



The Bent Fork Chronicles

COLORADO SPRINGS CYCLING CLUB



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

Volume 13

Nov/December 1999

Issue 6

Prez Sez:

By: Joe Vaccaro



Now that the Tour de Hardscrabble is over and fall is leading to winter, some club members forget all of the great riding that still awaits us this year. We have the traditional Frozen Water Bottle ride on New Year's Day, as well as an assortment of weekend rides. I won't be leading the annual Xmas Day ride this year (I'll be in Arizona) but I hope someone else can pick up the slack for that festivity. Another good ride coming up in the not too distant future, is the Super Bowl Sunday ride (traffic is about as light as you'll ever see it around here!). And those are just a few of the cycling possibilities for the next few months. On top of that, we have the Club Xmas party and the monthly club meetings. Sounds like a busy fall and winter to me.

This next year is going to present some important challenges and decisions for the club membership. Do we continue with the Hardscrabble Century or do we reduce our large club sponsored events to the Buena Vista Bike Festival? How do we attract and keep new club members? Should the club dues structure stay the same? What new benefits can we provide to our membership? Many weighty questions!

As my tenure as the club president draws to a close, I would like to thank everyone who has volunteered their time to the betterment of bicycling in the Pikes Peak Region. You have made my job considerably easier than it would have been otherwise. For those of you who have not been able to participate in a club event from a volunteer perspective, I hope

GET INVOLVED. BE A CLUB OFFICER OR COMMITTEE MEMBER IN THE YEAR 2000. Contact Hal Church, Nominating Committee Chairperson 633-4476 or halchurch@aol.com.

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The new and improved Ride Calendar.
Many new rides and events
Club Hotline (719) 594-6354

Many thanks to the brave contributors to this issue.

Newsletter Editor Wanted

Flexible hours, great support, some really cool software and the use of a scanner and laser printer. Call Bob Smith. Great pay and benefits through MCI. Please hurry!

The BENT FORK CHRONICLES is the official publication of the Colorado Springs Cycling Club (CSCC) and the articles contained herein do not necessarily represent official club positions unless so

you will consider doing so in the future. It will not only help the club, but you will have so much fun that you will wonder why you did not do it sooner. That's all for now. I'll save my farewell's and state of the club comments for my last column as your club president in the next newsletter.

Editor's Farewell

By: Kim Makower

It's been a great year as your editor. Unfortunately, due to some pressing business commitments, I am stepping down as editor. This will be my last issue.

The year flew past and I have no regrets. Volunteer activities in my life have always led to a greater reward for me that for the organization that I have chosen to assist. Now is the time for another individual to step forward and take the reins.

I will remain a faithful member of the club. I value your friendship and have enjoyed serving this membership. My hats off to Bob and Anne Smith, Joe Vaccaro, JP, Doyle Dikes and all the other volunteers who make the CSCC the premier bicycle club in the state. Congratulations!

REINVENTING THE WHEEL

Oh what sacrifices we make for the club! Occasionally we are called upon to volunteer for the truly demanding task and so it was I agreed to test Spinerger's new and extraordinary wheel the "Spox". Our fearless leader Joe Vaccaro managed to score a set of these new wheels from Spinerger (I didn't ask how) on the condition that we who test write an article for the newsletter describing our experience. So here it is.

This is really a remarkable wheel set. Spinerger set the trend with their Rex-X a



COLORADO SPRINGS CYCLING CLUB

resting on their laurels. The newest invention from the creative thinkers in Wilton, Connecticut is the "Spox", a light weight amalgam of aluminum and vectra fiber that create a remarkably strong and true wheel that you can ride with confidence. When you first behold this wheel set, it does not give you the impression on lightness. The hub looks like a can of Pepsi. It is about 3 inches in diameter and made of aluminum. The spokes are of vectran fiber which is a registered trade mark of Spinergy. The nipples are in the hub and the wheel is completely true although they advise having a trained mechanic do this. With the nipples in the hub you can easily true the wheels even if they are built for tubulars. The set we are testing are clinchers. The wheels come with their own wrenches for truing.

I rode the wheel for about two weeks on my daily rides and longer weekend rides. I found the Spox to be very responsive and dependable in a variety of conditions from smooth asphalt to packed dirt. I am not much of a sprinter; in fact my sprint is undetectable by modern scientific methods. But when starting from a dead stop and cranking it up to just over 20, the Spox were very responsive. My personal biggest concern is how a wheel will corner in a fast decent. I am a real chicken when it comes to high speeds on a descent and the Spox gave me more confidence than I have had before. The wheel is absolutely true and I had no problems with "shimmy" or "wobbles" on the fast descents. At 190 pounds I am a pretty mean straight-line decender.

