jim Grippin (who wants a beer?)
- ♦ John Cunningham (what recumbent?)
- ♦ Gary Papazian (what hills?)
- ♦ Sharon Hamilton (Rush is buff)
- ♦ Kelvin Clark (what training?) of Angle Tech bikes in Woodland Park
- ♦ Sue Uttormark (what time to read my book?) who drove the sag vehicle most excellently.

Day 1 AT LAST! We got a late start of course! Kelvin spent the previous

Yeah right Gary.....

night assembling his new 'bent in the motel room. We all had stuff scattered

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Club Meeting

**Tuesday, August 1, 7:00 pm,
G & H Market (South 8th St.
and Cheyenne Blvd.)**

Cynthia Cordes of the Clean Air Campaign will join us to present local activities of the Campaign.

Poor Journalism Linked to Sleep Deprivation

by Jim and Vicki Card

It was a dark and stormy night. The city slept, but I knew it was our time to ride. It was 2:00 am Sunday morning in the parking lot of Memorial Park and the Starlight Spectacular was about to start. Small groups of fated cyclists huddled in pools of yellow light. "Yeah," I thought to myself, "This is sure a crazy way to train." Then I saw her. Her hair was blond. She had the kind of smile that could make even the most independent cyclist really want to join CSCC. But I could tell, under that welcoming exterior, there was a woman who wanted to break some hearts of the Colorado State Patrol. "Gee," said Anne Smith, "I thought I'd see you guys here, ha,ha."

I grabbed a quick cup of java, a headlight and some technical support from the well-organized starting crews and got in line for the group start. Taillights blinked cheerily among the hushed riders, then we began our roll. My partner and I quickly passed the social riders. We were here to train. Sure, some people can do this ride for fun, but not us. We are driven by some inner drive, some force, some unmet need, some dark desire that matched the night sky.

Down Pikes Peak to Colorado, we gathered speed on the rain-slicked roadway. Cool wind whipped at our clothing. The smell of donut preparation wafted into the street. A lone individual stood on the corner, a tortured soul with stale breath and dirty

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Recumbent Bros

(Continued from page 1)

everywhere.... You know the drill. John sprinted away at the first stop light and wasn't seen for the next thirty miles. Most of us rode up North Pass and most of the way down without incident. Kelvin got a ride up. Gary.... well, we were sitting in the famous Sagucci motel dancing with mosquitoes when up drives this pickup with Gary and his bike. He gets out, leaving a rather large puddle around his feet, notices the expression on our faces and blurts out some nonsense about four inches of hail and staring death in the face. The people in the pickup are all nodding in agreement so we let it go. (Yeah right Gary, how much did you pay them?)

Day 2 LET'S SEE HOW SORE EVERYBODY IS. Gary will never again go slow he says. He and Sharon bolt outta Sagucci like mosquitoes flying from an HIV Positive bug zapper. We head for a Del Norte breakfast, dreading (and embellishing the story of) the famous JUNK YARD DOG who can drag tractors behind him in pursuit of startled cyclists. Well, the dog's skin is nailed to the wall of the garage where he used to live. In his place is the MEANEST wiener dog you ever saw. He was about ten inches in diameter and his legs stuck out at odd angles, but he was slinging gravel trying to get at us. He was on us like a cruise missile when he stepped on his left ear and went down. He did a quick roll and was up but we had the jump on him by then and sprinted off, working up an exaggerated story about the NEW junk yard dog. I ride as far as South Fork and decide on a beer instead of a climb. Everyone else rides up to Creede in a hot dusty head wind. Creede was very quiet and subdued as compared to last year. No dance. No

Norm with his socks stuffed into his pants. We did party with this dog that had a remarkable bladder capacity. Pat and I combined could not match his finely honed skills for marking turf.

Day 3 IN THE GROOVE. We climb. Pat, as usual, rolls off the front and isn't heard from for the rest of the day. (Hey! It's OK. He's in training.) I ride with Gary and John, yuking it up and rolling the miles. Sue leaves us lacking nothing, providing reggae and Pocket Rockets at precisely the right times. Sharon is cruisin' and talking to the animals. Kelvin is...back there...somewhere. The most beautiful day of the tour. We stop at the waterfall, which is raging from all the rain and runoff. We climb some more. The reentry into earth's atmosphere coming down into Lake City is always an intense and fun experience. I was thinking about catching a ride back up to the top so I could do it again, but there was Fat Tire on tap to be had on a shady deck. We spend the evening talking about the descent and dozing off.

Day 4 WE ARE TIRED. Nobody believed us about the two climbs we had yet to do. HAH! Take that infidels!! We get back to Gunnison, having done, what, 1500 rider miles without a single flat, crash, or incident of any kind (except for Gary's, ah, hail storm). This was, like, a totally mellow tour, y'know? I mean really!! The people we met on the road were friendly. Farmers would yell and wave as we rode past. Flowers would burst forth from barren ground at our passing. But that's just the way it is when you ride a recumbent. Right Gary? "Dude" in Lake City summed it up best when he said "Nous frais, droit tonneau tete?? hunh hunh!!" As near as we can figure, it means "we cool, right butthead?? huh huh!!" ◆

Sleep Deprivation

(Continued from page 1)

clothing. "You're f_____ idiots," he yelled. I had to agree.

On we rode to the first turn at 31st Street. Up ahead in the freshly paved bike lane, red taillights flickered, as they snaked their way to the first rest stop. We continued, passing chattering friends, and families shepherding youngsters on their small, weaving mounts. Our hearts pounded and the sweat began to form as we headed up Water Street to the high point on 30th. "Pantani," I thought to myself. "My legs are like pistons. I am in the lead of the Tour de France. I ride through the pain. The pain is my friend." On our left, the sheer rock faces in the Garden of the Gods were dimly outlined against the darkened mountains.

There was no time to savor the relief of cresting the hill on 30th. No time to consider the broken and beaten cyclists still struggling behind us. The wide, empty streets urged us onward as we turned down Garden of the Gods and made our way back to Memorial Park. The miles passed quickly now, and the groups of cyclists were less frequent. We ruled the road. Cars were mere visitors in our domain. Suddenly, it was over. We rolled into the parking lot of Memorial Park to the welcoming lights and smell of coffee. We tore into the carefully prepared feedbag of bagels, cream cheese and bananas and gulped down juice. "That wasn't so bad," I thought to myself, "and now I have an excuse for skipping Rob and Ray's Stupid Ride tomorrow." After all, what could be more stupid than starting a ride when the bars close Saturday night. ◆

Return of the Helmet tester Part III

- J.P. Neuteboom

I made a brief but spectacular return from retirement as the club's unofficial helmet tester last month. It was during the regular Saturday ride on June 24th at the Air Force Academy. I went down in a pace line and woke up in the emergency room in Penrose hospital. As is usual with me I don't remember much but I want to thank all of my fellow riders for helping me and summoning the ambulance.

