



**Club Meetings:**

Club meetings are held on the first Tuesday of every month at 7:00. All members are invited! We meet at the Denny's at I-25 and Park Avenue. The discussions are engaging, and the food can't be beat.

**Membership:**

Cost is \$25 per year (\$35 for families), which goes toward printing program information, newsletters, insurance, and other club activities. Contact:

Tom Foss  
7301 W. 32<sup>nd</sup> Ave.  
Wheat Ridge, CO  
80033

**RMCC Online:**

The best place to get any late breaking news with the club is to check us out on the web. Our address is: [www.rmccrides.com](http://www.rmccrides.com)

**Q&A: Know Your Rights!**

by Brad Tucker, Attorney

*Ed Note: Thanks to Dan Grunig of Bicycle Colorado for allowing us to reprint this article which originally appeared in their newsletter. The RMCC encourages you to join Bicycle Colorado as they do a lot of great work to protect our rights and educate public officials about the many benefits of cycling. You can find them on the web at [www.bicyclecolo.org](http://www.bicyclecolo.org)*

**Q:** Does my insurance pay for damages and injuries if I cause a crash while riding my bike (like if I don't stop at a light)?

**A:** Assuming you are the sole cause of the collision, there are several insurance issues to consider:

**Auto:** With the repeal of Colorado's No-Fault Act, automobile insurance likely *will not* apply. There would likely be no medical benefits and no coverage to pay for your damaged bicycle or other equipment.

**Medical:** If you sustain injuries, your health insurance coverage would apply. If you do not have health insurance, there will be no coverage to pay for any injuries you sustain.

**Homeowners/Renters:** If you cause injuries or damages to another, your homeowner's or renter's insurance would likely provide coverage under the scenario you describe. If you do not have homeowner's or renter's insurance, then you would be personally responsible.

The lesson to be learned here is that if you are a cyclist, sharing the roads with cars, it is a very good idea to have both health insurance and liability insurance through a homeowner's or renter's insurance policy. Of course, an even better lesson is that you shouldn't run a red light!

*Brad Tucker is an avid cyclist, a member of Bicycle Colorado, and an attorney with a specialty in liability and insurance issues. He is a shareholder in with the law firm of Walberg, Dagner & Tucker, P.C. If you have questions concerning legal issues affecting cyclists, you can contact him by e-mail at [law@bicyclecolo.org](mailto:law@bicyclecolo.org). The above column is not legal advice and should not be interpreted as such. It is only provided as a public service.*

**Long Distance Seminar**

A few years back, the RMCC began offering an annual seminar on long-distance riding which has been very popular. The seminar will be held again this year. The focus ranges from those working to do their first century (or just do better at them) all the way up to those doing ultra-endurance events like the Last Chance 1200K.

It will be held on Tuesday, March 22<sup>nd</sup> at the REI Flagship store (that's the downtown one between I-25 and Confluence Park. It will run from 6 to 8PM.

There will be several featured speakers. Sheridan Garcia is a club rider and self-supported tourist who who has become an accomplished century cyclist through focused training and nutrition. Kerry Higgins has progressed in three seasons from doing shorter brevets to completing his first 1200K in 2004. Bob Barday has finished both the Boston-Montreal-Boston and Paris-Brest-Paris who is the epitome of the determined randonneur. Finally, Mike Fulton went from riding his first brevets on a mountain bike in 1994 to being the first American finisher at the 2003 PBP.

Regardless of the type of riding you prefer to do, these seminars prove to be well worth the trip down. And best of all, they're free! Hope to see you there.

**News and Notes**

Sheridan Garcia is leading a Memorial Day weekend self-supported tour—"The Hardscrabble Loop." More information is available on the website. You can also contact Sheridan at 303-258-3565 for more information. Note that this tour is in addition to the regular Grand Mesa Tour which is also on Memorial Day weekend.

Don't forget to order your 2005 club jersey! If you have misplaced your order form, you can get a new one off of the website. Beyond jerseys, there are also vests and jackets. The design is new this year, so you'll look hopelessly behind the times if you're still wearing the old jersey. Contact Rick Melick (303-730-7322) if you have any questions. Rick also has RMCC water bottles available. They are \$3 each or \$5 for two. Finally, Rick is looking for someone to buy him a new bike, so feel free to contact him if you are interested. Seriously, thanks to Rick for all of his work on the jersey and with our sponsors.



## Endurance Cycling: Five Mistakes to Avoid

by Chris Kostman

*(Ed Note: This article is reprinted courtesy of the UMCA. You can find them on the web at [ultracycling.com](http://ultracycling.com))*

Centuries and brevets are the bread and butter of most endurance cyclists. They provide a good challenge, great training, 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!

The majority of the top RAAM racers over the past twenty years were also competitive cyclists in the traditional sense. 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. 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. 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. You want to hang with the group 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 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.

"Keep it steady and keep it moving" should be the mantra. 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.

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 heart rate and breathing patterns. This is particularly important in the

early season, when you're laying the foundation for the year.

Also, use your LSD rides to test saddles, shoes, pedals, aerobars, as well as variations on their position. What seems comfortable for 30 miles will not necessarily be so after 100.

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. By the way, essentially all top distance cyclists use a primarily liquid-based (or liquid-, pill- and gel-based) fueling system.

**Mistake #3: Doing the same thing all of 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. 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. 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.

**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.

If you're not recovered, your resting heart rate will be elevated and 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!

**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.

Off-the-bike training should include yoga, Pilates, and/or strength training. 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 as they promote increased muscular endurance, strength, and overall joint, muscle, and connective tissue health.