I would have no problem recommending these wheels to any serious rider. They are a great ride and give a lot of confidence. The Spox are expensive and they do not come with skewers. With wheels, skewers, sprocket and tires, you will be "out the door" a thousand bucks lighter. You can check out the Spox at Ted's bicycles as well as Criterium and Colorado Cyclist. Other shops may carry them as well or I am sure they would be happy to order them for you.

If interested in testing these wheels contact Joe Vaccaro at Jvac982501@aol.com, they are built for 8 or 9 speed cassettes and you will need

to provide your own sprocket and skewers. Please write a short description of your experience with the wheels for the newsletter.

The Turtles

Reprinted from BicycleUSA League of American Bicyclists (July/August 1999 issue). It is written by Barbara Sturges.

How many bicycling clubs are there where members of the "in" group ride just 10-12 mph and proudly call themselves the "Turtles?" In Folks on Spokes, a 250-member bicycle club in the south suburbs of Chicago, the group that "stops to smell the roses" is the fastest growing segment of the club-both because they are friendly and fun-loving cyclists, and because their slower pace welcomes and accommodates new riders. The Turtles group rides together on the club's regular Sunday morning rides, has a weekly Wednesday evening ride on which no one gets dropped, and also plans weekend outings. Rides planned by the Turtles offer entertainment in addition to riding, and distances and pace comfortable to new riders.

Candace McFadden, an unofficial leader of the Turtles, remarks, "New riders are the riders who most need encouragement to continue. By staying together and seeing that no one is dropped, we provide friendship and that necessary encouragement."

The Wednesday night "Turtle Rides" began in the summer of 1993. Co-founder Judy Dunn reports that they now regularly have 22-25 on these rides. Some of those who started out with the Turtles now ride several thousand miles per year, including commuting to work. Folks on Spokes also encourages new riders through regular "learning rides" during the summer months. These short rides begin in a parking lot with a demonstration of tire changing and basic riding techniques. Basics presented depend on the needs of those present--mounting the bike, shifting, road position, etc.

The instructions are followed by a short (10-12 mile) ride on low-traffic streets. These events are based on Effective Cycling principles and taught by individuals who have E.C. training or are Effective Cycling Instructors. Instructor to participant ratio is always high. Folks on Spokes

members include five Effective Cycling Instructors. At least one E.C. course is offered each year.

Tom Derrig, past Folks on Spokes president and the "inventor" of the learning rides, says, "The greatest success of our Tuesday evening learning rides is watching someone of any age change a flat tire and continue riding afterwards."

Folks on Spokes has always tried to encourage new riders by having the "ride leader" ride at the back of the group--instead of the front, in order to stay with the slowest person riding the short route. However, we've found that people who voluntarily ride at a slower pace are a much better source of support and encouragement to new riders than faster riders who take their turn riding at the back. Craig Oberman, Turtle leader and co-founder, explained, "I'm a slow rider, not a new rider-being a Turtle is a state of mind."

The welcoming attitude and comfortable p of the Turtles, as well as the learning rides and many social events, have helped Folks on Spokes attract a lot of new riders-many of whom enjoy a leisurely pace. Now we need to attract some who ride a little faster... but that's someone else's article.

Great Story

He just keeps ROLLING ALONG
Early every morning, 91-year-old Floyd Culver rides his bicycle through the streets of the city to deliver newspapers. It's a job he's been doing with loving care since 1947. The Philadelphia Inquirer, June 23, 1999. (Peter Tobia / Inquirer Staff Photographer)
By Michael Vitez

By 3 a.m., Floyd Culver is riding his bike, the one he bought in 1954, through the silent streets of Philadelphia. The rain is pouring. He's wearing a yellow slicker. The balloon tires hum as they spit up water. He is carrying 84 morning newspapers in the basket on the front of his bike, and he has covered them with a brown tarp. He glides his bike to a stop by the steps of a rowhouse on Bainbridge Street. He dismounts, grabs a paper in one hand,

time. Take your time," he says. "You've got nothing else in the hospital but time." The woman smiles at him. In the hallway, Luis Nieves, a nursing assistant, approaches. "I'll take a paper," Nieves says. "You ain't man enough," Mr. Floyd replies. Nieves laughs. "OK, I'll pay," he says.