The helmet this time was a GYRO-Express which more than adequately did its job. As soon as I grow some more skin and quit seeing two of everything I will be returning. I hope all of you are wearing those helmets even in the most casual of brief rides. They do make a difference.

My nomination for the toughest human in the universe goes to Chris Davenport. She also crashed at the same time I did, broke her helmet and shed some skin. Then got up, directed the rescue, administered first aide, drove the ambulance, and generally made sure we were all OK. She made the Sunday afternoon social ride while this mere mortal was recouping at home. (It is not true that Chris was turned down by the Marines for being too tough).

I hope it is some time before I will be reporting to you again as the helmet tester. Until then keep those lids on!

Editors Note: It should be remembered, sorry for that J.P., that people with head injuries do not remember the immediate sequence of events leading up to the injury, and for sure do not remember anything after the injury for quite some time. The person who offered immediate assistance to J.P. was John McLain, there because it was his back wheel that J.P. ran over on the way to the ground. Chris did not drive the ambulance, but did wash, wax and rotate the tires on the machine.

Taking the Plunge

- Gary Papazian

While on the Slumgullion tour, I watched, with envy, Jim Grippin and Kelvin Clark laying back on their recumbents thoroughly enjoying the spectacular scenery -- while I had to make a conscious effort to look around from my diamond frame, not to mention the "normal" aches and pains in various parts of my body. It was then that I vowed to take the plunge and buy a recumbent and donate my padded gloves and shorts to the Smithsonian.

I could wax poetic about our Slumgullion tour but I'll leave it to the Recumbent Brothers to provide that chronicle. However, I will say that Sue Uttormark, who drove SAG, did an exceptional job supporting us. Thanks Sue!

Well, within two days of our return to civilization, I became a member in good standing in the world famous, elite, macho all male Recumbent Brothers. Yessir, I purchased a lawn chair on wheels!

My first reaction is that riding a recumbent has got to be the most fun you can have with your pants on! Oh, I suppose you can ride it with your pants off for the world's ultimate experience, but people may talk.

It's the ideal around town and commuting bicycle. It's also the ideal way to SEE beautiful Colorado -- period. I'll let you know in a future issue if it's also the ideal way to ride a century, although for now I don't see why not.

But alas, because recumbents typically weigh more than diamond frames, they're slower on climbs. This may be remedied by a) developing different muscles because of the different leg angle, and b) upgrading to lighter components. Again, watch for part II of the continuing saga.

Now, let us dispel the myth about recumbents not being as safe as diamond frames. I believe they're actually safer than diamond frames for two reasons.

One is because the recumbent cyclist is eye to eye with most motorists who are looking for other cars at exactly the level where the recumbent cyclist is. Further, diamond frame cyclists, bent over with their chins almost touching the front wheel are only slightly higher than the recumbent cyclist who is sitting comfortably erect. So let's do away with the old saw that says they're too low to be safe. I'm having absolutely no trouble at intersections seeing what's going on all around, and being seen.

The other reason, and perhaps more important, is that both pedestrians and motorists LIKE recumbents! They smile and wave. Motorists talk to me at stop lights about my "Bent". The bent is non-threatening and people friendly. There's no antagonism between motorist and recumbent. They're courteous to me. It's heaven!

So why aren't "bents" more prevalent you ask? Because back in the 30's recumbents beat the diamond frames so badly that they were barred from competition, just as turbine cars were barred from the Indy 500. Consequently, they didn't experience the development that diamond frames enjoyed. But -- they're catching up fast. Recumbents are still excluded from competition. If and when that ruling ever changes, you can donate your diamond frame to the Smithsonian to be displayed beside the High Wheelers.

Whatever they rule for competitive cycling, I believe recumbents are the future. Our numbers are growing within the club. Currently, there are 6 or 7 of us. We can start having recumbent rallies just as the tandems currently do.

The gauntlet is down -- who'll be the first woman to join the all male bastion of the Recumbent Brothers? You'll be welcomed with open arms, but you'll have to help us come up with a new name.

Oh yes, did I tell you? The reason John Cunningham didn't have his brandy new

...See *Get Bent* Page 4 column 3

Will we have HAMM at Hardscrabble?

by John McLain

Several club members have hinted around for the past year or so that they thought it might be a good idea to have HAMM at Hardscrabble (and TOARV). No I'm not spelling it wrong; and, it's not the kind you eat. Who eats ham at bike rides anyway?

Before just going out and getting HAMM support, I thought it would be a good idea to find out what these people really do. I volunteered to ride with the main HAMM coordinator (and be a bike mechanic at the same time) on Tour de Cure and the MS-150.

At first I thought these people were going to be on their CB's butting in and yelling "Breaker... Breaker... There's a !#@% two wheeler that's outo' air on the right side of the road."

Boy did I learn a lot. These people put in a lot of planning. They setup radio networks using local repeaters so they have full route coverage. Backup networks are usually part of the planning, too. The networks are private and periodic messages are sent indicating this. Other HAMMs passing through the area respect the private networks and stay off the air. The HAMMs only pass messages through the network that are relayed to them. The HAMMs like to put one HAMM operator in each SAG vehicle, medical vehicle, the "sweep" vehicle, at each rest stop, and the start/finish. The HAMMs showed up before any of the riders. They all got their instructions from the "Net Control" person, and off they went.

What a smooth operation! Everyone knew where everyone else was, what they had, and what they needed. Rest stop coordination was great and getting a mechanic to a troubled bike was a breeze. It was nice to know anyone could radio for medical support to reduced delays.

I had just as much fun SAGing people, fixing flats, adjusting derailleurs, tightening headsets, straightening chains,

aligning breaks, and recommending road rash cream as I have had riding my bike on the event. It's a great feeling to get a "thanks", a smile, and see the rider get back on the bike to finish the ride (I know they will be back next year).

It seems like a last minute decision even though Hardscrabble is about 2 months off, but, I made the request for HAMM support and they have started their planning. They think it will take about 15-20 HAMM people to support Hardscrabble. The El Paso HAMMs are working with the Florence HAMMs. They are looking into how they will set up their repeaters and networks to cover the course and who from each HAMM group will participate. Tour de Cure had about 200 riders on three courses (27, 50, and 100 miles). The HAMMs set up 3 networks for that ride. MS-150 had about 3000 riders on two courses (75 and 100 miles). They set up 5 networks (2 SAG, medical, general, and backup).

