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President’s Message

Once again the Newsletter is upon me! Oh where does the time seem to go anymore? What with the business of life and all the distractions, it seems like the weeks just go by so quickly. Hey, maybe it's short days of winter, no? Well look on the bright side, literally. The sun is peeking up over Kansas earlier and earlier now and soon the warmth of the sun will be with us past normal "closing time".

We all have the peaks and valleys of commitment during these challenging winter months but remember, it's the miles we log now that will pay off when Springtime comes rolling around. Even if the mileage is shorter and the riding not as intense, follow the lead of one of our Newsletter editors...I believe Ann Coy has the successful method of visualization down pat. Pick a goal or two and let that be the motivation to get you out there on your bike when Mother Nature conspires against riding in more ways than one.

May the miles logged during these short cold days be spent in the company of CSCC friends and be trouble free. Keep in mind that the weekly rides are still going on and I invite the intrepid members out there to attend a Full Moon night ride, the next one is Friday March 25th. Check the calendar for specifics.

BVBF is coming! Thank you to all the members that have already volunteered their absolutely valuable time and energy so far. If you haven't signed up, I

can't stress what an important event this is for our club and the best part...it's entirely too much fun. I'm looking forward to seeing what the rest stops have in store for the riders this year. I challenge all the folks working one to come up with a theme and go over the top. The feedback from the riders last year was priceless, passing sign after sign and eventually making it to the Oasis on the Highway, it put a smile on everyone's face as they started up the long climb to lunch. I'll have my camera w/me on the course and I'm hoping for a few "more than memorable" shots.

Things to look for in the near future: The infamous Potato Ride, the aforementioned Full Moon Ride and the lead up to Bike Week after BVBF. It's going to be a busy Springtime! One last thought, elections are coming up. Please make yourself aware of the local issues that mean the most to you personally and get out and vote. This is our chance to help make a tangible difference at the local levels and can have a dramatic impact on the community around us. Al Brody, Human Powered Vehicle Advocate extraordinaire is running for City Council District 5 and he, along with all the other candidates would appreciate a large turnout of concerned voters.

Allen Beauchamp
CSCC President



Editor's Corner

Spring is just around the corner AND . . . I don't mind saying I'd wish it would hurry up and get here. I hope all of you have continued your quest to maintain your fitness level over the winter. It is a difficult thing to do when you would much rather spend your time wrapped in a blanket, watching your favorite TV show.

In my mind, I have already ridden four centuries, in addition to a Duathlon or two! (I must be ill!) I have incorporated a weekly hiking trek up the Manitou Incline into my fitness schedule. Wow! That is really a challenge. I have come to understand and appreciate the importance of cross-training. Not only does it break up the boredom of your usual routine, but it wakes up those other muscles that tend to just "go along for the ride" when you are cycling.

I hope each of you have planned to participate in a century this year. They really are a lot of fun and you get to meet so many neat people along the way. If you can't make 100 miles, they always offer shorter routes for those not quite ready for the full century. Whatever your cycling goals are for the year, aim to push yourself out of your comfort zone at least once. You might even enjoy it!

Don't forget about the many rides that the CSCC Calendar offers. I'll see you on one of them. Until then, keep pedaling!

Your Newsletter Editors,

Ann Coy (petalfaster@yahoo.com)

Lee Herman (ldherman@mindspring.com)

New & Renewing Members

New January Members: Mary Baird; David Bowles; Charlie & Barb Czamiecki; Carolyn Dandrea; Mike Foster; Chris & Laura Keller; Keith Kolb; Larry Perotti; David Waddell; Fred Weigle & Chris Wilson.

Returning January Members: Bruce Ball; Frank & Marianne Biggerstaff; Gary & Jan Brewington; Barbara Butler; Chris Conboy; John Cunningham; Liz Ford; Michael Galvin; Angela Gums; Brad Harris; Jim McCreary; Lowell Morgan; Lee Murphy; D. R. Niehans; Margaret Rabel; Aaron Rosenthal & Janet Oliver; Dave Rowe & Family; Bill Ryan; Dan Sadowski; Sally Sheets; Joan Stahl & Ron Wesley; Ed Terhune; Bob Vandepas; Dave & Kathy VanDerWege; Jerry & Cathy White & Mike Wiater.



