

www.heartcycle.org

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web discussion list:
www.topica.com/lists/heartcycle



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GO FOR THE GOLD Sept. 23-25, 2006

This tour is rated moderate/advanced.

Bicycle the magnificent aspen country Saturday, Sunday and Monday, September 23, 24, 25 2006. We will meet Friday night and stay in Carbondale for the whole tour.

Saturday the ride will be moderate (one Big hill at Woody Creek, so be prepared) from Carbondale to Aspen, almost all of this day is on bike paths now, which is great. Lunch is on your own in the quaint Aspen eateries. Head on back or extend the day with an advanced climb up into the Maroon Bells. Sunday we will rise and shine with breakfast reservations set up at the Village Smithy for those who would like to participate— not to be missed. This is not part of the tour cost.

Sunday's ride will be to Glenwood Springs with an easy option to take the bike path along Glenwood Canyon, and/or an advanced climb up to the Sunlight ski area for more incredible views of the Roaring Fork Valley.

A highlight of the tour will be the Monday ride through Redstone (moderate, steady climb) and then the advanced climb (well it is only about 10% for a short distance!) to the top of McClure's pass. This is a breathtaking ride. The road up the Redstone valley to McClure's can be busy on the weekends, thus the Monday ride day. There is no sag support for this tour and no bag-packing, so come and enjoy. Saturday is the traditional social gathering as part of the tour cost. We will supply beverages and snacks from about 4:30 to 5:30 pm. All meals are on your own. Reservations will be made for some of the group to eat dinner together, per the interest of the group.

If riders are not prepared to participate in the planned rides, there are easy to moderate rides that can be done if the riders are willing to go on their own. The club will not be responsible for these riders. Riders who participate in the planned rides will have first preference of rooms, however, should the accommodations at the Lodge fill. The Days Inn is available for overflow, but there is a \$20/night increase in the tour cost for this option. This is a joint Colorado Heart Cycle/ Denver Bicycle Touring Club ride, so look forward to meeting new riding friends.

\$225 for the 3 days (double occupancy rooms). Checks, made payable to Colorado HeartCycle, need to be received by the registrar no later than September 13, 2006, along with a completed tour registration form, which can be downloaded from the heartcycle.org web site. Mail to HeartCycle Registrar, P. O. Box 100743, Denver, CO 80250.

Tour Leader Diane Short, 303-763-9874

FYI

My name is Mandy Laszewski. I work with Natural Resources Defense Council (NRDC) and I thought that cyclists would be interested in the cover story for NRDC's member publication OnEarth titled "These Roads Were Made for Biking." The article emphasizes the importance of creating safer streets, curbing global warming, and reducing children's risk of developing asthma and type 2 diabetes one bicycle ride at a time. It's actually being accomplished by residents of Portland, Ore., Chicago, Los Angeles and other cities. Here's a link to the article: <http://www.nrdc.org/OnEarth/06sum/livgreen.asp>

Podcasts about urban cycling:

#5: Bike Commuting: 1 of 2 - Andy Bowers, a senior editor at Slate Magazine and a producer on NPR's Day-to-Day, talks with Daniel Hinerfeld about why he loves commuting by bike in the car capital of the world. (Extra treat: check out Andy's Slate article about biking in L.A.)

#6: Bike Commuting: 2 of 2 - Meet Scott Sing, a radical bike commuter, who regularly pedals 60 miles a day to and from work. Then join Daniel Hinerfeld on his wimpy 3-mile bike commute, which is all downhill to work.

HeartCycle Contacts

Below are the names, responsibilities, phone numbers and email addresses of key HeartCycle volunteers. Please contact the individuals for questions about their assigned areas. Send any regular mail to the HeartCycle PO Box with attention to the desired person. For questions about specific tours, please contact the tour leader(s).

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For letters, articles or comments, send email to newseditor@heartcycle.org by the 15th of the month
To receive this newsletter by email please indicate your preference on the membership registration form, or contact the Registrar.

Support our Sponsors

TrueMind Center for Traditional Chinese Medicine 5 Cook Street Denver, CO 303-320-1530 <i>25% off massages</i>	Lisa D's of Cherry Creek 77 South Adams Denver, CO 80209 303-466-2454 <i>10% off Yonka products</i>
Frontier Airlines <i>10% discount for groups on HeartCycle tours</i>	Handle Bar & Grill 305 South Downing Denver, CO 80209 303-778-6761 <i>25% off a 2-person ticket</i>
Denver Spoke 1715 East Evans Denver, CO 303-777-1720 <i>15% off merchandise</i>	Best Western Lake Dillon Lodge 1202 Summit Blvd. Frisco, CO 80443 1-800-780-7234 (reservations) <i>10% lodging discount</i>
Cycle Analyst 722 South Pearl Denver, CO 303-722-3004 <i>15% off merchandise</i>	