On the fourth floor, Roberta Myers, from environmental services, sees him and begins singing: Is that my lover coming down the street, looking for me? I know it is. She buys a paper from Mr. Floyd, as she's been doing for 25 years. Mr. Floyd thinks people today don't care enough about others. He often says, "Nobody cares anymore about the little man." But his own life offers the best rebuttal.

The hospital threw him a surprise party on his 90th birthday. Scores came. He wept. Around 10 a.m., after working seven hours straight, Mr. Floyd takes a coffee break. He washes his hands for a good 30 seconds, rubbing off all the ink. He sits in a main hallway, across from the elevators. He puts on his reading glasses, opens a paper to his horoscope, and reads his future as he sips coffee with five sugars and inhales two chocolate doughnuts.

A very sick patient in a bed is wheeled past. "You look at these people in here," he says. "You got to stop and think, you're blessed to be walking around, to have free time. You got to treasure it. "A lot of people do not treasure the life that they live."

By 11 a.m., he is back at 18th and Bainbridge. He is finished for the day and does an accounting. He has sold roughly 200 copies of the Daily News and 100 Inquirers. He gets 12 cents for every Inquirer, 14 cents for every Daily News. He has earned about \$40. He hops on his bike one more time for the short ride home a few blocks away.

He will sleep all afternoon, eat some dinner, listen to the Phillies on the radio. He played catcher for the Birmingham Red Barons in the 1920s. He will not come outside again until early morning, when it's time to deliver his papers.

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Sunday, December 5

TIME:

6:00 PM

LOCATION:

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must transport their bicycles by vehicle as not legal access exists. Development near the airport and the newly completed #470 highway link will make completion of a bicycle trail even more costly and difficult in the future. Airport officials still refuse to allow bicycles on the wide shoulders of busy Pena Boulevard.

The Life and Death of SB-41

By Martha Roskowski, Executive Director of Bicycle Colorado from the Bulletin

A bill modifying traffic code to increase bicycle safety died on the House floor in early May. The Dyer Bicycle Safety Bill, SB-41, inflamed anti-bicycle passions and narrowly escaped defeat several times before finally succumbing in the closing days of the 1999 Colorado Legislative session.

The final blow was dealt by Representative Mark Larson (R-Cortez) who waged a fierce campaign. At various times, he argued that the bill would increase insurance rates for truckers (Larson owns a truck stop); it would give cyclists a "false sense of security"; bicyclists did not belong on the roads because they do not pay taxes; and it would endanger children.

The bill proposed four relatively minor revisions to state traffic code. It recognized that bicyclist legally on bike paths and sidewalks could ride through intersections, it allowed a right turn to be signaled by an outstretched right hand, it required drivers passing a bicyclist to leave a safe distance and it provided additional protection against right-turning vehicles.

The final provision proved the most contentious. The Senate passed the original wording saying that a vehicle which had overtaken a bicycle could not make a turn across its path unless such a move could be done in safety. The law enforcement community opposed the language, and suggested language specifying that a vehicle must be a least 100 feet in front of a bicycle before a turn could be initiated. The House adopted the 100 foot rule by a one vote margin and sent it back to the Senate. The Senate didn't like the new language, so the bill went to a conference

ED WALLICK

Our deepest sympathy goes to the family of Ed Wallick. Ed, who was a longtime CSCC member, died August 4 in Colorado Springs. He was an avid outdoorsman and an enthusiastic bicyclist and took part in many club rides, tours and events. He will be greatly missed by all those who knew him.

BAD NEWS AT DIA

From Bicycle Colorado Bulletin

The prospect of bicycle access to Denver International Airport grows ever dimmer, "After six year of immense frustration, I concede total defeat," reports James-Mackay, bicycle/pedestrian coordinator of the city & County of Denver.

According to Mackay, \$500,000 that the City had set aside for initial development of the 13 miles path has been redirected to other projects. The funds will be used on other bike projects in northeast Denver. The City pulled their funding after DIA officials failed to convince the Federal Aviation Authority to rescind their prohibition on spending airport revenues on a path.

The developments are a disappointment to the bicycle community. Initial plans for DIA included a bike path. When money grew tight, the path was axed along with the landscaping budget. Following protests from the cycling community, DIA agreed "in principle" to build a path to the large new airport. However, the regional office of the FAA then decreed that no airport revenue could be spent on building a path, despite those revenues having funded part of the construction of Pena Boulevard, the main access road to DIA.

