



Jerseys:

The deadline for ordering club jerseys is fast approaching! The order deadline is August 18th. Both short and long -sleeved jerseys are available, along with wind vests and arm warmers. If you lost your copy of the order form, or to order online, click on the jersey link on our website. If you have any questions, contact Rick Melick at 303-730-7322.

Club Meetings:

Club meetings are held on the second Monday of the month at 6:30 at the flagship REI downtown. We are in the small meeting room on the third floor. All club members are welcome to come. Thanks to REI for providing us this space!

RMCC Online:

To get up-to-the-minute information, to renew your membership, or to order a jersey, head out to the RMCC website at: www.rmccrides.com

A Flat 400K

by Mike Fulton

I decided to ride the '06 400k differently than any other Brevet I have ever ridden. Fifty minutes into the ride I decided to slash my rear tire with a piece of glass. In the night I couldn't see the 1/2" hole that was now in my tire, so I pumped it up and rode away.

As I rode away I tried to brush any remaining glass off my tire with my bike glove. It seemed to be a good idea to use my bike glove to drive a wire that was only slightly embedded into my tire all the way into my tire, thereby relieving the pressure that had built up in my tire (isn't that why we ride—to relieve pressure?).

I then took my second spare tube and started to pump it and was confused when I saw some sort of powder blow out of the tube. I had wisely neatly wrapped up a snake bitten tube.

Next, I decided to patch both tubes (since I had time). When I put the patched tube in, it let loose in a loud report. I decided panic was the next logical decision and flagged down some riders going by, one of whom gave me a tube! As I was pumping up this tube, there was now enough daylight to see it squeeze through the 1/2" hole in the tire. Not having a piece of tire in my bag, I put the glue and patch inside the tire and waited another 5 minutes.

It held and I was now on my way, 25 minutes later. Since Bob Fourney was coming up later in the day for a partial ride, I called him and got him moving a little earlier than he planned—5:30 AM. I asked him to bring me a wheel (versus a tire) and he said he'd get going. I stopped to talk to Tom who was nursing his own flat tire and then rolled on to the Platteville checkpoint. I caught the nice man who lent me a tube and thanked him profusely.

I then felt that spongy sinking feeling that means the air is slowly coming out of your tire. It was the rear again. I found the hole right next to the stem—real hard to patch. I had patched and pumped three times, each time it would blow out, with a big hole next to the stem (I broke one of the tube stems in half). In the light I could now see that the rim had cracked right at the stem. As the tube expanded it would expand into the crack, so on my last patch, I positioned the patch over the crack and it HELD!!

Since every one had passed me I started off on a tear to try to catch someone. I made it about 2 miles and felt that spongy sinking feeling. Bob was on his way, so we figured a spot to meet and I *continued on page 2*

Tandem Travails

by Brent Myers

The shadows lengthen as we are riding back from the Point Reyes lighthouse. I am worried that we won't make it back before dark and I haven't brought the headlamp. My legs are tired and have only half speed left in them. But Beth, my stoker seems to have enough in her legs to carry us over this last hill before we descend into Point Reyes Station.

The morning started out in Occidental, a small and lovely town in Sonoma County. Breakfast was gourmet waffles with blackberries that were growing all over the roadsides. The berries were excellent! Full of Peets coffee, we started descending back toward the coast on the Bohemian highway.

That early in the morning the shadows were unnerving as we rode through the redwoods. Luckily all of the cars gave us plenty of room during the morning commute. Maybe seeing a couple on a tandem is different enough to garner respect. I'm just glad they saw us in the shadows.

We broke into the sunshine close to Monte Rio and stopped at the local grocery to pick up some nut rolls and fill water bottles. At this point I talked to one of the locals who came up to look at the tandem and reminisce about how he rode one as a kid. I got directions from the local as to how to stay off the main road and he told me of the alternative smaller roads that paralleled the main road for about ten miles.

It's funny as we headed toward the sea how many "hippie shacks" there were, interspersed with the new huge homes that looked like golf course clubhouses. I like the old funky ones much better!