Other Upcoming Rides of Interest

August 19 Stonewall Century www.spcycling.org LaVeta, CO	Aspen, CO
August 26 Moonlight Classic www.moonlight-classic.com Denver, CO	September 10 Buffalo Bicycle Classic www.buffalobicycleclassic.com Boulder, CO
August 26 Tour de Cure www.diabetes.org Longmont, CO	September 16 Tour of the Vineyards www.emgcolorado.com Palisade, CO
August 26 Ride for 65 Roses www.ridefor65roses.org Boulder, CO	September 23 Mountains to the Desert Ride Telluride CO to Moab UT m2dbikeride.tripod.com
August 27 Tour of the Valley www.discoverourtown.com Grand Junction, CO	October 6-8 Moab Century Tour www.skinnytirefestival.com Moab, UT
August 27 Horsetooth Double Dip Challenge www.active.com Fort Collins, CO	October 28 VeloSwap
August 27 CoBiz Road Ramble www.roadramble.com	<i>note: if you are unable to access the internet, contact newsletter editor Ann Nordstrom, 303-366- 2716, for address and/or phone information of the cycling event you are interested in also: if you know of other cycling events that would be of interest to the membership, please let the newsletter editor know (by the 15th of the month).</i>
September 9 Aspen Ride for the Cure www.aspenrideforcure100.com	

**Texas Hill Country, Fredericksburg, Texas
June 18-23, 2006**

I signed up to participate in the Texas hill country tour shortly after the Heartcycle brochure arrived in my mail box. People from the club asked me about such a decision only to give opinions on why I was crazy to try and bicycle in Texas in June. Well let me tell you those naysayers missed an outstanding trip. For the 23 people who did show, all 7 days were as pleasant as any Heartcycle trip they have participated in. In fact many riders said it was their favorite trip ever. It was unique in that we were at a fixed base the entire time. That meant no packing, loading up and unloading each day. Larry and Sherry Harris, our outstanding leaders, chose a beautiful quaint spot nestled in the Hill Country called Fredericksburg, an early German settlement. Because it is a resort destination there were a variety of restaurants and other wonderful activities to choose from. Each day offered challenging, quiet, county riding with minimal traffic that provided adequate mileages and a variety of spectacular scenery. Days off were optional and there was a short or long ride to chose from each day.

Our fabulous leadership is best summarized by limerick writer Leslie Walker:

“What makes a great leader for Heartcycle trips
is Sherry and Larry at the top of our lists.

Your patience, humor and participation
leads me to proclaim a standing ovation.

From bats to the Alamo, nachos and cheese
you’re there for us all whatever we please.

The maps they were accurate and always right.
The two of you are a Hill Country delight!

Tho Texans claim a single star,
we give you 5 for the leaders you are!!”

Leslie also immortalized our wonderful sag drivers Tim and Sue O’Shea in the following:

“Our sag drivers from Fort Worth Tim and Sue
we greatly appreciate all that you do

from berries to peaches to hummus galore.
No rider turned back from your open door.

Your patience and humor were quite a delight,
wonder what you said at the end of the night?

The list goes on that you can bet, so here’s a big thank you for
giving your all for the riders from Denver and the rest of y’all.”

Our leaders went out of their way to provide us with a variety of extra activities and destinations, such as hiking at Enchanted Rock, a trip to President Lyndon B. Johnson’s ranch, the Alamo and River Walk in San Antonio and a glimpse of a bat cave.

This trip should become a Heartcycle standard, we all had a wonderful time and would look forward to returning to the Hill Country.

A great big thank you to the Fredericksburg Inn and Suites who provided us with a wonderful place to stay and the Hill Country Bicycle Works the local bike shop who enthusiastically took care of our bicycle needs.

The only disappointment about this trip was that it ended.

by Jerry Bakke



Desert Ruins - May 20-28, 2006

HeartCycle has established a reputation of offering challenging higher mileage bike rides. Those that participate often refer to these efforts as Distance Tours. In 1990, I was a participant in The Challenger - this was the first of many HC distance efforts that have followed. It was 1016 miles and 8 days and I never figured out how much vertical we gained that week. I believe we cycled around the state of Colorado in extreme heat. It was, literally, a hot blur!

It is said that "time heals all wounds"... and now, in 2006, I gleefully signed up for Desert Ruins with Mike Case listed as the tour lead. How bad could it be - two rest days, mid-May, a paltry 693 miles - piece of cake!

The tour began in Durango. It was a beautiful morning, the air smelled of coal soot and vaporized steam generated from the D&S Narrow Gauge Rail Road. For our first day on the bikes the destination was Cortez - with a required side trip to the deserted back side of Mesa Verde National Park. The weather was very comfortable for riding, lots of sun and only a mild headwind.