Cyclists wishing to travel to or from DIA

and reaches into the basket for his cane with the other. He hobbles up three steps. Two quick folds, a firm shove through the mail slot, and then he hobbles back down, one hand on the railing, the other on his cane. He steadies the bicycle seat as though it were a horse, swings a leg over again, drops the cane in the basket, and pushes off the bottom step. Just 300 steps to go. Culver, 91, has been delivering newspapers in Center City and South Philadelphia seven days a week since 1947. His territory - where he is beloved - stretches from Pine Street south to Washington Avenue, from Broad Street west to 23d Street. Mr. Floyd, as he is universally and respectfully known, is a slim man, 129 pounds, almost nothing to him. He was a Navy cook in World War II, and he has never forgotten how to make himself a good breakfast: eggs, grits, bacon, coffee, which he prepares and devours every morning about 2.

Mr. Floyd can't walk two steps without a cane. He's bent, with arthritic knees. In September, he missed a curb cut at the corner of Carpenter and Bouvier Streets, fell and broke his left hip. Surgeons replaced it with an artificial one. By Thanksgiving, he was back on his battered old black bike.

As he pushes off each step, he stands on his pedals, pushes down as hard as he can, and picks up speed slowly, like a long freight train leaving the station. "I don't have the strength in my legs I used to," he says. Beyond delivering papers, Mr. Floyd's daily goal is to stay alive, to serve others. This job keeps him fit, in contact with scores of people who love and admire him, and gives him purpose. "As soon as I sit down," he says, "I know my health will fail."

Despite his frail, bent body and his heavy load, Mr. Floyd executes movements that are almost balletic. He maneuvers between planters, around street signs, and ducks under wet branches with quickness and precision. He can dismount to his left or his right. He does this hundreds of times a morning, lifting his leg with the grace and economy of a hurdler, just high enough to clear the seat. He reaches and spins and twists, knowing just how much effort is needed to slip a paper under a door or stash one behind a screen. Every

paper is lovingly delivered. He carries an old transistor radio in his shirt pocket, which he pins closed to keep the radio from falling out.

As he rides, he reaches under his slicker, and, suddenly, the morning silence is broken with: "It's 4:46 and 65 degrees on Independence Mall . . ." A few blocks later, he reaches back under his slicker, and the news gives way to Frank Sinatra, crooning through the dark and drizzle. This love of mine goes on and on. Just like Mr. Floyd. Near 20th and Bainbridge, he drops a paper into the back of a Chevy 4-by-4. "If I put that paper on his step, they'll take it."

By 5:30 a.m., Mr. Floyd's basket is empty. He returns to home base, a storefront at 18th and Bainbridge. There, he reloads with 140 copies of the Daily News - 90 pounds of paper - and he is off again. Mr. Floyd's basket, custom-built by Via Bicycle at Ninth and Bainbridge, is so large that he rode home last year carrying an air conditioner.

Mr. Floyd has two bikes. "That's his fleet," says Curtis Anthony, owner of Via Bicycle. The black one, which weighs 85 pounds without cargo, is his primary one. "He's broken them. He's worn them out. He rides a million miles," Anthony says. "When he comes in with a broken bike, we drop everything else to fix it. We know he needs the bike. The man is an inspiration."

From the handlebars of Mr. Floyd's bike hangs an old cloth apron. Its pockets carry all the things he needs - wrenches and other tools to fix a flat, rubber bands, plastic bags, a knife to open bundles.

He has woven old inner tubes in and out of the sides of his basket so he can lean it against walls and cars without scratching anything. Mr. Floyd wears an apron himself as he rides, and in it carries his change, keys and his cell phone, given to him by his daughter, Brenda Taylor, whom he calls "my standby."

In the winter, Mr. Floyd wears two gloves, but the rest of the year he wears only one to keep his right hand free and nimble. "You can't handle the papers with the gloves too good," he explains. Near 20th and Pemberton, he drops a paper in a row-house mailbox and hits the doorbell. He is around the corner when a woman in a nightgown opens her door. "Thank you, sweetheart," she calls.

On Catharine Street, Doris Bell, 59, greets him at the door and pays him. "He delivered the paper to us since I was a schoolgirl," she said. On Fitzwater, Helen Hampton, 91, opens her third-floor window and yells down, "Good morning, Mr. Floyd." "It's wonderful he can ride that bicycle and carry those papers," she says. "That Sunday paper, I can hardly lift it."