2005 BVBF Jerseys

[Radere Sports](#) is offering this great looking Buena Bike Fest Jersey to club members at the discount price of \$42.50 through March 15, 2005. The regular ride price for the BVBF ride jersey is \$59.00 until March 15th and \$69.00 after that date.

Club members taking advantage of this per-ride offer will receive their ride jersey by the end of April. **Do not wait** become one of the first riders in Colorado to be riding in this first ever Buena Vista Bike Fest Jersey.

Winter Rides

Thursday Fun Ride – Join Alan Severn on the Thursday Fun Ride meeting at 12 Noon. Please see the ride calendar for more details.

Saturday Fitness Ride – December: Originates from the Grocery Warehouse on Powers and Constitution at 10 a.m.

Sunday Hill Climb – Originates from the Starbucks Downtown across from Acacia Park at 10 a.m. Ride lead: Sean Mullally.

Sunday Social Ride – Meets downtown on the north side of Acacia Park at 1 p.m.

Full Moon Rides – 2005

Friday, March 25 at 7:30 p.m.
Saturday, April 23 at 8:30 p.m.
Saturday, May 21 at 9:00 p.m.
Wednesday, June 22 at 9:30 p.m.
Friday, July 22 at 9:00 p.m.
Friday, August 19 at 8:30 p.m.
Saturday, September 17 at 8:00 p.m.
Saturday, October 15 at 7:00 p.m.
Tuesday, November 15 at 6:00 p.m.
Thursday, December 15 at 6:00 p.m.

All "Full Moon" rides meet at Goose Gossage Park in the parking lot north and west of the ballfields (approximately 3400 Mark Dabling Boulevard--junction of Pikes Peak Greenway, Sinton Trail and Templeton Gap Trail



Balance Rock Bike and Ski

There is a little bike shop up in Monument, Colorado called Balanced Rock Bike and Ski located at 279 Beacon Lite Rd. If you happen to be a cyclist, skier, or a snow /skateboarder, and you've never been, you should go and visit. You might be surprised, and even delighted at what you'll find there. It's a little shop tucked away on one of the side streets behind the main commercial drag in Monument off Rt.105.



If you were to pass it in a car, or motorcycle, or even on a bike, you might miss it. That, in my opinion, would be a shame. As little bike shops go, this one is a real gem. Set right here in the foothills at the edge of the Rockies only a dozen miles, and maybe twenty minutes north of downtown Colorado Springs, it is a real treasure trove waiting to be found by anyone who's never had the pleasure.

The owners, Tim Watkins and Trina Lutwiniak are not much to look at either, but regardless of their

apparent shortcomings, (a joke.... that's a joke, forgive me), they are immediately likeable, inwardly strong, 100% authentic, down-to-earth people. These are two individuals who are experienced in their trade/passion as cyclists, hikers, and skiers. Although, skiing is not for Trina (bad knees, she says). Both she and Tim are enthusiastic participants/advocates of their respective sports as well as being lovers of Colorado and the natural environment. I like 'em already.

Trina, like Tim takes her cycling and her sports training very seriously. They seem to know every elite cyclist in the professional cycling community here in Colorado. Tim, on the other hand, I've had more chances to get to know in the half dozen times I've been out visiting at Balanced Rock. From what I've learned I could write an entire separate story about him alone. It might read like a sport-lovers version of JFK's, "Profiles in Courage". Here in this article maybe only a short biography for you.