Soon we turned south, crossing the Russian River with a group of kayakers exploring the languid waters. We began to climb one of the many hills that presented themselves. We stopped to walk down to the surf and watched the seals sunning themselves along the Pacific Coast. We had the bright idea of wading in the surf but it vanishes once we feel the cold water on our toes. Down and up we went hoping to crest the hill before we lost our momentum and had to up-shift to make our way to the top. I can hear the tire noises since we had a tail wind and we were riding strong and as a unit. Feeling good as we were making good time.

Another small town came up and they had a coffee shop so we stopped. Damn, if it wasn't another populated by free thinkers. One of them *continued on page 4*



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rode on that flat about 5 miles. Interestingly enough you can ride 12 to 17 miles an hour with a flat, although the stem causes a bit of "pogoing".

I finally found Bob and he gave me his rear wheel—it turned out that he had brought a tire, not a wheel. We decided to meet at Niwot. I rolled into Niwot without issue and Bob had fixed my tire and put it on my bike. We decided to meet at Lefthand Canyon and climb it together. At the foot of the climb up Neva Road to 36, I again felt that spongy, sinking feeling. I didn't care and continued on.

I rode from Neva road to the fork for Ward/Jamestown and then kept going. I saw Bob's truck part way up. I found it was faster to ride a flat standing up than seated. I don't know for sure how far I rode, but I'm pretty sure I got in 15-20 "flat" training miles. Bob descended and gave me his wheel back and went home for the day. What an awesome Domestique!! (He called me that one time and I've always wanted to say it back).

I found Chris Grealish and we rode to the finish with a kicker tail wind from Wellington—40 miles per hour at times! Turning onto highway 95 I felt that spongy, sinking feeling, but the rear tire didn't seem low. Of course it was the front (again I had driven the wire into the tire). At this point I was a pro and fixed the last flat of the day with Chris' help and finished just at dark.

I have to say it was an EPIC ride! I have a new motto now, any ride with air in your tire is a good ride!

Results: June 10th 400K—Lefthand Canyon, St. Vrain, Wellington: Tailwindiest 400K Yet?

by John Lee Ellis

A summery forecast greeted 35 starters. Yet clouds and the hint of a cool front kept riders comfortable much of the day!

RUSA#	Time	Rider
3555	14:51	Knoblauch, Tom
2401	14:58	deRossett, William
1635	15:15	Kroonenberg, Stuart
2856	15:15	Kraychy, Jim
1471	15:28	Foley, Paul
1842	15:28	Smith, Vernon
1576	15:28	Phelps, Robin
2299	15:28	Phelps, Val
410	15:28	Baranczyk, Merle
153	15:28	Ellis, John Lee
	16:12	Koenig, Gary
3230	16:39	Hoff, Peter
1060	16:42	Grealish, Chris
	16:42	Fulton, Mike
2900	16:44	Dick, Nathan
	16:44	Khalilinia, Sean
2317	16:44	Aranda, Jasmine

Upcoming Brevets and Special Events

--**Saturday 7/8 300K: "The Grand Loop"**. Boulder-Estes Park-Trail Ridge-Berthoud Pass. Sign-in 2:30AM; depart 3AM. Ride starts at regular Golden start point. Lights required. Pre-registration was required by June 15th. There is a fee and qualification is required. "Mile for Mile, the toughest ride on the RMCC schedule."

--**Saturday 7/15: 1000K: "North Park Ramble"**. Poudre Canyon, Steamboat, Glenwood. Starts at the US36-Louisville/Superior exit. Sign-in 3:30AM; depart 4AM. Registration required by July 1st. Subject to cancellation.

--**Saturday 7/29: 200K: Castle Rock-Black Forest-Larkspur**. Sign in 6AM; depart 7AM. Meet at our normal Castle Rock start point.

--**Saturday 8/5: 300K: Denver to Aspen**. The Joe Lookingbill Memorial 300km. brevet with 13,000 feet of climbing. Sign-in 3:30AM; depart at 4AM. Pre-registration required by July 31. Lights required.

--**Saturday 8/12: 200K: Durango-Aztec**. A foothills and high mesa route into New Mexico. Sign-in 6AM; depart 7AM. Contact Val Phelps 970-259-4980 with questions.