We entered the park and cycled to the Far Point Visitors Center in Mesa Verde where our sag driver, Sherry Harris, provided the first of many gourmet lunches. HC distance tour participants are not used to this kind of luxurious treatment. On the menu was roast pork sandwiches, broccoli, grape and shredded coconut salad and the homemade cookie of the day. It was worth the entry fee into the park for this lunch alone.

The ruins were quite interesting, but required a four mile descent followed by a hot climb back to the visitors center. Mike Case and Lisa Koch both saw wild horses in the park, two mares and a colt. Traffic was light and we safely made it back through the Mesa Verde tunnel and headed west to Cortez.

The ride to Cortez was on the wide shoulder of US 160 with, on that afternoon, a substantial headwind. These would become the two central themes of our tour - occasional traffic (generally with adequate shoulders) and substantial headwinds. I preferred Sherry's gourmet lunch theme myself.

On day 2, our destination was Farmington, New Mexico via the Four Corners Monument (with mandatory photo stop), Ship Rock, and Tribal Route 36. Mike, kindly offered a 139 mile option which piqued some interest. However, votes were taken, bribes paid? Perhaps the headwind influenced the Tour into a more civilized 111 miles. The route was easy to follow, turn right at Chimney Rock and continue to the four corners region.

The Four Corners Monument is staffed by members of the Navajo Nation. It was indeed a photo opportunity and a good place to have a short break. There were craft stands, port-o-lets, snacks and fortunately for Lisa Koch and Larry Harris, a good place to change a flat tire. The terrain was desert-like and Ship Rock was the only noticeable scenery I recall after leaving the monument. We cycled through Arizona for a few miles before taking Tribal Route 36 east into Farmington.

On day three we rode to Cuba. It was a day that proved to be very demanding of our group; 20-40 mph headwinds pounded on us for 97 miles. The terrain was rolling in the morning but by

the afternoon had become very flat. There were no trees to act as a windbreak. It was hot and I counted four times that it showed briefly. There was a particularly long, straight stretch of pavement which seemed to stretch to the edge of the world and if you glanced back a large ominous cloud mass churned on the horizon behind you.

Sherry valiantly watered us on this stretch of road and with the wind being so strong it was difficult for her to maneuver the van as well. Standing with a bike on the side of the road with gusting crosswinds at 40 mph was a challenge. The only scenery to speak of was a Native American casino. It was head on the top tube and pound the pedals!

In my opinion, the last five miles into Cuba really were painful. The crosswinds were now 30-50 mph gusts from the East and although it was mostly downhill, it was downright dangerous. To make matters worse, the wind kicked up quite a bit of dust and grit. Now it was hard to see and it took quite a bit of energy to keep your bike from being blown into the traffic. The motorists were considerate and gave us extra room. In fact two drivers stopped to see if I needed help. I was offered a lift by one and refused - the other held a can of beer for my drinking pleasure. I turned both offers down.

The Cuba Lodge was a sight for sore, grit filled eyes. I was enjoying a hot shower, when the power went out. Actually, the power for all of Cuba and its surroundings had crashed. Reports came in from Albuquerque that the state was in the middle of an unusual wind event. It was a storm rated as "one in twenty five years".

Meanwhile, Mike found a Mexican Restaurant that agreed to stay open for us. The menu would be limited, the dinner by candle light. Thank Goodness for this restaurant, because it was a difficult day and the food was great! The dinner in that wonderfully quaint restaurant was outstanding. The power came back on in time for us to watch the 10:00 news, which described the record breaking winds along with the threat of brush fires from all of the thunderstorm activity. Desert Ruins got lucky on this day - things could have been catastrophic.

The next day was a rest day and it felt good. Our plans were to visit Chaco Culture National Historical Park. It was a 58 mile drive, 16 miles of which were on gravel road. It was hot, windy and dusty, but we were happy and using different muscles.



The next day was a rest day and it felt good. Our plans were to visit Chaco Culture National Historical Park. It was a 58 mile drive, 16 miles of which were on gravel road. It was hot, windy and dusty, but we were happy and using different muscles. We decided to climb above Chaco Canyon to a scenic overlook that had great views of Pueblo Bonito, the centerpiece of ancient pueblen culture. There were numerous photo opportunities in the park for 35mm and digital photographers alike. Boris Krivoruk captured an action shot of Sherry risking life and limb while jumping over a 100 foot deep crevasse about 3 or 4 feet wide. Spooky!



Day five would turn out to be a very long day. It was windy, hot and included gravel. It started innocent enough, rolling hills, a short climb and then the pavement simply disappeared. Road work had wiped out a 23 mile stretch of isolated New Mexico state highway 126. It was dirt and gravel at the start with deep sand soon to follow.

