

Heart-to-Heart



Fireworks of Fall - Upper Hudson River Tour

Dates: Orientation meeting Sunday September 25, 2016.

Riding: Monday September 26 – Saturday October 1 with departures Sunday, October 2

Leaders: Jim Bethell and Janet Reilly, SAGs: Rich and Polly Crocker

Miles: Approximately 400 miles

Rating: Intermediate – 60 to 70 miles per day averaging 2500 – 3500 ft. of climbing

Riders: 28

Price: Total: \$1,260 (double occupancy). \$400 at Registration. Balance due 6/24/16.



Join us for a Semi-Fixed Based tour in Upstate New York starting in Albany where history and scenery intersect. The area from Albany north has been a hub of industry, innovation and trade for 400 years. From the Dutch trading post Fort Nassau built in 1614 to the on-going expansion projects at the Nanotechnology Polytechnic Institute and the Global Foundries Chip Plant.

For more information please contact Jim Bethell or Janet Reilly at 518-446-1766 or email to bethell.jim@verizon.net

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Notes from the Board

The first 2016 HeartCycle tour "In Search of Texas Bluebonnets" has been completed (there is be an article and photos in the May newsletter) but there are tours nearly every month through early October. There are still openings on many of the 2016 tours, check out the website tour schedule for details. Please submit articles on tours (with photos) or other biking topics to the Newsletter Editor at newseditor@heartcycle.org

HeartCycle has a new Board Member: Pat Van Deman. Pat's responsibilities will include planning the Annual Luncheon and arranging for the tour souvenirs. Welcome to HeartCycle Board Pat!

Cycling Mirror — To Use or Not to Use

The cycling mirror may not be such an exciting subject. They often bring to mind the image of an older rider with a reflective vest, helmet pushed far back on his or her head, with a mirror poking out from one side. But cycling mirrors are a proven safety enhancement that can make cycling safer for everyone.



The Cycling Mirror

Most cars come standard with three rear-view mirrors but bicycles are sold without any at all. You wouldn't dream of driving a car without mirrors.

Unfortunately, the use of mirrors has remained firmly in the realm of the cycling nerd. A cycling mirror has the unfortunate reputation of being clumsy, awkward, and often something that just gets in your way. But it shouldn't be that way and here's why.

The Over-The-Shoulder Check

When you glance over your shoulder for a quick traffic check, you tend veer a bit to the side — it's almost unavoidable. It can be dangerous. It's a normal tendency, you steer where you are looking. It can and does lead you into the path of traffic. A mirror helps to prevent you from veering off your line and straying into traffic. A quick glance in a cycling mirror and you can make sure the coast is clear and then make your move. The inexpensive mirror can keep you out of harm's way.

Car Back

A cycling mirror not only lets you see what the cars behind you are doing (when used correctly) but also can enable you to influence how traffic passes you.

Cars From Nowhere

Cars appear from anywhere as if by magic, especially the newer, silent hybrid and electric cars, and they're on the quiet streets in your neighborhood. Dogs and kids jump out, doors open suddenly. A cycling mirror might not keep you from crashing but it might stop you from swerving into traffic with a quick glance when you don't have time to look over your shoulder.

One Scenario

Cyclists tend to monitor traffic coming up from behind by the sound of an engine and wheels on the road. Mirrors enable you to detect traffic much farther away and it gives you the opportunity to stake your place on the road so that an upcoming car can see you. Staking your place on the highway makes cars slow and not try to squeeze past you, blasting between you and the yellow line. When the driver is faced with either running you down or swerving into the other lane, most drivers wake up a bit, start paying more attention to the situation, and prepare themselves to make a clean pass around you.

Move Over

As you watch the car (in your cycling mirror) approach to make a clean pass (or not), you can move over a bit. The driver wasn't expecting you to do this and it gives you both an extra margin of safety and comfort. Of course, a mirror can also inform you when a pass isn't going so well and then you might actually need to bail off the road completely.

Types of Cycling Mirrors

Three types of cycling mirrors typify what's out there: Handlebar mirrors, helmet mirrors, and glasses mirrors. Here are a few advantages and disadvantages.

Handlebar Mirrors or Bar End Mount

Pros:

- Don't give you migraines like glasses or helmet mirrors because they are easier to use for most riders.
- Heavier-duty than helmet or glasses mirrors; better longevity.
- Can be bigger for more easy viewing.

Cons:

- Easily knocked off your bike or out of adjustment.
- Can make your bike wider when you need to squeeze through tight places (only models that extend outward though)
- Require you to look further away from the road in front of you than helmet and glasses mirrors do.
- What you see behind you depends on which direction your handlebars are pointed. Helmet and glasses mirrors allow you to turn your head and look almost anywhere
- Under-the-bars models can require you to move your arm to see.

Bar end or handlebar mounted mirrors are available for any bike in different configurations. Serious roadies might prefer streamlined versions.

Helmet Mirrors

Pros:

- Allows you to see behind you and at 360 degrees no matter where you turn your head — unlike handlebar mirrors that look only behind the bike.
- Lightweight and versatile.
- Affordable.
- Easy to mount and tucks away in your gear.

Cons:

- Attached with an adhesive that wears out and can come loose.
- Can bend and crack at the stem.
- The mirror sometimes attaches to the stem with a ball-and-socket joint that readily breaks. The joint wears out, and the mirror flops around.
- You can't stuff your helmet into a bag or toss it onto a chair or you'll break the mirror off.

Plenty of helmet mirror configurations. Some types minimalistic, some moderate in size.

Glasses (Eyewear) Mirrors

Pros:

- Attaches and detaches easily and can be adjusted if you knock it out of whack.
- Gives you a good excuse to wear glasses even if you don't normally. This helps keep dust, bugs, and debris out of your eyes, and helps prevent UV damage to your eyes, if you choose to use sunglasses.
- Some models also mount to your helmet visor.