Tim's love for cycling began in early child-hood continuing through his adolescence all the way into his adulthood where it remains to this day. In his late twenties between 1983 and 1987 his passion turned to competition on the road and on the track until a nothing-short- of-horrific-accident at a ski lodge in Idaho Springs nearly took his life. An accident that left one of Tim's feet dangling by skin alone and the other crushed unrecognizable as the foot it once was, and Tim bleeding from the artery that was severed along with his almost amputated



foot. This was the result of Tim and a runaway ski lift meeting at the wrong place, the wrong time, and at the wrong velocity. "God's sense of humor" is what Tim told me of the incident and what could have been his very last experience in this life. Only an auspicious coincidence, Tim's cool thinking, good friends, and the skilled hands of Dr. Herbert Moruyama, the emergency surgeon on duty at St. Anthony's hospital in Denver, saved him from certain death and a lifetime of permanent disability. After his operation, it was predicted by his doctors that Tim would never have the full use of his feet again much less would he be able to return to the sport he once loved, cycling. In just four months he was back on his bike again, for rehabilitation he told me. That's the kind of guy Tim Watkins is, but that's not the end of this story.

In 1988 while he was still recovering from his near fatal encounter, Tim went to work as a bike mechanic at Criterium Bicycles and in the midst of his ongoing rehabilitation picked right up from where he'd left off, cycling competitively on the road and in the velodrome until 1993. He's still competing to this day, on mountain bikes no less. You figure it out, or find adequate words to describe this man. I can't. In the year 2000, Tim left Criterium to start his own business, Balanced Rock. They are doing what they love the most, working to raise a family, and following to the letter, along with their other interests, their love of cycling. This leads me to say a little something about the delightful part of their business, as I should've maybe earlier in this article. I always

get distracted by human interest stories, my apologies.

I was on one of my now famous, officially unofficial, and almost wholly un-patronized Palmer Lake/ Santa Fe trail off-road training rides that I do every other Saturday, (pardon this shameless self-promotion) when I discovered this shop. As you walk through the front door. On the walls directly ahead and above you, to your immediate left, to your right, behind you, what looks like a resume en collage, a history of participation in cycling and skiing events from almost every venue available in the cycling and skiing community. European and American event banners, race numbers, photos of friends and family, signed cycling jerseys, gifts and endless accolades from elite cyclists like Alison Dunlap, Mari Holden, Rebecca Twigg, Tyler Hamilton, Dede Demet, Norm Alviss, Kelli Emmett, Shonny Vanlandigham. Endorsements, I would say, of the owner's little out-of-the-way bike and ski shop, by some of the finest professional cyclists around, past and present. It blows my mind! Not your run-of-the-mill athletes here, but that's not the half of it. Venture further inside and see what you can find, on the racks, mountain bikes with names like Yeti, Tomac, Quintana Roo, Gary Fisher, Santa Cruz, Marin, Orange, Sun Bicycles, and Salsa. Or if you want, you can special order a high end road or cross bike, Colnago, Lemond, Kestrel, Ritchey, or KHS. There are all kinds of accessories. Everything a cyclist, or a skier, or a snow/skateboarder might want, or need: wheels, tires, lube, gloves, helmets, sunglasses, energy bars, skis, ski boots,



snowboards & skateboards. You find the leading name names like Primal, Pearl Izumi, Louis Garneau, etc. Whew! The things they do, like bike repairs, and rentals and mountain bike tours, and on, and on. What Tim and Trina are offering to the community is almost too much, and this is just a little

store. Don't just take my word for it about these folks and their shop. You have to see it and find out for yourself. Go visit! Spend some money and have a good time, but most importantly....go!

CSCC Member contribution

Endurance Cycling

Five Mistakes to Avoid:

By Chris Kostman, contributing editor to UltraCycling magazine. For more information on endurance cycling go to www.ultracycling.com

Centuries, double centuries, and brevets are the bread and butter of most endurance cyclists. They provide a good challenge, great training, and an opportunity to test the efficacy of training and nutrition, and a nice day (or more) on the bike with fellow riders. But they're not easy and are not to be taken for granted. Here are five mistakes to avoid as you train for, and ride, endurance events.