This was a difficult surface to cycle on and even Sherry had trouble driving through the deep sand. I sagged the entire 23 miles with three other riders and unfortunately missed one of the more scenic parts of the tour. Sherry dropped us off near the end of the road construction and headed back to assist the other riders. Bob Hoffman caught up to us first and Boris Krivoruk was not far behind. Boris explained that falling in the sand and gravel was not too painful.

We now had 50 miles under our belts for the day. There were 65 more to go with a stop at Bandolier National Monument. There was a good climb after the unpaved road followed by a descent which would go right past the Bandolier park entrance. As we started our descent I noticed the temperature went up a good 10 degrees, the wind picked up, traffic increased and the road surface was a mixture of pea gravel and asphalt. My plan was to visit Bandolier, however Lisa was just ready to exit the park and provided us with some information regarding the steep two mile downhill which awaited us. She also explained that bikes were not allowed past a certain point at the base of the ruins. Hiking in cleats coupled with the early afternoon time of 3:00 pm and 30

miles of US Highway left before entering Santa Fe along with strong headwinds convinced me to change plans.

I will mention that Bob, Boris and Mike did enter the park and Boris opted to hike in without shoes and for his efforts got to see the ruins. The soles of his feet however, became blistered. It didn't seem to slow him down at all!

Meanwhile, I started the climb in to Santa Fe via the shoulder of US 84/285. It was rush hour; there were lots of glass shards and assorted shrapnel to deal with. The scenery included Camel Rock, a cookie kiosk that smelled great and the mileage signs, which seemed to be going by very, very slowly.

At last, I spotted the Santa Fe Opera which meant only seven more miles to town.

Now this is one of those bike tour paradoxes. Seven miles in my home state of Illinois takes about 20-25 minutes - but west of the Mississippi it takes over an hour. I theorized the headwind and gradual climb added time. Silly me, my friend Steve simply explained that miles are obviously longer out west.

Lisa and I rode into Santa Fe together. We negotiated the exit ramp into town and found our way to the hotel quite easily. It had been a long day but safe entry into Santa Fe made it all worth while.

YIPPEE, another rest day. I enjoyed a run in the morning and again used different muscle groups. Delicious food, touring the artist and sculpture districts, beautiful weather, a little wind and plenty of sunshine made the stay very worthwhile.

Our rest day was over and it was time to get back in the saddle and ride to Taos. We rode out of Santa Fe on a frontage road that was very scenic and had minimal traffic. What was noteworthy about this day was a tailwind, the only tail wind of the tour, wow!

In route to highway 76 we encountered some short steep climbs, heat and wind. There was some roadwork on 76 but it was very rideable. We descended into Taos with a Harley-Davidson road rally and a tail wind

We stayed at the Kachina Lodge where we enjoyed an American Indian dance demonstration. The finale included audience participation and several HeartCyclists were dancing and enjoying themselves.

The route to Chama, New Mexico brought cooler temperatures, some headwind, assorted flat tires and sharing the road with Harley-Davidson road rally participants. All the participants we encountered were gracious while motorcycling.

We rode across the Rio Grande Gorge Bridge which was breathtakingly picturesque. We cycled through Carson National Forest which was beautiful and there were large valleys with elk sighted in some.

Chama is a small town with the Cumbres and Toltec scenic railroad. This coal burning train operates between Chama, New Mexico and Antonito, Colorado. Ride The Rockies is planning to make a stop there later this year.

Colorado HeartCycle 2006 Tours

Status at time of printing, end of July

open	Go For the Gold weekend Colorado	September 23-25	\$225	Diane Short, 303-763-9874
full*	Grand Canyon Arizona, Utah	October 1-8	\$1000	Jerry Bakke, 303-738-9861 jerrybakke@msn.com
open	Fireworks of Fall Finger Lakes, New York	October 8-15	\$1100	Jim Bethell & Janet Reilly, 518-446-1766 jim@bikes5.com
	Mallorca, Spain 2007	cancelled		

* wait list available

**HeartCycle Annual Meeting and Lunch
Saturday, October 14th, 2006, 12:30 PM
Table Mountain Inn
1310 Washington Ave., Golden**

members: \$10.00*

guests: \$20.00

***the club subsidizes part of
members' cost**

Guest Speaker: Cindi Braun

She will talk about the Front Rangers, a volunteer club working with "at risk" kids in an effort to get them into cycling and keeping them out of trouble. Cindi will show some slides and spotlight some of the kids they have helped over the years.

Diane Short will lead a short (20-25 mile) ride beforehand. Meet in front of the Table Mountain Inn at 9:30 AM.

**Please mail your check, payable to HeartCycle, to
Melodye Turek, 8300 Fairmount Drive Q-103, Denver, CO 80231**

**Please include your name, address, and phone number.
Also include the name of your guest.**

Guests joining HeartCycle at the luncheon will receive \$10 credited to their membership! Good for remainder of 2006 as well as all of 2007.