Mr. Floyd's mother pulled him out of sixth grade to work in an Alabama grocery store for 25 cents a day. He never saw the money, which helped raise his three sisters and himself. He has never stopped working: a farm boy, a short-order cook, a seaman, and for 52 years, a newspaper deliveryman. He has been married three times - twice before the war and once since - and said every marriage ended when he came home and found his wife with another man.

He has no more interest in marriage and now lives with his cat, Air Muff. Mr. Floyd does have an assistant, Norman Chalmers, 63, who had polio as a child and needs two canes to walk. Mr. Chalmers sits on a chair and sells single copies to passersby from the storefront at 18th and Bainbridge on weekday mornings while Mr. Floyd does his route.

On Sundays, when the papers are much bigger and Mr. Floyd can carry fewer at a time, Chalmers rides his own bike to pre-arranged corners and resupplies Mr. Floyd with a fresh load of papers.

When he is finished with his door-to-door deliveries, Mr. Floyd rides over to Graduate Hospital on South Street. He pedals through the double doors at the main entrance and parks behind the reception desk. He grabs his cane and walks over to a closet, which he unlocks. He pulls out a grocery cart and loads it with papers. "How you feeling today, Mr. Floyd?" asks April Jordan Davison, the receptionist. "Pretty good," he says. "Everybody knows Mr. Floyd around here," she says. "He's an inspiration." Mr. Floyd takes the elevator to the sixth floor, and pushes the grocery cart down every hall on every floor. "Papers," he snaps. "Inquirer. Daily News." "Can I have a paper?" comes a weak voice from Room 514. He wheels his cart in.

An old woman hurriedly counts out change from a Styrofoam cup. "Take your

committee, where the entire right turn language was struck. Despite the removal of the most controversial language, the bill was killed.

The bicycle community originally proposed the bill following the death of Fort Collins cyclist Ed Kreiser in the fall of 1997. He was killed when a cement truck made a right turn across his path as he commuted home on the shoulder of a county road. The investigating officer determined the crash was the fault of the cyclist because he was "passing on the right." The decision outraged the cycling community and catalyzed an effort to change the law.

The cause was spearheaded by Bicycle Colorado after much early input by Fort Collins area groups and organizations. Cycling clubs and individuals across the state contacted their legislators. Several brave folks testified before House and Senate Transportation Committees.

We quickly learned that our bill would not be judged by the merits of the changes proposed. Rather, it became a referendum on bicycling. We learned that bicyclists are not beloved by many legislators with bad behavior by bicyclists the most common complaint.

Special recognition must go Senator Jim Dyer of Durango who sponsored the bill. Senators Ed Perlmutter of Golden and Marilyn Musgrave of northeastern Colorado were also strong supporters. On the House side, sponsors Bill Swenson of Longmont and Tamber Williams were leading voices in support of SB-41.

While Mark Larson led the charge against the bill in the House, Mary Ellen Epps of Colorado Springs was the most vocal opponent on the Senate side. She complained about cyclist riding three abreast and cyclist in downtown Denver who prevent her from making all the green lights. During testimony by a bicyclist about the health benefits of bicycling, she mentioned a doctor in Colorado Spring who was a cyclist. She said he had been hit by a car "and he's not very healthy now."

Senate Bill 41 was Colorado's first pro-bicycling legislation in ten years. We tried to pick an easy topic for our first effort, in hopes of an early win. But quite quickly, we learned harsh lessons about

politics in the statehouse. Despite the defeat, we succeeded on several levels: We built a strong network of cyclist and supporters. We forced the legislature to engage in an active debate about cycling. We laid the groundwork for future efforts.

Bicycle Colorado threw a wake for Senate Bill 41 in May. BC is also planning several meetings to discuss future legislative campaigns. We hope you'll join us!

BC's web site at www.bicyclecolo.org has a listing of how your legislator voted on SB-41. Check it out!

CONGRATULATIONS ILENE AND HENRY

Ilene Hunt and Henry Towne were married September 9 in Denver. They have been CSCC members for many years and met on the club's Tour of the Arkansas River Valley. Another couple to add to the "CSCC Met and Married Club". Who would like to join next?

THE GUIDE TO THE HIGH LINE CANAL TRAIL

Denver Water has a new trail guide of the High Line Canal is now available to recreational users - especially bicyclist - who enjoy the metro area's most popular urban getaway. The High Line Canal Trail is open to walking, jogging, cycling and in certain stretches, horses.