Cons:

- Can give you migraine headaches from looking at them at an odd angle. Some cyclists find them hard to use.
- Flimsy, easy to knock out of position.

Eyewear or glasses mirrors are typically the smallest mirrors out there at about 1 1/8-inch in diameter

Convex Versus Super-Convex

Depending on size and how much you pay, different cycling mirror surfaces may also be an option. A **standard convex** allows you a medium-wide field of view and better long distance magnification. It's great for roads in areas with less traffic. **Super-convex** allows for the widest field of vision possible. This type is more appropriate for urban areas with high density traffic. The optics are better, designed to be free of inconsistencies or ripples and they typically have been treated for scratch and shatter resistance.

Colorado Announces Trail Projects

Colorado Governor Hickenlooper announced 16 highest priority trail projects for 2016. The Colorado Department of Natural Resources identified these trail projects in coordination with the Colorado Pedals Project, Great Outdoors Colorado and the public.

“We’ve identified projects that will help us fulfill the vision of Colorado the Beautiful, and create the kinds of connections that link us to the natural splendor that sets our state apart,” Hickenlooper said.

“We need the kind of outdoor access that more easily brings all of us—especially our young people—into the fresh air and away from indoor distractions.”

Also of note, Great Outdoors Colorado is dedicating \$30 million over the next four years to the Connect Initiative and these 16 priority projects are eligible to apply for funding. The projects are:

- Colorado Front Range Trail
- Lower Valley Trail
- Rocky Mountain Greenway
- Colorado Riverfront Trail
- Ring the Peak
- Peaks to Plains Trail
- High Line Canal
- Fremont Pass Trail
- Alpine Loop Backcountry Byway
- Crested Butte to Carbondale Trail
- Eagle Valley Trail
- Palisade Plunge
- Paths to Mesa Verde
- North Elk Creek
- Eldo-Walker Trail Connection
- Arkansas River Stage & Rail Trail



photo: David M. Budd

Colorado HeartCycle 2016 Tours

In Search of Texas Bluebonnets

March 30 - April 6 Status: Complete
 7 days, Int. / Adv. \$1,180.00
 Jim Bethell, jim@bikes5.com (518) 446-1766
 Jay Wuchner, jaywuchner@comcast.net
 (720) 840-6467

Durango Fixed Base Sampler

June 4 - 8 Status: Wait List
 4 days, Int. \$750.00
 Steve Parker, bsparker116@gmail.com
 (970) 382-9551
 Chris Matthews, chriswmattthews@msn.com
 (303) 618-4789

Paso Robles Wine Country

April 23 - 30 Status: Wait List
 7 days, Int. / Adv. \$1,365.00
 Becky Bottino, bbottino7@gmail.net
 (206) 683-9220
 Ken Condray, condray3@gmail.com
 (425) 334-1444

New Mexico - Land of Enchantment

June 11 - 18 Status: Wait List
 7 days, Adv. \$1,330.00
 Rich Loeffler, richardtloeffler@gmail.com
 (303) 981-2963
 Bob Raicer, rjr@raicer.com

The Island of Mallorca, Spain

April 30 - May 14 Status: Wait List
 14 days, Int. / Adv. \$2,400.00
 Rich Crocker, richcrocker@hotmail.com
 (719) 237-3350
 Bob Rowe, browe@comcasst.net
 (303) 910-7230

Re-Living the Pro Challenge

June 25 - 29 Status: Open
 4 days, Int. / Adv. \$565.00
 Diane Short, dianbike@eazy.net
 303-763-9874

Heart of Holland Bike & Barge

May 21 - 31 Status: Open
 10 days, Easy / Int. \$1,940.00
 Joanne Speirs, jcspeirs@aol.com
 (303) 312-7252

Le Monastere - SESSION 1

July 2 - 9 Status: Open
 7 days, Int. / Exp. \$2,350.00
 Bob Rowe, browe@comcasst.net
 (303) 910-7230

Friesland Bike & Barge

June 1 - 11 Status: Open
 10 days, Easy / Int. \$1,940.00
 John Penick, jdpénick@gmail.com
 (203) 232-8946

Le Monastere SESSION 2

July 9 - 16 Status: Open
 9 days, Int. / Exp. \$2,350.00
 Bob Rowe, browe@comcasst.net
 (303) 910-7230

Colorado HeartCycle 2016 Tours

Cowboy Country

July 16 - 23 Status: Open
7 days, Adv \$1,225.00
John Penick, jdpenick@gmail.com
(203) 232-8946
Fred Yu, fredericky@comcast.net
(303) 321-4530

Grand Valley Ramble

September 22 - 25 Status: Open
3 days, Int. / Adv. \$485.00
Joanne Speirs, jcspeirs@aol.com
(303) 312-7252
Doug Moll, doug@aaplus.com
(720) 312-1203

Mothers Daughters Weekend

July 28 - 30 Status: Open
2 days, Easy \$415.00
Julie Lyons, julie@lovesweatandgears.net
Ann Lantz, ann@lovesweatandgears.net

Fireworks of Fall, Upper Hudson River

Sept. 26 - Oct. 2 Status: Open
8 days, Int. \$1,260.00
Jim Bethell, jim@bikes5.com (518)
446-1766
Janet Reilly, janet@bikes5.com

Coast to Coast, The Northern Tier: Year 1

September 10 - 23 Status: Wait List
13 days, Int. / Adv. \$2,490.00
Steve Parker, bsparker116@gmail.com
(970) 382-9551
Chris Matthews, chriswmattthews@msn.com
(303) 618-4789