CLASSIFIED:

For Sale: Sidi Genius 5 Mega Lorica bike shoes, size 43.5 (about 9.5-10 US) \$150. Worn once. I bought the wrong size and have already replaced with the correct size. Cost \$230 retail. Photos available. David Harman 303-748-9986

For Sale: Performance Cargo Case - used once. \$150.00??Contact: Dan Stanton, 303-988-6513, stanton50@msn.com.

For sale: Women's Terry Butterfly bicycle saddle. only used one day. \$30 Contact Ann at 303-366-2716 or annn@estreet.com

For sale: Santana Cilantro Tandem. 1993, perfect condition. Shimano XTR 24 speed, rear rack, new tires, drum brake on rear. Fits captain 5'10", stoker, 5'5" to 5'6". \$1200 Contact: Jerry or Bonnie Bucher 303-926-0012

Equipment wanted: I have an older model (595) Thule roof rack, and need the 8" wheel tray. Can't find it online. Anyone have one they'd like to get rid of? Ann, 303-366-2716

NEW HOME ADDRESS? NEW EMAIL ADDRESS?

If you are not getting your monthly issues of the HeartCycle newsletter, it may be because of an incorrect mailing or email address. PLEASE inform the REGISTRAR of all changes to keep your newsletters coming!!

HeartCycle August 2006 Training Rides

Rides will go if the temperature is at least 40 degrees and the roads are dry. Call the leader if the weather is questionable.

This list of training rides is tentative. Please check the web site at <http://www.heartcycle.org> or the most current newsletter for up to date information, including start location, distances, and ride leader(s) name and phone number.

All training ride participants, whether members of HeartCycle or not, are required to wear an approved bicycle helmet, obey all traffic signs and signals, ride single file when

there is automobile traffic within 100 yards, and practice courtesy with other cyclists and motorists. Your cooperation is appreciated.

An asterisk (*) indicates that there will be a carpool from the metro Denver area leaving at the first time point and the ride will start at the second time point. Please call the ride leader to confirm your participation. These rides will go only if at least three people call by the Thursday before the ride.

mileages are approximate, and shorter options are available on most routes.

DAY	DATE	TIME	MI.	START LOCATION	RIDE DESCRIPTION	LEADER(S)
Sat	Aug 12	8:00	83	Bus stop, SW corner of US 36 & Broadway, Boulder	Boulder/Lefthand Canyon/Brainard Lake	Deb & Gordon Tewell 720-304-9572
Sun	Aug 13	8:00	63	Parfet Park, 10th & Jackson, Golden	Golden/Golden Gate/Wondervu	Barb & Dan Watson 303-526-0204
Sat	Aug 19	8:00	43	Garden Center parking lot next to Wells Fargo bank on Midway Blvd one block east of US 287 in Broomfield	Broomfield/Longmont	Ride leader needed. Please contact Susan Loftus or Lee Cryer
Sun	Aug 20	8:00	72	10th & Jackson, Parfet Park, Golden	Golden/Bergen Park/Echo Lake	Fred Larke 303-369-6615
Sat	Aug 26	8:30	84	Bus stop, SW corner of US 36 & Broadway in Boulder	Boulder/Masonville	Homer Fritz. 303-477-6446
Sun	Aug 27	8:30	70	Village Inn, NE corner Chambers & Colfax in Aurora	Aurora/Barr Lake/Bennett	Ride leader needed. Please contact Susan Loftus or Lee Cryer
Sat	Sep 2	9:00	43	10th & Jackson, Parfet Park, Golden	Golden/Lookout Mountain/Genesee	John Steele 303-300-3573
Sat	Sep 9	9:00	56	Safeway in Castle Rock, I-25 exit 181, east on Plum Creek Parkway, south on Perry St.	Castle Rock/Palmer Lake	Fred Larke 303-369-6615
Sat	Sep 16	9:00	91	Bus stop, SW corner of US 36 & Broadway in Boulder	Boulder/Horsetooth Reservoir	Emily Rucker 303-442-8140
Sat	Sep 23	9:30	62	Village Inn, NE corner Chambers & Colfax in Aurora	Aurora/Bennett/Strasburg	Ride leader needed. Please contact Susan Loftus or Lee Cryer
Sat	Sep 30	9:30	54	Big Thompson School, US 34 & CR 27 west of Loveland	Masonville/Rist Canyon	Deb & Gordon Tewell 720-304-9572
Sat	Oct 7	10:00	62	Wal-Mart, SE corner of US 85 & Bromley Lane in Brighton	Brighton Loop	Bill & Mona Bedell 303-670-7995

Fall Colors Benefit Bicycle Ride
Patient Databases and Lance Armstrong Foundations
September 30, 2006
Ken Cogger

For several years, I have organized a late September day ride from Denver up to my home in Conifer at 9,600' altitude. The route goes through some of the finest Aspen foliage changes in the state, and follows Deer Creek/High Grade/Pleasant Park to Conifer, where the real climbing begins up Kennedy Gulch Road. I prepare a pasta feed dinner in the late afternoon, with a good time had by all, especially those who opted just for the dinner and skipped the climb! Contributions are requested for LAF and Patient Databases in equal amounts, with all proceeds going directly to both organizations. Dinner is provided by Ken.