HAMMs and police won't improve the safety. However, HAMMs DO make the event run smoother for the event coordinators as well as the riders. I should know by the August monthly meeting if there will be HAMM at Hardscrabble. Stay tuned. ♦

Northern Pacific Coast Tour Details

- Bob Smith

There hasn't been a lot interest in this tour so Anne and I have decided to change the route to an Oregon tour. We have also changed the dates to Sept. 18 to Oct. 2. We are now planning on starting in Portland and riding to Tillamook and down the coast to Crescent City, CA. We will then ride northeast through the northern corner of Redwood National Park, Grants Pass, Crater Lake, Crescent Lake and into Eugene. Much of this route is scenic highway. We will be riding self-contained and staying in motels and averaging 60-65 miles per day. The tour is still open to club members. However, we would like to limit it to 3 or 4 other riders. Should anyone care to join us you will be responsible to for making all your own arrangements. We will be glad to share our itinerary with you. For details call Bob or Anne at 528-6834. ♦

Get Bent

(Continued from page 3)

custom V-Rex on the Slumgullion tour was because Rans Manufacturing and Kelvin (from Angle-Tech) couldn't find enough helium and titanium in the western hemisphere to assemble it on time. But, he's got it now so be forewarned -- he's gonna be one bad dude on the next fast ride!

Editors note: Recumbents are no longer banned from competition. The rules were changed 3 years ago such that geometry specifications would allow a bike that was built like a bent. The reason that you don't see them in races today? Who knows. They certainly have not had the advantages of refinement that diamond bikes have. It takes slightly different muscles to ride a recumbent, so they are not developed on riders that ride conditional bikes. Lastly it makes for terrible television to see a person sitting in a lawn chair and suffering on a long climb. P.S Please donate all Campy equipped bikes to yours truly, not the government run

Jersey Order Update

- John McLain

It's getting closer. I know everyone is excited and can't wait. The order was so large the vendor will need a little more time (about 1 week). All of the details for the final art work were completed July 21st. The vendor is a cyclist and participated in the Nationals the week of July 24. So all in all, we are looking at a two week delay; or near the end of August. Hang in there a little longer.

PS. The good news for those of you that wanted an additional jersey or those of you that were waiting till next year, the vendor said we could get the same discount with a fewer number of orders (minimum, about 10). This is because the art work is done and on file which reduces their set-up costs. ♦

Flat

-Ray Edmonds

Flat, Very FLAT, Florida FLAT!!!! You might think that the Sand Dunes tour was not too hilly, or too hard. You could be right about this, yes I am sure that you are. Sure you can read about the Bent Bros on the Slumgullion and their tour and marvel at their muscular legs that have most of their skin on them this year, or you can read about what happened to cyclists that are faced with incredible odds of survival, well maybe incredible odds of staying dry. Yes, that is it, there *was* a challenge here: staying dry. So just how hard was it to stay dry? Depends on if you were outside or not.

Tour highlights:

Hooper: Yes fellow cyclists there is a Hooper, and it is the site of two remarkable events in club tour history. The first event: Tom Preble drafts a road grader for 25 miles at over 20 miles an hour. Rob actually still gets latent images of the event when he sits in the restaurant, kinda makes him twitch a little. The second event happened this year and made more than just Rob twitch. I mean I was confused and unsure for a minute myself. Others on the tour were amazed and disgusted, but none were left unchanged by the event, as the eventee was evidently in the middle of a "change". I thought we would have needed to be nearer to Trinidad to have this kind of experience.

Alligator Farm: Some of the more hardy on the tour stopped to see Colorado's only existing alligator farm. Actually it is more like a ranch, I saw no alligators that were planted in the fields. The alligators are there to "use up" the fish entrails that come from the processing of the tropical fish that are grown on the farm. Kinda your big green disposal machine. Mike Remington, he's the guy that likes the taste of slime remember, was so excited the whole trip about gators I was afraid he would jump in when we got there. No problem, Mike had carefully read the brochure, I know this because he read it aloud to me at least twice, and he knew not to get in the gator pen(s). Sure enough there were a lot of gators just lying there. There were the little 4 year old

gators, and then there were the much larger 7 year old gators. Mike could not find it in the brochure, but he was sure the designation had nothing to do with the age of the gators, but more about what age children you should throw into the pen. Here is a great tech tip to the Bent Bros who were intimidated by a wiener dog on their tour. John McLain thinks it would be a great idea to tie like a 200 pound gator to your rear rack and let him go when the dogs start chasing. I think that it would work. Anyway the gators can move real fast when you throw something in the pen. It in general made the women on the tour scream and jump. The men in general just cried. John, forever worried about the members of the tour that were not interested (read afraid to go) bought a little slimy plastic alligator to place on their dinner plate at the next restaurant we attended.

The Dunes: 43 years in Colorado and I have never been to the sand dunes. Been there done that.

The Campsite: Hey this was no wimpy credit card tour. Hell no! We camped. We carried our stuff up the only hill of any consequence to the campsite. There the mosquitoes immediately found us and chowed down. These were your hungry bugs that could actually bite you right through your lycras. Sorry no pictures. We made a gigantic meal, actually Rob and Mike and Fawn with help from many others made a gigantic meal of pasta and bread. We ate some chips too, and all of Larry's extra cookies, and the tire of someone's bike. We hardly drank at all, honest.

Scenery: It was flat. We saw a rise and an irrigation ditch the first day. We also rode through a wildlife refuge. Jane Mataich explained that wildlife refuge is a code word for swamp. The bugs didn't know this and lived there anyway. It was very still and they were just hanging there in the air waiting to be killed. We did not let them down, smashing many of them onto various parts of our bodies as we rode. The Dairy Queen along the route was clean, and had nice bathrooms. We got close to a mountain the end of the first day, but did not go up it. By morning we

had come to our senses and rode away from the hill. Whew!

Llamas: Susan Michael saw quite a few of these as we toured. Evidently they were standing behind the big black cows so the rest of us could not see them.

Attacking aluminum litter: One of the, well two of the, I don't want to say who, but they were on a tandem, have a fun pastime when the scenery gets boring. Just pull your handy 22 pistol out of the pannier, and blaze away at beer cans beside the road. I have never done this myself. We all heard rumors of this around the campsite, but all dismissed them. In this club it is unwise to dismiss any rumor until you have given great consideration to the bounds of the club members. It was confirmed independently by a rider on a steel bike. I ride a Cannondale that looks like a beer can. I did not venture close enough to find out.

The person mowing the lawn in Alamosa: Ask Mike, or me for that matter.

Rob's Maps: Hey they were easy to follow as long as you followed Rob. Just watch for that little white patch in his back pocket.

John McLain: "It's too hard to put panniers on the bike, I'll just ride with a backpack", who summed up the experience by continually repeating the phrase, "Boy is my butt sore". John was told by Rob, our faithful tour leader, that it was a tour and not a race. John decided that he would ride the entire tour in one gear, and never exceed 20 M.P.H. Both of these things were hard to do. First it is difficult to go that slowly when it is that flat, even with a huge array of panniers on your bike. Second, there were some little hills where you could coast faster than 20 M.P.H. and John couldn't pedal fast enough to keep up. Then he had this strange association that if he was riding in one gear, he must be the Uni-gear rider, which somehow was like being the Uni-bomber. He did ride with the marksmen crew and may have shot a few attack beer cans for all we know.