The Guide to the High Line Canal Trail is a comprehensive, pocket-size book. It offers both historical and geographical looks at metro Denver's urban treasure, complete with mile-by-mile descriptions of the canal's tranquil scenery, friendly wildlife and abundant flora. The guide suggests what to look for, what to avoid, where to find the best sights and where to park. Each year more than 500,000 people bike, walk, skate and horseback on this National Landmark Trail that meanders 71 miles from Waterton Canyon, through Denver and Aurora, to the Rocky Mountain Arsenal.

The guide sells for \$4.50+ in Denver area bookstores and neighborhood retail shops. Denver Water also will sell the book by mail order for \$3.50, plus \$1 postage.

Also, an electronic order form is available on their web site at ww.denverwater.org. CSCC has a copy of the guide. If you would like to see it before ordering, contact Anne Smith at 528-6834. Also, if there are enough club members interested in ordering, there might be a special discount available. Please call the club hotline to express your interest!

HARDSCRABBLE

Thanks to Fawn and Mike Remington for the great job they did organizing Hardscrabble. Chairing an event like Hardscrabble takes countless hours and is almost like having another full time job for at least six months prior to the event. They had everything so well organized (except for the weather and you can't organize Mother Nature). Thanks again Mike and Fawn - job well done!!!!!!

BUENA VISTA BICYCLE FESTIVAL - 2000

The festival committee has been busy working with plans for the BVBF Millennium tour on May 20 and 21. Mark this date on your new calendar. Also, start thinking about where you would like to volunteer. Remember, with the festival you can volunteer and ride. We also could use more committee members. If you are interested, please call Aaron Rosenthal at 594-5655 or Anne Smith at 528-6834.

Moulton Bicycles

By The Recumbent Brothers

For those of you that haven't had the chance to ride a Moulton, they are a bike with 17" wheels, suspension front and rear and a very elegant looking space age frame. What follows is a brief history of Moulton bicycles.

Dr. Alex Moulton acquired a Hetchins Curly to ride during the 1956 Suez crisis. His engineering mind began to wonder if the curly stays really provided any shock absorption, or at the very least, shock mitigation. Reducing the amount of shock (See Moultons page 7...)

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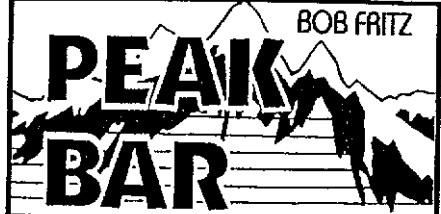
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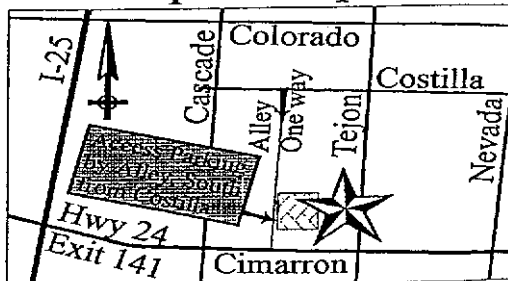


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The CSCC Classifieds....

Moultons from page 5...

Classified ADS Club Policies

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1. Enclose two good copies of card or ad.
2. Include a check for one of the following:
 - a. Quarter page ad: 3 issues for \$75
 - b. Business card: 3 issues for \$30
3. Mail ad or card and check to:
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Classifieds will run for one issue unless renewed. Ads must arrive at the Club P.O. Box or to the Editor on or before the 10th of the month preceding the newsletter.

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ALL CSCC RIDES.

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 are negotiable. Call Bob or Anne Smith to reserve a bag. 528-6834

Editorial Comment

By Kim Makower

(These comments are intended to inflame you to get involved in local politics and are not the opinion of the CSCC Board or any of it's members.)

Ahhh the last issue! Since there is some room left, I feel the need to comment on the public process leading up to the unacceptable safety hazards in the Uintah Bridge design.

After much public process we are left by our city with a bridge that does not address the needs of cyclists on or off the road. It endangers cyclists, students and pedestrians. The public process was manipulated by the city engineers, headed up by Ken Sampley and by Colorado College headed up by the Vice President and further endorsed by the President Katherine Mohrman. Both mega entities made huge financial and/or political gains by subverting the process. Compromise was not attained.

There is no way to cross Uintah as a cyclist on the Monument Valley Trail. Students will risk their lives walking from NE corner of Glen and Uintah where the new Colorado College parking lot is to built. Traffic will be unmitigated and faster. Lives will be endangered.