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!



## Upcoming Rides

**March rides start at 10:45 AM. April rides start at 8:45 AM.**

Date	Start	Description	Miles	Starter
Saturday 3/5	Golden	Lookout Mountain/Bergen Park Loop	29/45	Sheridan Garcia (303-258-3565)
Sunday 3/6	Boulder	Boulder-Lyons-Niwot Loop	41/49	Sheridan Garcia (303-258-3565)
Saturday 3/12	Larkspur	Larkspur-Monument Loop	38/49	Norm Lewis (303-973-0419)
Sunday 3/13	I-25/Exit 255	Evans-Kersey Loop	40/58	Dan McCamman (303-229-1753)
Saturday 3/19	Lyons	Lyons-Ward-Raymond Loop	30/47	Charlie Henderson (720-480-9714)
Sunday 3/20	I-25/Exit 243	Carter Lake-Loveland Loop	45/58	Tom Foss (303-233-4972)
Saturday 3/26	Rooney	Paradise Hills-Bergen Park Loop	39/47	Sheridan Garcia (303-258-3565)
Sunday 3/27	Wagon Road	Northglenn-Erie-Brighton	40/74	Dan Shields (303-917-5076)
Saturday 4/2	Larkspur	Larkspur-Black Forest Loop	53/65	Norm Lewis (303-973-0419)
Sunday 4/3	Wagon Road	Northlenn-Hudson Figure 8+Kensburg	43/72	<b>Volunteer Needed</b>

### Location Key:

Golden	The parking lot at Parfet Park at 10 <sup>th</sup> & Jackson.
Boulder	The far west lot at the East Boulder Community Center on 55 <sup>th</sup> Street near the US-36/Table Mesa exit.
Larkspur	The city parking lot ¼ mile north of the intersection of Spruce Mountain Road & Perry Park Avenue
Exit 243	The farm implements lot on the SE corner of the I-25/Exit 243 interchange.
Exit 255	The parking lot at the SW corner of the I-25/Exit 255 interchange.
Rooney	The Green Mountain trailhead parking 2 miles south of Colfax on Rooney Road
Wagon Road	The Wagon Road Park & Ride at 120 <sup>th</sup> and Huron (just west of I-25)
Lyons	The Park and Ride and 4 <sup>th</sup> & Broadway in downtown Lyons.

### Weekly rides:

The weeknight rides start in April:

--Tuesday is the "Tuesday Night Hill Climb". We meet at 5:30 at the normal Golden start point. Contact Philip Baker (303-582-0770).

--Wednesday is the "Handlebar & Grill" ride. We meet at 5:30 at South High School and ride in Washington Park. Contact Rick Melick (303-730-7322).

--Thursday is the "Erie Ride". They start at 6:00 at Meadow Sweet Park in Erie. Contact Mike Prendergast (303-344-6326)

**Note:** There are descriptions for each of these rides on the website. Please check those out first before calling Philip, Rick, or Mike with questions.

### Additional Schedule Notes:

--The Sunday April 3<sup>rd</sup> ride to Keensburg is a Populaire. Populaires are a brevet-format rides of about 100K. They are timed rides that use the same type of control cards as we use on the brevets. Populaires are held to acquaint newcomers with randonneuring. If you are doing the populaire, please plan to arrive a bit earlier than usual to sign in. If you have any questions, contact Carol Chaffee at 303-921-8884.

--Thanks to all of the new ride starters thus far in 2005! There are still many opportunities to lead rides, however. You can find one by checking out the schedule page on [rmccrides.com](http://rmccrides.com) and then contacting John Klever at [rmccwebmeister@msn.com](mailto:rmccwebmeister@msn.com) or 303-321-1265.

Rocky Mountain Cycling Club  
P.O. Box 201  
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### Submissions Wanted!

Do you have a good story, and opinion, or some information to share? Then submit an article for Chain Chatter. You can only improve the quality of the newsletter. Just contact Mark Michel at [michel95@comcast.net](mailto:michel95@comcast.net) with your ideas.

### Advertisements

**For Sale:** Fixed gear wheel. White Ind. ENO Eccentric flip-flop hub, 130mm spacing, 3x laced to Mavic Open Pro 32h rim. DT Swiss 14/15g stainless steel spokes w/ brass nipples. Incl. 700x23 Continental Gatorskin tire and chain tightening wrench; cog not included. \$215 firm. Call Tom Foss at 303-233-4972 or 303-517-9692.

**Chiropractic:** Cashin Chiropractic has provided honest, ethical, and reliable chiropractic services for over 12 years. We specialize in the enhancement of sports and fitness performance and the treatment of related injuries. 1747 Marion Street. Call 720-956-0631.

**Cycling Resource:** Ditch the rollers, ride your bike, take a walk, lose that winter roll, or find the perfect cycling route to work. Get the answers. Check out [www.denvertrails.com](http://www.denvertrails.com). Adventure is closer than you think.

**Travel:** The Rocky Mountain Inn & Hostel is simply the best lodging if you're going to be in the Winter Park area. We offer dormitory-style accommodations from \$19/nt. and gorgeous private rooms from \$59/nt. Best of all, our guests enjoy the use of a gourmet kitchen, and for bikers, we have a bike work area (includes water hose, stand, tools, and lockable storage) plus laundry facilities too. We're walking distance from the stores, and you can start your ride from our parking lot. Call toll free: 1-866-467-8351 or visit [www.therockymountaininn.com](http://www.therockymountaininn.com)

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