Traffic: Get this, the people in cars were friendly for an overwhelming majority of the way. The fact that there might only be

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BICYCLE HELMETS SAVE LIVES

by Sharon Thorson
reprinted in part from the Colorado
Bicycling News

Your bicycle tires are pumped. Your water bottle is filled. You are ready for a great ride. Before you hit the road, be sure you are wearing your bicycle helmet. Each year, over half a million persons require emergency room treatment for bike-related injuries, and children under age 14 account for half of these.

Bicycling results in many injuries and more than 1,000 deaths annually - as many as 75 percent of these caused by head trauma. The real tragedy is that it doesn't have to happen. Research has shown that wearing bike helmets can reduce the risk of head injury by 85 percent. Helmets work by absorbing and distributing the impact of a crash before it reaches the brain. That's important because the brain is fragile and damage to it is usually permanent.

Buy the right helmet in the correct size. Don't use cost as an excuse not to get a bicycle helmet. When purchasing a helmet, make sure that it has stickers on the inside indicating that it meets safety specifications of the American National Standards Institute (ANSI) or SNELL Memorial Foundation. Prevention is the only "cure" for brain injury, and a helmet is the only head protection you have. Use your head - never ride without a helmet.

BICYCLE HELMET COST VS. MEDICAL COSTS

Bicycle helmet (average)

\$30 - \$60 - 1 helmet

Ambulance ride

\$150 - 4 helmets

Emergency room treatment

\$1,100 - 37 helmets

Medical care in the hospital, daily

\$2,000 - 676 helmets/day

Rehabilitation from serious brain injury

\$4,000,000

Sharon Thorson is coordinator of the Traumatic Brain Injury Prevention Program at the Colorado Department of Public Health and Environment.

Tidbits

- Michael Heymann

Pace Lines

Most of us know what pace lines are. The lead rider breaks the wind, while all the others draft off the person in front. The lead rider works harder while the folks in back take it easy, resulting in a higher sustained speed than a solo rider can maintain. Whether racing, exercising, or touring, pace lines can be a real life saver on a long ride, when the wind is up or you aren't mentally or physically prepared. The downside: a lot of concentration is required to maintain spacing and collision avoidance. No sight-seeing. One collision can bring down an entire pack. All you do is watch the wheel on the bike in front of you, maintain spacing and be predictable. Don't enter pace lines with inexperienced riders. The folks that run "Ride the Rockies" don't like pace lines. At all. They say that pace lines are the single biggest source of cycling accidents and they discourage pace lines. Forewarned is forearmed. Enter pace lines at your own risk.

What's new in the world?

Wally Wonder's paragraphs a few months back on innovations provoked some thought. Bike makers have made lots of really great innovations in the last five or ten years. Right? I mean, aluminum, titanium, carbon fiber frames, suspension, recumbent bikes, bio pace chain rings. Right? Well, more accurately, bike makers have refined technology and bikes are constantly undergoing incremental improvement. Lots of these ideas have been around a long time but the materials or manufacturing methods were too expensive or insufficiently advanced.

The bike with the five foot front wheel and the small back wheel called the "ordinary" was pretty dangerous, so the "safety" came along around 1885. Certainly a dramatic and monumental leap. How about the recumbent brothers? It was first seen in 1897. Suspension as we know and recognize it was seen back in 1896. Aluminum frames and bio pace chain rings in 1890. But, how about those really lightweight bikes? Eight

pounds, 14 ounces of bike ready to ride in 1895. My Cannondale is trice that! A titanium frame was introduced in 1956 and a fiberglass frame in 1963. Look at index shifting -- that's an improvement of the old three speed. Helmets used to be of the leather variety -- kinda like the old football helmets. Now, they are lighter, cooler, and more protective.

Most changes are incremental. Some are truly worthwhile, others (bio pace) are just the latest gimmick foisted on the public by the marketers. Like Wally says, use your own judgment and judgment of the older folks in the crowd.

Gold Camp Road Closure

A proposal has been submitted to the Forest Service to build a railroad from Colorado Springs to Cripple Creek. Part of the proposal would prohibit vehicular and foot traffic (including bikes) between tunnel 1 to tunnel 5. This can be put to rest easily. I spoke to Ranger Bill Nelson and found that if the proposal is approved, the railroad must provide an alternate way to travel that is equally safe and expeditious.

The silver lining, if this comes to pass, is reduced pressure on Ute Pass.

FLAT, continued from page 5

5 or 6 cars an hour may have helped. Road Kill Vegetables: Alright dumpster divers, here is a new and fun way to save money. You get a tandem, ride through an area where there is a lot of farming. Then on corners where stuff falls out of the trucks or at stop signs ride very slowly, and voila. When the stoker sees food that has fallen from a vehicle, she jumps from the bike to grab that spud. They got some great ones too! Usually pretty good on one side. Cooking tip: how do you know when you have cooked your road kill veggies long enough? The tire tracks are gone. Mike and Fawn are planning to move to an area in the imperial valley when they retire and never have to buy food again. We all have to have dreams don't we.

Lowlights: ? We don't need no stinking lowlights.

Wally Wonders

What does Wally wonder. Sometimes I wonder about that myself. Kind of your rhetorical wondering I guess. Here we are back in the states and we go out to see if the world has changed any while we were gone. It has. First off the traffic in Colorado Springs is so bad as to be frightening. I didn't notice right away of course being in shock from the traffic that was so awful in Taipei that there was no way to comprehend traffic in any sense of the word that relates to the real world. The sad thing is that the traffic in the Bay area is now acceptable. I have to wonder if the people that cause the traffic problems moved to Colorado to cause them here for a while before they all get mad at the location and move to another place to screw up? We can hope can't we.

What else changed. First there is the new and improved Garden of the Gods. With a visitors center that would make any store owner proud. Once again there is a bright side here, the visitors center is completely outside the park. The part that I want to whine about is the stupid, way dumb, and completely idiotic bike lane that runs around the park. Why we ask ourselves do we roadies have to be in the "bike pedestrian" lane? It is smaller than the full traffic lane that we used to enjoy in the park, it has paint everywhere so that it will be treacherously slick in the wet, there is no place to park a car in the garden so we know that they will park in the "bike/ped lane" to get that great picture, and it is of course full of pedestrians, and dirt. I don't know which is worse. If you ride in the Garden, use the car lane, and tell the officers that stop you, tell them that the bike lane is unsafe. Colorado Springs Park and Rec. is either unaware of the dangers of mixing pedestrians and bicycles, or has a death wish for us all.