The public process failed to create a safe environment. This was deliberate. Pls. call Mary Lou Makepeace after you research the issue. This does not fit my vision of what a great city should look like.



107 E. Bijou
Colorado Springs, CO 80903

Jon Madsen
Manager

(719) 632-2633
Fax (719) 632-0113
www.runnersroost.com

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Just bring in your newsletter to receive 10% off on both shoes and apparel. Some apparel brand names include Pearl Izumi, Moving Comfort, JogBra, Sport Hill, Adidas and Reebok. Any clothing items not carried in the store can be special ordered-- **including Pearl Izumi's cycling wear.**

and vibration felt improved the comfort and efficiency of the operator of every ther vehicle, why not a bike where the operator is also the motor? Sadly, his tests revealed the curly stays were just a styling feature; they did not provide any meaningful shock management in comparison to the tires.

In a parallel inquiry, he further wondered: why have the bicycle's wheels remained the same size since the 1880's? Every other vehicle's wheels had grown maller in the same time period. Smaller wheels are simultaneously lighter, stronger, and accelerate quicker, all

advantageous qualities. A frame built around smaller wheels had the potential to be much stiffer.

He built a prototype with small wheels and found that it had high rolling resistance. He studied that and found that with pneumatic tires, the rolling resistance is far more dependent on inflation pressure and tire construction than diameter.

He then built some high quality small diameter tires and pumped them up to a high air pressure. The bike rode so rough it wore the rider out. He then combined mall wheels and a real suspension system to get the synergistic benefit of small wheels which allowed room for the suspension and the suspension's efficiency which benefitted from the light wheels.

There have been in the neighborhood of a half million small wheeled, full suspended Moulton bikes built since 1962. Moulton bikes have been used to win track races, criteriums, road races, time trials and triathlons. They've been used to set world speed records, point to point records, P-B's in the P-B-P, and ridden to official finishes in the RAAM. They've toured across Canada, the U.S., the Alps, the Pyrenees, the Himalayans, the Nullarbor plain, equatorial Africa, the Gobi dessert and around the world. Off road Moulton expeditionary tours range from Iceland in 1962 to a jaunt down the Adventure Cycling Great Divide trail just last Summer.

MEMBERSHIP NEWS:

WELCOME NEW CSCC MEMBERS: MEMBERSHIP NEWS

WELCOME NEW CSCC MEMBERS:
Katie Baker; Bruce & Cara Camping;
Graeme Cloutte & Family; Jon Gorski;
Gail Harris; Diane Isaacs; Stephanie
Jacobson; Bill Koerner; Mac & Irene
McConnaughy; Sharon McIntosh; Stacy
Kuntson & Family; Douglas Novy &
Valerie Noel; Steve Scholz; Jeff Shapiro;
Dean Thurston;

WELCOME AGAIN RETURNING
MEMBERS: Doug Barnett; Jeff Caplins;
Barbara Kontny & Jeff Libby; Belinda
Kromminga & Art Dutcher; Connie
Miller; Al Ottley; Margaret Rabel; Bill
Ryan; Andy Skuntz; Phil & Judy Smith;
Becky & Dean Myers; Mark Rowe; Joe
& Fran Vacarro; Barry Wick & Cynthia
Zupanec.

Rideleaders:

Mail your ride sheets to Janet Rose 1309
Wynkoop Dr. Colo Springs, CO. 80909.
Janet is the 1999 club secretary .. thanks,
Janet!!!

*speaking of Rideleaders..... we need
some.... yes, there is some responsibility
but you can take the edge off with the
following:*

*>>don't tell them where you are going
>>you pick the speed you are most
comfortable with*

Call Bob Smith with your ideas at (719)
528-6834



P.O. Box 49602, Colorado Springs, CO 80949-9602

CLUB OFFICERS

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JVac982501@aol.com

Vice President
Jack Lundberg
531-6526
jackcolo@aol.com

Treasurer
Mark Rowe
266-6934
mark@springscpa.com

Secretary
Janet Rose
597-1596
jrose@csdb.org

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548-8667
5837843@mcimail.com

Touring Committee
Mike and Fawn Remington
391-0742
remingto@gateway.com

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

Community Action Committee
Joe Vaccaro
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JVac982501@aol.com

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Bob Smith
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632-5486
concept@worldnet.att.net

Member Services
Anne Smith
528-6834
annesmith@bikerider.com

Club Hotline (719) 594-6354
or
csc@bikesprings.com

Club Stuff

As a CSCC member, you are entitled to a
10% discount on the purchase of cycling
accessories from the following bike shops.
In order to get your club discount at bike
shops, you must take your newsletter with
the mailing label attached. Your label will
indicate your new or renewal membership
is up to date.