MISTAKE #1: NOT USING SPEEDWORK

One common endurance training mistake is just "putting in the miles." The mentality is that if you put enough miles in the bank in your training, you can withdraw them later as endurance, maybe even miraculously fast endurance. But this approach is boring, a waste of time, and you won't get substantially faster!

Many cyclists overlook the fact that the majority of the top RAAM racers over the past twenty years were, or are, also competitive cyclists in the traditional sense (i.e., USCF racing). Pete Penseyres, Michael Secrest, Rob Templin, Danny Chew, George Thomas, and Franz Spilauer are just some of the top RAAMers who raced at a national level (and were competitive there, too). Others, like Michael Shermer and Seana Hogan, train with a racing club at least once a week. High intensity training is an important, or even critical, part of endurance training.

You only get faster by riding faster! In practical terms, you need one or two days a week focused on high intensity speed training. Though hill repeats, interval training against the clock, or even a spinning class can be effective speed training, the best way to increase your speed is to ride with those who are much faster than you are. Joining a weekly racer club workout or weekly crit series is the ticket here. Get out and hammer with the big boys and girls in the pacelines, sprint for the city limit signs, and do



your best not to get dropped. Be forewarned, though: it can be humbling for a while, if not for a long while. But you'll get faster for the long haul.

Another bonus is that, on event day, you won't get dropped right from the get-go when the lead pack of riders takes off like they're doing a 40km road race, as they inevitably do. You want to hang with them in the first hours so that you're not breaking your own wind, and setting your own pace, all day. It's a shame to get dropped: don't let it happen to you!

MISTAKE #2: DOING LONG SLOW MILES

Don't confuse "steady" and "slow" and just put in the long miles at an easy intensity. This is a waste of time because the only thing accomplished on physiologically by riding slowly is learning how to ride slowly. "LSD" doesn't stand for "Long Slow Distance," it stands for "Long Steady Distance." Some endurance riding is necessary to train for endurance events, but while you're putting in those miles, do so at a good, steady intensity and keep these additional goals and benefits in mind:

- "Keep it steady and keep it moving" should be the mantra while riding LSD: Don't dilly-dally while refueling, fixing a flat, or reading the route sheet. Don't bog down while riding, either, whether on the hills or flats. Use your bike computer to push yourself to maintain an average speed; use your heart rate monitor to see how low you can keep your heart rate while maintaining a challenging average speed. When quicker riders pass you, pick up the pace; riding steadily doesn't mean you shouldn't push it sometimes, too.

- Base Fitness Training: LSD rides will allow you to slowly, but surely, rebuild your body from the inside out. You'll increase the efficiency of your cardiovascular system and get in touch with your heartrate and breathing patterns. This is particularly important in the early season, when you're laying the foundation for the year.

- Equipment Testing: If you're not comfortable on your bike, you won't ride far. Use your LSD rides, not events, to test saddles, shoes, pedals, aerobars, and such, plus variations on their position. What seems comfortable for 30-50 miles will not necessarily be so after 100 or 200 miles.

- Nutrition Testing: Food and drink choices also won't reveal their effectiveness until you get way out there. Use your long rides to see which fuel and hydration systems work for you. Whatever you eat and drink, it should be portable, go down well, provide consistent energy (no highs and lows), and keep you hydrated. If you don't want to carry 100 or 200 miles' worth of food and drink during your events, find out what the event promoters will serve and train on that. Then when you do the event you won't need to carry all your own fuel. (But if the event is going to serve Danishes and hot dogs, as some do, you'll want to carry your own fuel.) By the way, essentially all top distance cyclists use a primarily, or exclusively, liquid-based (or liquid-, pill- and gel-based) fueling system.