The AFA decided that the DOD thinks we should all wear high visibility vests with reflectors when we ride our bikes on their campus. Why is this? For your own good of course! The vests don't cost much and are extremely comfortable to wear. The guards come equipped with

their own anecdotal evidence of a woman who wasn't paying attention and ran over a biker on a base. Showing true military intelligence, the DOD blames the biker and tries to prevent any future accidents by having us all wear orange safety vests. Their next anecdotal evidence will be about a woman who wasn't paying attention and ran over a group of bikers wearing orange safety vests. We have to ask ourselves, why the vests, and why was it a woman who drove over the bikers? If the story is true, I bet it was a bureaucrat, don't you. Good news here again, they seem to have given up trying to enforce this rule, and if you are a civilian, these rules essentially do not apply to you, unless of course there is a corresponding civilian law for the sheriff to enforce. About the most they can do is ask you to leave.

Reading this you might think I'm not happy to be back in this great country of ours. Nothing could be further from the truth. There are just a few little things that irritate me. I essentially hate stupidity, and I have listed 3 cases of it above. Notice these people didn't even get tech tips. Besides here in the USA we have the recumbent brothers, and their antics, mostly legal I believe, and some antics that probably aren't, but nobody got caught. Those antics are detailed in another article somewhere in the newsletter, providing of course I take the time to write, and don't edit out the part about bikes and guns. ♦

Prez Sez:

July brings the greatest bicycle race or most celebrated bicycle race in the world, the Tour de France (The Tour or TDF). By the time you read this article the race will be over and most likely Miguel Indurain will have won it for fifth straight time. Several others have won the Tour five times but not consecutively.

July is VCR refresher month. The only time I use the VCR to record is the ESPN Tour coverage. When the Sunday paper shows up on front porch I grab the TV section and immediately program the

VCR for that week's coverage. If I were trying to record a favorite Soap, it would be simply Monday through Friday at the same time and channel. ESPN schedules weekday coverage when I'm working and weekend coverage when I'm either riding or sleeping. To make matters worse we now have ESPN and ESPN2 (most of the Tour is on ESPN2). Without a VCR most cycling enthusiasts would never see any of the coverage. If ESPN didn't do it this way, I'd forget how to program to record. I would also not have the opportunity to scan past lengthy Michelin ads and Phil Liggett's 30 minutes of rehashing past stages.

ESPN does a good job of trying to make their coverage interesting to everyone, as a result we cyclists don't get to see what we would really like. They gives us an interview of Lance Armstrong or follow him to his team car everyday. They try to keep us abreast of where Miguel Indurain is or give us reruns of crashes. I think they should present the Tour as it unfolds like the Europeans do. That way only a cyclist would love it. Isn't that the way they cover golf? They even whisper into the mic as to not break the concentration of the golfer.

We live in America so this is what we get for Tour coverage. This is far better that we had it eight to ten years ago. When I first moved to the Springs I called the newspapers to complain because there was nothing in the paper about the Tour. Now we have a brief column with at least the stage results and the GC. The GC is the general classification or the overall standings for the entire race. If it hadn't been for Greg Lemond winning three Tours we probably wouldn't have what we have today. So thank you Greg, and Lance I hope you finish this year so we can have ESPN and Phil Liggett again in '96.

Can someone with a few million to blow bring back the Coors Classic? How about Bill Gates? I read recently that he is now the wealthiest man in the world. I guess it wouldn't be Coor's Classic then would it? Maybe we could call it the Microsoft Office or Windows'95 Classic. ♦

Reply from Attorney General's office regarding interpretation of C.R.S. 24-33.5-226

RE: Colorado State Patrol permit charges for bicycle ride

Dear Ms. Smith:

I have been asked to respond to your letter received by this office on June 7, 1995. I am sorry that your prior letter received no response. I did not see the prior letter, and it is my understanding that it was forwarded to the State Patrol.

I have researched C.R.S. 24 - 33.5-226, and the statute is applicable to situations other than CLOSURE as emphasized in your letter. Subsection (b) of the statute proves that the term closure includes restriction or regulation of traffic on the highway. Subsection (c) (I) gives the state patrol the authority to restrict or regulate traffic on the highway when an athletic or special event is proposed to be held on such highway. Therefore, the state patrol does have the authority to either close, partially close, restrict or regulate the traffic due to a special or athletic event and to charge for their services.

If you have any questions regarding this interpretation of the statute or if you have any other questions, please call me at (303) 866-5129.

Sincerely,

FOR THE ATTORNEY GENERAL
Charlotte Robinson
First Assistant Attorney General
Natural Resources Section
(303 866-5129)
(303 866-3558 FAX)

CSCC Tours and Other Attractions:

10th Mountain Betty Bear ATB Hut Trip - September 2-4 Ride leader Tim Tiefenbach - 685-1398.

There are 10 slots in this self-supported backcountry tour. Mountain bikes only. We will be spending both nights at the same hut, so the second day can be spent either lounging around or doing a day trip. The route to the hut should be about 25-30 miles, entirely on 2WD and 4WD roads, with NO single track or portage sections. This tour should be suitable for strong rider with intermediate or advanced technical ability.

Front Range Century - Sunday, September 10. Contact the Denver Bicycle Touring Club. This is a Colorado Cycling Triple Crown Event.

Red River Century - Sunday, September 10. Contact the Red River, NM Chamber of Commerce.

Tour de Hardscrabble Century - Sunday, September 17 - Chairperson: Rob Miskowitch 548-8667. The final Colorado Cycling Triple Crown Event.

Boreas & Georgia Pass ATB Tour - September 23-24. Overnight in Breckenridge. Ride leaders Jim & Vicki Cará - 634-4970.

1995 Reston Century - September 24. A scenic ride over Virginia's hills and bicycle trails. Distances of 25, 50, 64 & 100 miles plus a 200 kilometer double metric. SASE to RBC, PO Box 3389, Reston, VA 22090

March of Dimes Mountain Poker ride - Sept. 30. For info call Megan Day 473-9981.

Lead Triangle Weekend - September 23-24. Contact Shay Nolan 599-7179

Call for Club Photos

- Gary Papazian

Your Historical Society is now down to one missing back issue of our newsletter: September '87. If it's out there, please let us borrow it to make a copy.

We still have a severe paucity of club ride and function photographs. Please loan or donate any such photos so we can put together a club scrapbook. Please indicate your name, event and date -- and whether it's a loan or donation. Thanks in advance.

Better offer for Photos

!!!!!!!!!!

- Ray Edmonds

Sure you could send your photos to Gary and the historical society, and what have you got? A scrapbook. Big Deal! Have some photos of recent club events? Photos that would be great with a caption? Photos where you would like them electronically altered to display one of your fellow club members in a really embarrassing or compromising position? NO PROBLEM. We have the technology, the time, and the skill here at newsletter head quarters. We won't even damage your precious photos. We will return every one that is sent with an addressed return envelope, we will buy the stamp ourselves. Do you get credit for the photo? If you would like, but for a lot of the best ones it is best to remain anonymous. Just think, I would not have to write stupid filler articles like this for the newsletter and you could get art suitable for bird cage liners instead. What is the difference? Slow readers will be able to get the joke for the first time! Send em in!