This ride is a benefit for Patient Databases, Inc. and the Lance Armstrong Foundation, two 501©(3) nonprofits that I wish to support equally. I have more than a passive interest in both organizations, as I have been living with chronic lymphocytic leukemia for the past eight years. CLL is incurable, no existing treatment has been shown to have any impact on survival time, and no physician can provide any patient a reasoned prognosis. Learning more about patient characteristics, disease prognosis, and treatment outcomes for CLL is the major goal of Patient Databases, and living with cancer is a major emphasis of Lance's foundation. I was instrumental in developing Patient Databases, which is gathering large numbers of patient histories in order to track disease progress, develop new prognostic indicators, and provide analyses of the data that have never been possible before now. This work is supervised by a Board of Directors and an Advisory Committee of leading medical specialists, database experts, public policy makers, and patients. One statistical tool for calculating a prognostic indicator was developed by me at an early stage of this work, and is now in exploratory use at the National Cancer Institute. I believe this organization is worthy of support. It is entirely volunteer led, with minimal management expense. Details about this organization are at www.patientdatabases.org.

The Lance Armstrong Foundation is familiar to many bicyclists through its Ride for the Roses bicycle tour, but does so much more than that for patients of all forms of cancer as well as for public awareness, research, and advocacy at the highest national levels. For the most recent fiscal year, over 81% of their expenditures went for direct program activities, and they also rely greatly upon volunteers to carry out their work; in 2002, such volunteers provided almost 26,000 hours of effort. Their programs and information are at www.laf.org.

The Fall Colors Benefit Ride will be on September 30, 2006. It will start at the Nature Center on the South Platte bikeway at 10:00 A.M. You may park cars there or at the nearby RTD Park&Ride at Santa Fe and Mineral. The ride is around 30 miles, with a cumulative elevation gain of 6,300 feet. This ride has absolutely no support vehicles, but there are many stops for refreshment and lunch along the way. It is definitely a tough ride, but if Ken can do it, so can you!

I would like all donations divided equally between the two organizations mentioned above, so if you make a contribution (tax-deductible), please make out one check to 'LAF' and a separate check to 'Patient Databases'. Also, even if you don't ride at all or are unable to join us, please feel free to donate also! I am not suggesting any minimum donation, but figure you are getting a free supper and wonderful conversation with friends out of this, so make that your guide.

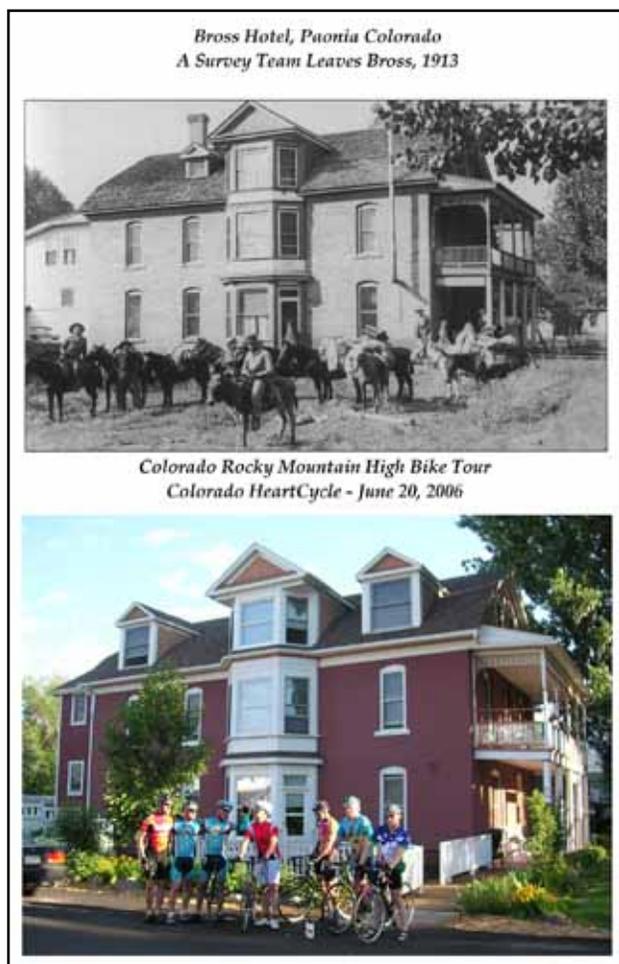
If you plan on staying for dinner, which will be provided by me except for beverages (BYOB), please let me know (RSVP) before hand so I can keep everyone from starving. We can also arrange for transport of anything you don't want to carry on your bike. We'll work out shuttle arrangements back to Denver as needed. Hope to see you there!