--**Saturday 8/19: 300K: "Peak to Peak"**. Louisville, Coal Creek, Big Thompson, with over 10,000 ft. of climbing. Sign-in 4AM; depart 5AM. Lights required. Register by August 13th.

To register for a brevet, or if you have any questions, contact John Lee Ellis at 303-604-1163.

RUSA#	Time	Rider
3551	17:02	Snaveley, Henry
3199	17:12	Odorizzi, Greg
	17:42	Nansel, Alan
2032	17:42	Foss, Tom
6	18:46	Henderson, Charlie
991	19:16	Plonsky, Susan
1503	19:16	Simmons, Eric
818	21:00	Barday, Bob
3590	21:35	Whitley, Rob
	21:35	Egelhoff, Martin
309	21:50	Staggs, Ben
3394	21:50	Baker, Philip
3206	21:50	Terner, David
1927	21:50	Elmblad, John
908	21:50	Fox, Mike
3585	21:50	Herget, Scott
1140	23:50	Noris, Peter

A note on times: Brevets are not races. Rider times are presented for informational purposes only. All who complete the ride within the time limit receive the same credit.



Upcoming Club Rides (for brevets, see page 2)

Date	Start	Description	Miles	Starter
Saturday 7/1*	Rooney Rd.	Rooney Road-Echo Lake	41/92	Rick Melick (303-730-7322)
Sunday 7/2*	Aurora	Aurora-Roggen Century	68/111	Beth Long (303-627-4970)
Saturday 7/8	Lyons	Lyons-Trail Ridge Road Century	47/110	Volunteer Needed
Sunday 7/9*	Boulder	Boulder-Hygiene-Berthoud Loop	48/70	Dan Shields (720-989-4583)
Saturday 7/15	Exit 255	Exit 255-Rist Canyon Loop	57/83	Volunteer Needed
Sunday 7/16*	Rooney Road	Rooney Road-Evergreen Conifer Loop	62	Rick Melick (303-730-7322)
Saturday 7/22	Idaho Spgs.	Mt. Evans Ride	44/72	Rick Melick (303-730-7322)
Sunday 7/23*	Northglenn	Northglenn-Keensburg Century	69/106	Dan Shields (720-989-4583)
Saturday 7/29	Pine Junction	Pine Junction-Deckers-Woodland Park	50/96	Rick Melick (303-730-7322)
Sunday 7/30*	Northglenn	Northglenn-Hudson-Figure 8 + Kennsburg	44/74	Dan Shields (720-989-4583)
Saturday 8/5*	Littleton	Littleton-High Drive-Conifer Loop	62	Rick Melick (303-730-7322)
Sunday 8/6	Aurora	Aurora-Strasburg-88th Avenue	46/73	Beth Long (303-627-4970)

Rides start at 7:45 with the exception of the Mt. Evans ride which starts at 7:15 and the Pine Junction ride which starts at 8:15.

*indicates rides where one or more RMCC veteran members will make a special effort to accompany newcomers and members developing their skills.

Location Key:

Boulder	The far west lot at the East Boulder Community Center on 55 th Street near the US-36/Table Mesa exit
Northglenn	The Wagon Road Park & Ride at 120 th and Huron (just west of I-25)
Littleton	The northwest corner of the Park-n-Ride at the northwest corner of Santa Fe & Mineral
Exit 255	The parking lot at the southwest corner of the I-25/Exit 255 interchange about 46 miles north of Denver
Rooney Road	The Green Mountain trailhead parking on the east side of Rooney Road between Colfax and Morrison Rd.
Lyons	The Park-n-Ride at the corner of 4 th and Broadway in Lyons
Aurora	The NW corner of the Wal*Mart parking lot at the northwest corner of the I-70/Tower Road interchange.
Idaho Springs	The lot across the street from the Forest Service office just south of the I-70/Hwy. 103 interchange
Pine Junction	The parking lot on the NE corner of the US 285/Hwy 126 intersection, 30 miles southwest of Denver

Ride Starters:

As you may have noticed, we have gotten to that point of the year when it starts getting a little more challenging to find ride starters. Please check out the website for rides which you plan to do that need starters. Starting a ride is pretty easy, but it can get old if the same people have to do it every week. Thanks!