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

Ted's Bicycles (719) 473-6915

**LOOK AT YOUR NEWSLETTER
MAILING LABEL -- DOES IT SAY
"Final Issue - Renew Now"?** Renew
before you miss one of our wonderful
newsletters - Also, send changes of
address and phone number to the club PO
Box or call the Hot Line at 594-6354 or
email Anne Smith at:
annesmith@bikerider.com

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. You can leave any address or phone
changes on the hot line @594-6354 or
call Anne Smith @528-6834

Newsletter Submissions

Due by the 10th. E-mail is preferred in a
word document attached. Art work
preferred in JPEG or GIF files.

Email:Internet address:
concept@worldnet.att.net

CSCC Fax: (719) 637-9194

November 1999

Colorado Springs Cycling Club's Calendar of Events

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday																																																																																																																
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November - December 1999 - Ride and Event Schedule Details

Club Meeting

Tuesday November 2nd

Altamira Apartment Complex at 7:00 PM

Altamira Clubhouse - 2210 Skyview Lane off 21st Street south of US 24 near Sky Way.

November - Regularly Scheduled Rides

Saturday Morning - Training Ride - 719-548-8667

This ride starts from various locations (see calendar) at 9:00 AM. It is a fast paced road ride of 40-50 miles. Rob Miskowitch is the ride leader.

Saturday Kinder & Gentler Road Ride - 719-593-6453

This ride starts from the new Cub Foods on Constitution and Powers at 10:00 AM. This is a moderately paced ride of 30-40 miles. Expect to average about 14 MPH with some hills. No maps are provided. If you ride ahead of the leader, expect to ride alone.

Sunday Morning Show'n Go - 719-633-4476

Summer start time is 10:00 AM. This is moderate paced road ride typically leaded by Hal Church. It meets at the parking lot just west of the skate board park on Mark Dabling Road. The ride is 25-30 miles at a moderate pace of 15-16 MPH.

Sunday Acacia Park Social Ride - 719-594-6354

This ride meets at Acacia at 1:00 PM every Sunday afternoon. This ride 15-25 mile casual ride is a great ride for new riders and those wanting to chat while riding. No maps are provided and if you ride off the front expect to ride alone.

Special Rides for November

Sunday Morning RSVP Ride with Eric - 719-632-3537

Eric is looking for riding partners to join him on his regular Sunday ride from US 24 & 21st Street to Widefield and back. Eric likes to get an early start between 7 & 8 AM. Give Eric Lang a call for details.

Annual Tour de Turkey Ride - 719-528-6834

Sunday 1:00 PM Acacia Park

Come join the fun. Mapped routes of varying distance up to 20 miles. This is a ride the whole family can enjoy. Refreshments in the park after the ride and a drawing of a traditional turkey for all riding club members.

Note: Rides during the winter months may be cancelled due to cold temperature (below 40 degrees), rain, or snow. When in doubt call the ride leader. If there is no ride leader indicated on the calendar (Show'n Go Rides), then use your good judgement.

Annual Holiday Party

Sunday December 5th

Dolittle Hall USAFA at 6:00 PM

Call the Hot Line - 594-6453 for Details

December - Regularly Scheduled Rides

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This ride starts from various locations (see calendar) at 9:00 AM. It is a fast paced road ride of 40-50 miles. Rob Miskowitch is the ride leader.

Saturday Kinder & Gentler Road Ride - 719-593-6453

This ride starts from the new Safeway on Academy Blvd South and Highway 115 at 10:00 AM. This is a moderately paced ride of 30-40 miles. Expect to average about 14 MPH with some hills. No maps are provided. If you ride ahead of the leader, expect to ride alone.

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Winter Solistis Ride with Tim - 719-685-1398

Please contact Tim directly for details of this ride. This ride has become a tradition for a few hearty soles in the club. Ride from Canon City to Victor and back.

New Years Eve Ride with Alan - 719-471-8035

Acacia Park at 1 PM on Friday, Dec 31. This is the final club ride of 1999.

Annual Frozen H2O Ride - 719-528-6834

New Location - Cub Foods on Powers - 1 PM Jan 1, 2000

December 1999

Colorado Springs Cycling Club's Calendar of Events

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