Bike Survey: Attached to this month's newsletter is a bike survey. Please fill it out and mail it to the City of Colorado Springs using the attached postage-free envelope.

Bike Plan Update: The City has begun the process of updating its Bicycle Master Plan and wants input from bicyclists and other interested citizens. The Bike Survey is one method for finding out some of the cycling habits and opinions of citizens.

Public Meetings: Interested persons are also encouraged to attend a series of public meetings on the Bike Plan Update. The first meeting was held on July 27th. For dates and times of future meetings contact Craig Blewitt of the City Planning Department at 578-6834. You may contact Craig with additional comments or questions also.

Hardscrabble Training Ride

- John McLain

If you have never attempted Hardscrabble and want to see what it's like or if you are training for Hardscrabble, this is the ride for you. Read on for details. The idea is: if you can do the full 62 miles on the training ride, you should be able to complete Hardscrabble. This is an out-and-back ride so if you only want to do 50 miles; go out 25, turn around, and head back.

On Saturday September 2nd, this is the plan. From Colorado Springs take Hwy 115 South (car poolers meet at Albertson's at 8:00 a.m.) Cross over Hwy 50, go into the city of Florence. Look for the left turn onto Hwy 67. We will start from the Hardee's which is on the South East corner.

This is an Out-and-Back ride (no SAG). Scheduled start: 8:00 am from Albertson's, ride will leave at 8:45 am from Hardee's. Elevation gain: 4600 vertical feet. Planned distance: 62 miles (100K) 31 miles out and 31 miles back.

Please bring plenty of water (about 80 oz. = 1 camelback + 1 water bottle = 4 water bottles). The ride is almost all up hill from mile 12 to mile 25 (look at your past year Hardscrabble profile maps). We will go a little over the top of the hill before turning around. It's almost all down hill on the way back (don't let the distance fool you).

Mile

Start - Go South on Hwy 67.

12 - Wetmore, Right turn at "T" intersection onto Hwy 96. (Convenience store one block left? We've never found it.)

24 - Go straight (Hwy 165 goes left). We may be able to ask the people at the ranch for water. The really hard up hill stuff is over at this point.

31 - Turn around and go back (It's almost all down hill from here). Warning: Remember those tight switchbacks? Make sure your brakes are working really really really well.

50 - Turn Left onto Hwy 67. (Convenience store one block straight? We've never found it.)

62 - Anyone for a greasy burger????◆

Tech Tips:

When shooting killer pop cans from the tandem always use .22 caliber shorts as ammunition. Who could think of those as bullets anyway. Also much safer for the captain's butt if the stoker accidentally fires while removing the gun from the captain's jersey. Names withheld by request.

When touring, do not carry 30 pounds of stuff on your back in a pack. Every bump you hit will require that the load change its direction suddenly from where it was going to up, unfortunately via the single suspension point it has. Namely the rider's butt. Ouch! Thanks a tip o' liniment jar to John Mc.

Llamas: Yes there are llamas in the state. The black ones are angus, while the brown and white spotted ones are some other breed of cow. Thanks and a tip o' the order of the species to Susan M.

MEA CULPA: Never never never continually make fun of Rob's maps that contain entertaining if not useful information if you can't follow the damn things correctly. And if you cannot follow them correctly don't make a wrong turn and ignore the screaming, assuming it is the dweeb corner marshals from the MS 150 yelling at you once again, and ride off to who knows where a million miles from no place. Duh and a tip o' the ignorance meter to Ray. E.

If you are following Rob's map for the San Luis tour, make sure that you don't start in a different place 30 miles away to get more miles and not expect to get lost in Alamosa. You must be able to see the map in Rob's jersey pocket to follow it correctly. Thanks and a tip o' the back to normal meter to Lou G.

If you are riding in a area as flat as a pool table as far as the eye can see do not expect the "Scenic Overlook" to contain much of a view different from the one that you have observed for the last 50 miles of nowhere you have traveled. Showing disappointment in this revelation can result in intense ridicule from others. Thanks and a tip o' the cup of reality to about 1/2 half of the San Luis tour group.

Club Miles

5 Top Women

Sharon Hamilton	1155
Anne Smith	1049
Chris Davenport	752
Molly Miller	487
Jane Mataich	403

5 Top Men

Gary Papazian	1695
Lynn Allen	1319
John McLain	1244
Bob Smith	1216
Rob Miskowitch	1092

5 Top Ride Leaders

Lynn Allen	812
Rob Miskowitch	636
Bob Smith	408
Mike Heymann	309
Gary Papazian	297

Commuter Miles

J.P. Neuteboom	1426
Jeff Shapiro	1035
Tim Tiefenbach	1026
Joe Vaccaro	930
Neil Kovac	825
Bob Moore	673
Bonnie Turnbull	572
Michael Heymann	570
Chris Davenport	335
Susan Michael	297
Rob Miskowitch	280

Attention commuters: If you wish to be acknowledged for bicycle commuting, send or call in your y-t-d miles before the 15th of the month preceding publication.

Membership News:

Membership News:

The CSCC members and officers welcome the following new members: Todd E. Albert; Kay Parker; Karen Pera; Jim Perry; Ann Pinney & Ron Henry; Doug Rinedollar; John Roach & Family; Robert & Cathleen Spiegel; Roy Stephens; Tracy Vanderburg; Anja & Francis Wynne.

Welcome again to returning members: Lynn Allan & Diane Cahalan; Linnea Bennett; Terre Cavalier; John Davies; John Ellis; John N. Gau; Eileen Hunt; Doug James; Charles Jurgensen; Tim & Sue Uttormark; Stan Williams; Marie M. Working.

LOOK AT YOUR NEWSLETTER MAILING LABEL -- DOES IT SAY "Final Issue - Renew Now"? If it does it is time to renew your membership - do it now! **DOES IT HAVE YOUR OLD ADDRESS?** When your newsletter has to be forwarded, it is an additional expense for the club treasury. **Please get those changes in as soon as possible.** Remember, the newsletters are usually mailed the last week of the month, so try to get changes and renewals in early. Also, if you have a new phone number, let us know so we can keep our roster up to date. To make it easy, you can leave any address or phone changes on the hot line - 594-6354 or call Anne Smith - 528-6834.

Off-Road Hardscrabble?

Wanted: about 30 insane people to ride a 35-mile mountain bike loop as a test group for next year's Hardscrabble. You don't have to be fast. We'll see how long it takes.

This ride will take place on Hardscrabble Sunday. Call Neil Kovak to sign up, 630-3554. There will be a fee to cover the Hardscrabble t-shirt.