A Note on the Mt. Evans ride:

If you have not done the Mt. Evans ride before, please practice good mountain sense. Plan for temperatures in the upper 30s up top. In other words, you should bring your jacket, leg warmers, long fingered gloves, and the like.

Weekly Rides:

--Tuesday Night Hillclimb. Departs from the Golden start location at 6:00PM and climbs Lookout Mountain. Contact Sargent McDonald (303-906-5370), Chris Skinner (303-594-5127), or Mark Michel (303-738-1958).

--Wednesday Night Handlebar & Grill ride. Departs from the South High School Parking lot at 5:30PM. This is a social ride that does laps around Washington Park. Meet at the Handlebar & Grill after the ride. Contact Rick Melick (303-730-7322)

--Thursday Night Erie rides. Departs from Meadow Sweet Park in Erie at 6:00PM. Rides are about 30 miles. Contact Mike Prendergast (303-344-6326).

Want Ads

For Sale: Selle Italia SLR saddle, 135g, 50 miles; Two Michelin Pro Race tires in black, 700x23, new in the box; Record Crank 172.5, 2005; Record Front Derailleur, clamp style, 2005.

Make a reasonable offer by calling Keith at 303.664.4929 (office) or 303.252.7126 (home).

Rocky Mountain Cycling Club
P.O. Box 201
Wheat Ridge, CO 80034



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approached me and the bike bridged us again. He told us about his cross country tour 20 years ago and how he might just do it again.

Thirty minutes later my stoker prodded me to get going again. Countless hills later we stopped for lunch at Bodega Bay and ate on the stoop with other cyclists out for a glorious day of riding on the coastal highway.

All of this without a map and with just a general direction—south along the coast. I soon see directional arrows on the pavement in multiple colors, faded, but still there and only recognizable to cyclists. So this must be the way. Great road, no traffic.

Great road, steep damn hills. That's one of the hard things about the tandem. Hills. No more weight than two single bikes but they just don't go uphill like a single bike. The physics just don't make any sense to me! We're beginning to stand better but just not as relaxed. There just seems to be so much energy put into these hills. We're going through cattle ranches with eucalyptus trees on both sides. It's called Valley Ford road and is a fun ride.

Soon we are through Tomales and racing down the shoreline of the bay with the oysters and boats on our right. With the tail wind and the flats we are doing a comfortable pace in the high twenties. Having good conversations with the houses on the bays and the kite flyer having numerous kites in the air. Life is good here. We stop in Point Reyes Station for craft bread and cheeses. Talk to a guy renting bikes for the tourists and find out about the peninsula to the lighthouse.

Feeling real strong and with the round trip of only 40 miles, we take off along Sir Francis Drake highway. I am soon cleansed of the notion that this would be a flat ride as the rollers have intensified! The wind is gusting 30-40 mph off the Pacific from the NW. There aren't any other bikes out here. I'm sometimes a little stubborn and my stoker doesn't take anything away from that.

Doggedly we continue with the crosswinds and rollers. Past the organic dairies and the World War II antennae farm. Past the National seashores. And in the distance through the haze I can see the Lighthouse. Or so I thought. What I don't see are the continuance of the rollers. We finally see a sign "Pt. Reyes Lighthouse 5 mi." Hell, five miles is nothing—we're brevet riders! Two miles later we are facing a steep wall of asphalt that continues into the horizon. Both of us are spent so we lay down on the side of the road to get out of the wind as much as needing a break and take in some GU and water.

Five minutes later we are rejuvenated and I am appreciating the gear range of the DaVinci. Two miles later I am finally able to shift up only to then have more rollers but none as steep as that one. We arrive to the stares of the tourists and enjoy the view of the Pacific from the top but the actual lighthouse is 400 feet down the stairs and is closed at 4 PM. So we rest, eat, and hydrate. Back the same way with the cross winds. At least I know what lays ahead—more rollers. Beth gives me a pat on the butt, is it a pat or a caress I haven't figured that out yet but it seems like an implied approval and it always lifts my spirits. I am feeling a little stronger so I pick up my output.