MISTAKE #3: DOING THE SAME THING ALL THE TIME



The third common mistake is doing the same workout on the same day, week after week. This is boring and unnecessary, so lose those crazy “Tuesdays are for speed work, Wednesday are for hill-climbing” kinds of rules or club ride schedules. As long as you get in the variety and intensity of training necessary, it really doesn’t matter which workout you do on any given day, as long as you recover in time for the next workout or event. Finally, don’t skip training days during the week with the intention of making up for it on the weekends. Use your lunch hour, bike commuting, and even night training so that you are training, on the bike, four or five days a week, no matter what. Many riders put in their big miles every weekend, because more time is available then. But it’s also important to mix your weekends up and avoid ruts there, too. Some weekends should be back-to-back long rides. Some should be a long ride one day and either a recovery ride or speed work on the other. And some weekends you should just relax with your family after doing a fast club ride on one of the mornings.

MISTAKE #4: NOT ALLOWING RECOVERY

Hey man, give it a rest! The complimentary ideas of “rest days” and “recovery rides” are lost on most athletes. In training, you’re either improving by pushing yourself or recovering by resting or going easily so that you’re ready to push yourself again. Training at a mid-level intensity is only useful during LSD rides. The rest of the time, either hammer or go very, very easy (or don’t ride at all). Each week should include one true recovery ride and one day of complete inactivity except perhaps a walk after dinner (a good habit every day).

If you’re not recovered, your resting heart rate will be elevated and/or you’ll feel listless on the bike. If that’s you, park the bike and rest another day; training on tired legs is a waste of time. Make your training time count, but also make your recovery time count. The point is to keep building, ever higher!

MISTAKE #5: STAYING ON THE BIKE ALL THE TIME

Common mistake number five is never getting off the bike to work out. All cyclists can improve their cycling comfort, endurance, and speed by training off the bike, as well as improve their overall health and fitness.

I’m amazed at the number of overweight endurance riders I see. Either the extra weight is a result of poor dietary habits (fast food for breakfast, lunch, and/or dinner?) or these riders are stuck on a plateau, no matter how many miles they train, or how many long events they finish. They need to incorporate more intensity into their training and they need some cross-training to shock their bodies into pushing itself to a higher level. So do the rest of us!

As discussed on other occasions in Ultra Cycling magazine and my website, off-the-bike training should include yoga, Pilates, and/or strength training (i.e., weight lifting). Think of it as filling in the blanks that are left by the huge volume of sports-specific training done on the bike. Swimming and running are two other great compliments to cycling that will not only increase your overall health, but also your cycling ability through increased muscular



endurance, strength, and overall joint, muscle, and connective tissue health.

On-the-bike cross-training variations are great, too: mountain biking and spinning classes can do wonders for your road riding. I cross-train in all of these manners regularly and they pay off for me, not only when doing an Ironman Triathlon, but also as I ride doubles, and even as I sit at my desk writing this article. Avoid the five mistakes outlined above

and you should be able to say “make mine another century or double” with a smile and confidence. Enjoy!

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Chris Kostman began riding doubles in 1983. Besides producing the Furnace Creek 508 each October since 1990, he also organizes the Death Valley Century and Double Century in March and October each year. Visit www.adventurecorps.com for all the info

Bicycle Events

Lehigh Valley's Bicycle Crossing Event , May 21, 2005

The Bicycle Crossing is a non-profit organization created to support and extend the cycling community of the Lehigh Valley in Pennsylvania. Its mission is to share and celebrate bicycling heritage and enhance the lives of Valley residents by integrating bicycles into their lives for fun, fitness, transportation, entertainment, sports competition and physical rehabilitation. The Bicycle Crossing, which will strive to make the Lehigh Valley a League of American Bicyclists Bicycle Friendly Community (<http://www.bicyclefriendlycommunity.org>) and will promote Safe Routes to Schools, (<http://www.bikeleague.org/educenter/labsrts.htm>), in area neighborhoods. Spring Fling, Expo, Ride and Benefit Dinner on May 21, 2005. For more information, see <http://www.bicyclecrossing>

Healthy Streets Conference In Chicago

The Chicagoland Bicycle Federation is offering a two-day conference on ways to improve bicycling and walking conditions in Chicagoland. The event, for transportation professionals, public officials and advocates, will take place March 31-April 1. Martha Lucy Barriga Hernández, director of Via RecreActiva Sunday Parkways in Guadalajara, Mexico, will deliver the keynote address. Other events to take place in conjunction with the conference include: a full-day Real Intersection Design workshop that addresses the needs of bicyclists, pedestrians, and motorists; A Tribute to Randy Neufeld; and the Chicago Bike Show. For more information, visit <http://www.biketraffic.org>.