CLUB OFFICERS

President
Bob Smith
528-6834

5695298@mcimail.com

Vice President
Barry Wick
594-9119

Wick@ssdevo.enet.dec.com

Treasurer/ Membership
Anne Smith
528-6834
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Secretary
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Road Ride Committee
Rob Miskowitch
548-8667
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ATB Ride Committee
Mark Rowe
633-5073
Tim Tiefenbach
685-1398

Touring Chairman
Michael Heymann
632-4112

Ride Calendar Coordinator
Diane Edmonds
Edmonds@ssdevo.enet.dec.com
685-9600

Newsletter Editor
Ray Edmonds
Raymond_Edmonds@ccm.itwn.intel.com
685-9600

Rideleaders:

Mail your ride sheets to Gary Papazian, 820 E. Fontanero St., Colorado Springs CO. 80907. Gary is the 1995 club statistician — thanks, Gary!!!

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

Ted's Bicycles (719) 473-6915

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 CHANGE OF ADDRESS

When you move your newsletter will automatically be forwarded by the post office **but** they charge C.S.C.C. \$.50 for this service. Considering our mobile cycling club membership, this can really add up. Please send us a change of address notice as soon as you know your new address. Remember, the newsletters are usually mailed the last week of the month, so try to get changes in as soon as possible. Also, if you have a new phone number, let us know so we can keep our roster up to date. To make it easy, you can leave any changes on the hot line - 594-6354 or call Anne Smith - 528-6834

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 Fax: (719) 685-1023



August 1995

Colorado Springs Cycling Club's Calendar of Events



Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
<i>Jul 30</i> 1:00 PM Social Ride Acacia Park 685-9600	<i>Jul 31</i> 5:30 PM Dinner Ride Acacia Park 528-6834 Sharkey's	<i>Aug 1</i> 7:00 PM Club Meeting G & H Market	<i>Aug 2</i> 6:00 PM Speeding Bullet AFA Thunderbird Overlook 390-0590	<i>Aug 3</i> 7:00 AM Show 'n Go Palmer Park ball dmnd 632-4112 6:00 PM Speeding BB AFA Thunderbird Overlook 593-7398	<i>Aug 4</i>	<i>Aug 5</i> 9:00 AM Saturday Road Ride K-Mart Powers 593-7687 10:30 AM Show 'N' Go Family Social Ride - Monument Valley Park
<i>Aug 6</i> 1:00 PM Social Ride Acacia Park	<i>Aug 7</i> 7:00 AM Show 'n Go Palmer Park ball dmnd 632-4112 5:30 PM Dinner Ride Acacia Park 528-6834 Mission Bell Inn	<i>Aug 8</i> 10:00 AM Lunch Bunch RSVP 528-6834 5:45 PM MTB Ride High Drive 391-0742	<i>Aug 9</i> 6:00 PM Speeding Bullet AFA Thunderbird Overlook 390-0590	<i>Aug 10</i> 7:00 AM Show 'n Go Palmer Park ball dmnd 632-4112 6:00 PM Speeding BB AFA Thunderbird Overlook 593-7398 Full Moon	<i>Aug 11</i>	<i>Aug 12</i> 9:00 AM Saturday Road Ride Albertson Hwy 115 593-7687
Pedal the Peaks						
<i>Aug 13</i> 7:30 AM Return of SMUP Soda Springs Park 528-6834 1:00 PM Social Ride Acacia Park 528-6834	<i>Aug 14</i> 7:00 AM Show 'n Go Palmer Park ball dmnd 632-4112 5:30 PM Dinner Ride Acacia Park 528-6834 Saigon Springs	<i>Aug 15</i> 5:45 PM MTB Ride High Drive 391-0742	<i>Aug 16</i> 6:00 PM Speeding Bullet AFA Thunderbird Overlook 390-0590	<i>Aug 17</i> 7:00 AM Show 'n Go Palmer Park ball dmnd 632-4112 6:00 PM Speeding BB AFA Thunderbird Overlook 535-1515	<i>Aug 18</i> 6:00 PM Show 'N' Go Family Social Ride - Monument Valley Park	<i>Aug 19</i> 9:00 AM Saturday Road Ride Chapel Hills Walmart 548-8667
Winter Park						
<i>Aug 20</i> 1:00 PM Social Ride Acacia Park Winter Park	<i>Aug 21</i> 7:00 AM Show 'n Go Palmer Park ball dmnd 632-4112 5:30 PM Dinner Ride Acacia Park 528-6834 Old Chicago Downtown	<i>Aug 22</i> 10:00 AM Lunch Bunch RSVP 528-6834 5:45 PM MTB Ride High Drive 391-0742	<i>Aug 23</i> 6:00 PM Speeding Bullet AFA Thunderbird Overlook 390-0590	<i>Aug 24</i> 7:00 AM Show 'n Go Palmer Park ball dmnd 632-4112 6:00 PM Speeding BB AFA Thunderbird Overlook 593-7398	<i>Aug 25</i>	<i>Aug 26</i> 9:00 AM Saturday Road Ride K-Mart Powers 548-8667 10:30 AM Show 'N' Go Family Social Ride - Monument Valley Park Cuchara Pass
<i>Aug 27</i> 9:00 AM May Museum Ride Albertsons Hwy 115 637-8473 1:00 PM Social Ride Acacia Park Cuchara Pass	<i>Aug 28</i> 7:00 AM Show 'n Go Palmer Park ball dmnd 632-4112 5:30 PM Dinner Ride Acacia Park 528-6834 Banditos	<i>Aug 29</i> 5:45 PM MTB Ride High Drive 391-0742	<i>Aug 30</i> 6:00 PM Speeding Bullet AFA Thunderbird Overlook 390-0590	<i>Aug 31</i> 7:00 AM Show 'n Go Palmer Park ball dmnd 632-4112 6:00 PM Speeding BB AFA Thunderbird Overlook 593-7398	<i>Sep 1</i>	<i>Sep 2</i> 8:00 AM Hard- scrabble Training Ride 535-1515 9:00 AM Saturday Road Ride Albertson Hwy 115 548-8667

See reverse side for event details or call the number listed above or the Hotline 594-6354.

August 1995 — Colorado Springs Cycling Club's Event 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 that's geared for the slower riders.

Monday & Thursday Morning Show 'n' Go: Leaves from the Palmer Park ball diamonds at 7:00 am. Moderately aggressive road ride of 20 to 30 miles. Call Mike Heymann for information, 632-4112.

Monday Evening Dinner Ride: Leaves from Acacia Park at 5:30 p.m. This is a very casual friendly ride of 15 miles with dinner en route or after the ride. Great opportunity to meet folks. Ride leader is Bob Smith, 528-6834.

Tuesday MTB Ride: Starts from the bottom of High Drive at 5:45 p.m., every Tuesday except August 1. Ride leader is Mike Remington, 391-0742.