For questions, etc. contact Ken Cogger, 32154 Christopher Lane, Conifer, CO 80433. Phone: (303) 816-4781. Email: cogger@peakconsulting.com

Colorado Rocky Mountain High June 2006

We first met each other in the penthouse suite at the Lodge at Avon. It was the beginning of the enjoyment of meeting new acquaintances. Some of the riders had been on a Vern Smith tour, and it was remarked that this tour would not be as difficult as Vern's. They pointed out that, for example, if you started the day at, say, 7,000 feet and ended at that same elevation, that was considered a level day on a Vern Smith tour. Of course, there may have been a few passes in between.

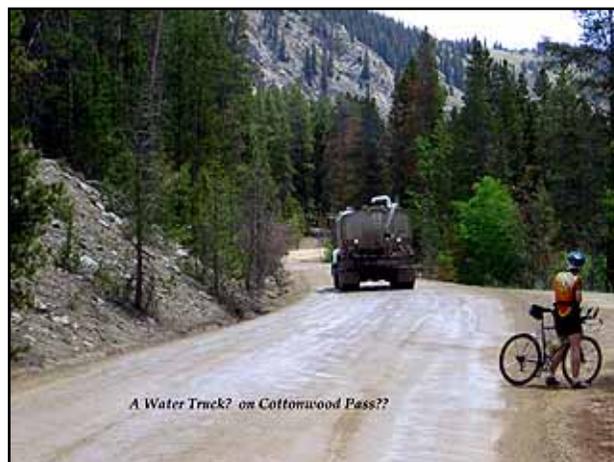
In the morning, we saddled up and headed down the Eagle and Colorado Rivers to Glenwood, stopping in Eagle and Bair Ranch for grub. The canyon ride was, of course, the highlight. Easy day, mostly downhill. The next morning we had to make the Bross Hotel in Paonia. Mount Sopris soon came into view and loomed ever larger as we progressed. We stopped in at Carbondale and Redstone. They have marble picnic tables there in Redstone. Imagine that! Some of the group had to add a side trip into the town of Marble to get their miles in for the day. The Bross hotel looks a lot like it did in 1913. As we left in the morning, we pictured ourselves as the survey team of old.



We decided it would be a good idea to fuel up well in Paonia for the next day's ride because Paonia was the low point of the tour at 5,500' and we had to climb to 9400'. So, we ate like bikers. The ride is a good one. It passes from desert to scrub oak and piñon pine country and then up into some stately Aspen groves. At the top of the climb, a spectacular vista opened up to us. We stop for more grub before enjoying the ride along the canyon rim.

Well, after that day, we thought an easy ride would be nice, 35 miles into Crested Butte. Some of us, that is, thought an easy day was in order. Others added miles with side trips to Ohio Creek, Kebler Pass and David even added Monarch Pass to the day's ride. Crested Butte is certainly unique. It has charm and scenery and many other interesting things.

From there we wanted to get to Buena Vista, but Cottonwood pass was in the way. So we climbed it, all 12,151 feet of it. Why not, it was there. Well, it was a little of a unique experience. The start up Taylor River Canyon was beautiful and coming out onto Taylor Park was awesome, and the start of the 14 miles of unpaved road had a little too much washboard surface, but then, about 2 - 3 miles from the top, we met a water truck spraying water on the road (really!) and then a road grader, and then more water. This made for a nice smooth surface, free of washboard. - - but it was mud - two miles of mud made for dirty bikes! After a thrilling descent into Buena Vista, we went through a few towels and lots of water at the motel, cleaning bikes.



In the morning, the Leadville to Buena Vista head wind provided our morning work out. We stop for coffee in Leadville, climb Fremont pass and descend Copper Mountain and down the scenic bike path to Frisco.

Our last day over Vail Pass ends with a nice descent to Avon. We say "Good bye" to new friends and hope to meet again on a future tour.

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The last day of riding was Chama to Durango and it would be 108 miles of consistent headwind. It was a sunny, cool morning and the Sunday before Memorial Day. I have to admit that I was becoming homesick and decided to sag most of the way into Durango. It was nice to get an early start to begin the drive back to Elgin, however as we drove home on Hwy 160, I spotted Bob Hoffman, Boris Krivorik, Larry Augenstein, Rick Katz, Larry Harris and Mike all battling the headwinds and Memorial Weekend traffic. My Heart and quads went out to them.

In conclusion, I had a wonderful time on Desert Ruins. The tour participants shared a basic love of cycling. We did not balk in the face of challenges, but rather, recognized our strengths and weaknesses and used what we had to enjoy the ride without complaint. Each rider was a determined and accomplished athlete in his or her own right. I was glad I met and rode with these folks.