Hazon Israel Ride, May 10-17, 2005

Ride across incredible terrain from Jerusalem to Eilat, May 10-17, while learning about some of the most important political and environmental issues in the world. Join 150 riders on the 2005 Arava Institute Hazon Israel Ride: Cycling for Peace,



Partnership & Environmental Protection

(<http://www.hazon.org/go.php?q=/rides/2005IL/00-aboutTheRide.html>). The Israel Ride is co-sponsored by the Arava Institute for Environmental Studies and Hazon, a New York-based organization dedicated to environmental education. The main beneficiary is a Masters in Environmental Education program that trains Israeli Jews, Israeli Palestinians, Palestinians, and Jordanians.

"In Israel, there are a few issues that can actually unite ethnic, political, and religious factions," said Avi

Hoffer, who will be participating in the Israel Ride for the second time this year. "The environment is one of those rare issues that bridges many gaps. The Arava Institute embodies the principles of regional co-existence and environmental conservation." The ride will go from start from Jerusalem and pass through Ashkelon, the Negev, Mitzpeh Ramon, and Kibbutz Ketura, and on to Eilat. It is fully supported; food and lodging will be provided. Visit Hazon (<http://www.hazon.org>) for details.

Excerpts from Bike League News

www.bikeleague.org

Photo Album



Oct. 2003 Moab Century – Rest Stop # 2
Leah, Warren, Sue & Ann



More CSCC Members @ the 2003 Moab Century - Leah, Kerry, Brian, Sue, Michelle, Allan, Warren, & Ann

Maintenance Tip

Check Tire Pressure



Why?

Riding on under-inflated tires can cause flats and damage your wheels. And pumping up tires is a lot easier than fixing bent wheels.

How?

It's hard to tell with your thumb if a tire is under-inflated, especially on narrower, higher pressure

tires. Instead, use a pressure gauge or a floor pump with one built-in.

Mechanic's Tip

Don't just throw a new tube into the tire without finding out what caused the flat - if the sharpie is still stuck in your tire, it will be happy to flat yet another tube.

What if there's a problem?

It's good to know how to change a tube yourself, and a lot of you reading this probably already do. But if you're not sure, have a mechanic at your local shop give you a quick lesson. Rear wheels can be a little tricky to remove and install because of the chain & derailleurs.

Safety Pointer Under-inflated or over-inflated tires can both cause accidents, though it's more common with under-inflation.

Article Excerpt from Daily Bicycle Maintenance: Paying Attention to Your Bike Authored by Rich Young and reprinted with permission from Rick Price of <http://www.experienceplus.com>.

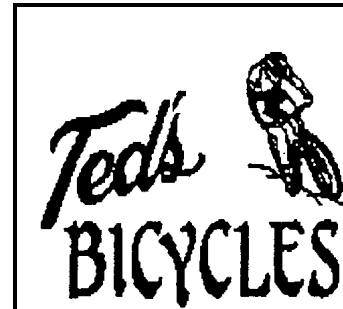
[Warm Gear for Cold Rides](#)

Just a short article on keeping warm on your winter rides

<http://www.experienceplus.com/deardaisymar05.html>



Sponsoring Businesses



Commercial Ads

Are accepted as follows:

1. Send clean ad copy, business card, disc with the ad copy, or email a file attachment to cscs@bikesprings.org.
2. Check for the amount of:
 - \$75 for 1/4 page ad
 - \$25 for business card sized ad
 - (This amount is for 3 issues).
3. Mail check and ad materials to:
 - CSCC Advertising
 - Attention: Treasurer
 - P.O. Box 49602
 - Colorado Springs, CO 80949-9602