Wednesday Speeding Bullet Ride: Leaves the Air Force Academy Thunderbird Overlook at 6:00 p.m. **sharp.** This is a very aggressive fast and hilly ride of 20 to 30 miles. Riders who come on this need to be prepared to ride fast and keep up with the group or ride alone. Ride leader is Bob Moore, 390-0590.

Thursday Speeding BB Ride: Leaves the Air Force Academy Thunderbird Overlook at 6:00 p.m. **sharp.** Not as aggressive as the Wednesday ride, but distances will be 20 to 30 miles. Ride leaders are John McLain, Judy Shaposky, and Phil Smith. See calendar for phone numbers.

Saturday Road Ride: Distance of approximately 45-60 miles, with a shorter map-led option. Moderate and advanced riders welcome, be prepared to ride at least 30 miles. See calendar for starting locations. Ride leaders are Lou Gottlieb, 593-7687, and Rob Miskowitch, 548-8667.

Special Events:

August 5, August 18, August 26 Show 'N' Go Family Social Ride: We've had lots of requests for rides that people can bring their children on — younger children on bicycles and even younger still in trailers or child

seats. But we've never found a ride leader. So this year we're going to make it a show 'n' go, which means you meet up and decide on a route and go for it! Meet at Monument Valley Park at the parking lot just off of Glen and Cache la Poudre Streets. If you have any feedback on this ride, call the Hotline (594-6354) or call Diane Edmonds, 685-9600.

Tuesday Lunch Bunch August 8 and 22: Tuesday morning ride with lunch at a restaurant after or during the ride. Each ride is geared toward whoever RSVPs to Anne for that week. Call Anne Smith by the evening of the previous night if you want to join that week's ride, 528-6834.

August 13 Return of SMUP Ride: (Sunday Morning Ute Pass). Meet at Soda Springs Park at 7:30 am and ride up Ute Pass to Woodland Park. On the return stop for breakfast/brunch at the Pantry in Green Mountain Falls for ballast for the final plunge back into Manitou. Ride leader is Bob Smith, 528-6834.

August 18-20 Winter Park Weekend: Arrive in Winter Park on either Friday night or Saturday morning, for a weekend of mountain biking for beginners through experts. 600 miles of trails. \$16 all-day lift ticket for access to some of the trails. \$7 per night for camping. Contact Jim and Vicki Card, 634-4970, for more information.

August 26-27 Cuchara Pass Weekend: Road bike tour over beautiful Cuchara Pass. Starts in Walsenberg, approximately 75 miles per day with 4000 feet of climbing the first day. Overnight at Monument Lake Resort, make your own reservations. SAG (luggage transportation) provided. Call Mike & Fawn Remington to RSVP or for more information, 391-0742.

August 27 May Natural Museum Ride: Leave Albertsons and ride 8 miles south to the John May Natural Museum (marked by the giant BUG on Highway 115). We will make an extended bike ride after we visit the museum. Cost of the museum is \$4.50 (adults) / \$2.50 (children). For a group of 10 persons or more the rates are \$3.50/\$2.00. Call John Ellis, 637-8473, for more information.

September 2 Hardscrabble Training Ride: See the newsletter for more details. Meet at the Albertsons on Highway 115 to carpool to Florence for the start of the ride. Plan to ride 50+ miles, bring lots of water. Ride leader is John McLain, 535-1515.

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: 56cm Ross Mt. Whitney Cross Bike. Drop bars, triple chainrings, Suntour groupo, Ram the Res, and cruise the Tarmak, never switch bikes. Low miles. \$300.00. 19 inch 56 cm. Eddy Merckx Century with Campy Record 8-speed ergo shifters, Delta brakes. Price reduced \$1995.00. Bio-Cleats for Look pedals (gives you more rotation). never-used, \$7. Call Ray (lots fewer bikes in the garage) Edmonds 685-9600.

For Sale: 60 cm Mark Noblette frame set with extras -- BB, head, stem, front derailleur. \$250 firm. 634-4970 after 5 pm.

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

WANTED HOUSEMATE: Share Victorian house in Old Colorado City. Looking for responsible professional single female w/o children, non-smoker and non-partier. House has 4 bedrooms with large bathroom, fireplace and hot-tub, kennel and dog house for outside dogs - cats are welcome. Rent \$350+1/2 utilities + \$20 pet/month Available 8-1-95 Call 633-8004

FOR SALE: Onza Cliples Mountain Bike Pedals (SPD) new/never used, includes all hardware and cleats, \$65. Call Chris at 473-5551.

FOR SALE: Tommasini stem 110mm, \$15; Cinelli X-A stem (new) 90mm, \$20; Giro Ventoux Blue/White helmet (medium) \$40; Giro Ventoux Red/blue Helmet (medium); Brooks saddle all

leather saddle (honey color) with Titanium rails (retail \$159.00) \$40; Shimano Dura-Ace PD 7410 Pedal (315 grams, 36 degree cornering clearance) for use with SPD compatible shoes (retail \$175.) nearly new - sell for \$95. with Shimano Carbon shoes (retail for \$189) size 46 \$160. Call Larry Schorr Day 520-2078 Evening 685-9211

FOR SALE: Cannondale road tandem 25" x 21", 48 spoke wheels, drum third brake, clean, low miles \$1950 Call Saul Goldman 634-3383

Custom CSCC - I'd Rather Be Cycling - License Plate Frames -- \$3.00
TOARV 95 RIDE JERSEYS--
 Medium & Large only \$20.00 --**One**
 medium long sleeve \$25.00
 TOARV 92, 93 & 94 RIDE PINS--\$50
 HARDSCRABBLE 93 & 94 T-shirts
 \$3.00 Anne Smith - 528-6834

For Sale: TREK 620. 56 cm. Triple crank, all upgraded components. Very good condition (regardless of what Ray says), with extras. Call Gary P. for details. \$325. 473-5373.

For Sale: Raleigh 10 speed, 56 cm. Good for around town. Wouldn't recommend doing passes on it. Good condition, with extras. \$50. Gary P., 473-5373.

For Sale: Keyboard. Roland EP-5. 5 octaves, ex sound on several voices, record & playback, MIDI connector. With stand & books. Excellent condition. Asking \$400. Gary P., 473-5373.

For Sale: Computer/printer stand. All metal. Pedestal with 5 rollers. New condition. \$25. Gary P., 473-5373.



- | | |
|-------------|-------------|
| Avocet | Look |
| Bell | Marzocchi |
| Bellweather | Nike |
| Blackburn | Oakley |
| Bolle' | Pearl Izumi |
| Continental | Rockshox |
| Descente | Specialized |
| Diadora | Thule |
| Giordana | Tunturi |
| Giro | |

**BICYCLES
 CANNONDALE
 DIAMONDBACK
 GARY FISHER
 MIYATA**

Road and Track Frames:
 MERCKX, LITESPEED
 DEROSA, VITUS
 CANNONDALE, GARY FISHER

**EXPERT REPAIR
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