A special Thanks to Sherry Harris for all of her hard work and homemade cookies. It is said that "time heals all wounds"; well if that is so I guess I am ready for the next HeartCycle distance tour sooner than I might have imagined.

Thank you HeartCycle!

Heidi Schmidt

HeartCycle will be in need of a newsletter editor at the end of this year. If you have some know-how, and some time, and would like to serve on the Board, contact any Board member now.

Question you want to ask:

What makes up the price of a gallon of gasoline?

Answer you need to know:

Cost components of gasoline:*

55% Crude oil:

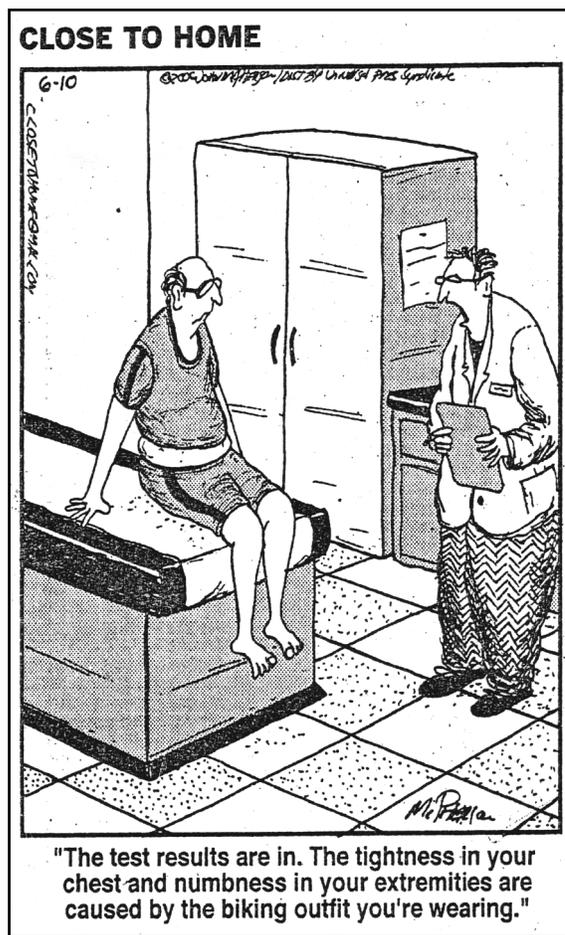
Price determined by supply and demand, primarily by the amount of oil produced by Organization of Petroleum Exporting Countries (OPEC)

19% Taxes:

Federal and state taxes. State taxes vary broadly.

22% Refining:

Refining costs vary with the grade of gasoline, and with emerging requirements of some states and local governments for new formulations of gasoline to address differing air quality concerns. Twenty years ago, there were four kinds of motor fuels



required in the United States. Today there are almost 30. This places pressure on refining and distribution systems. Areas with unique fuel requirements are more likely to see price spikes and supply shortages.

4% Distribution and marketing:

Can be impacted by distance from refinery to distribution point and then to gas station. The further from a refinery, the higher the price. Brand advertising also is included in this percentage.

Other factors:

Seasonal demand - gasoline is higher during peak travel months, like summer vacation time. Competition can reduce cost per gallon, especially where several gas stations are located near each other.

* Sources: Energy Information Administration, U.S. Dept of Energy, CNNMoney.com and OPEC

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Colorado HeartCycle Association
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2006 Colorado HeartCycle Membership Form

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Membership (Jan. 1 - Dec. 31) application only. Must be filled out even if you are not signing up for a tour.

New _____ Renewing _____ Email address _____

Name _____

Address _____

City _____ State _____ Zip Code _____

Home Phone _____ Work Phone _____ Fax _____

Individual Membership \$20.00

Family Membership \$25.00

Name of family members _____ email address _____

I prefer to have the monthly newsletter delivered: electronically (email) _____ or paper (USPS) _____

As a member, I am willing to contribute to Colorado HeartCycle in the following ways:

Starting training rides _____ Leading Tours _____ SAG driving _____ Web Site team _____ Making maps _____ Event helper _____

Signature _____ Date _____

In signing this release for myself or a member of my family who is under the age of 18, I acknowledge that I understand the intent hereof, and I hereby agree to and will absolve and hold harmless Colorado HeartCycle Association, Inc., and its officers and members and any other parties connected with club-sponsored rides in any way whatsoever, individually and collectively from and against any blame or liability for any injury, misadventure, harm, loss, inconvenience or damage suffered or sustained as a result of participation in said club-sponsored rides or activities associated herewith. I also consent to and permit emergency medical treatment in the event of injury or illness. I shall abide by traffic laws and regulations and practice courtesy and safe cycling. I also understand that HeartCycle Association, Inc., requires the use of helmets when participating in all club rides.

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