

Heart-to-Heart



Holland Bike & Barge Tours

Tour 1: Heart of Holland – May 21–31, 2016 and

Tour 2: Friesland – June 1–11, 2016

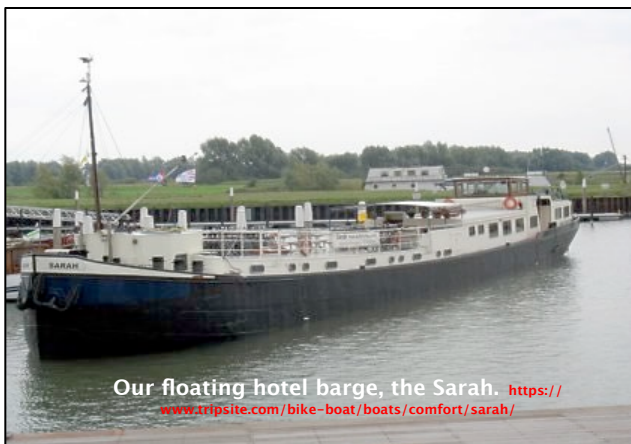
Ride Leaders: Ralph & Carol Nussbaum

Tour cost: Under \$2,000
(transportation to and from
Amsterdam not included)

**Registration opens in late August,
2015**

Next summer (2016) HeartCycle will again be running two Bike and Barge Tours in Holland. Ralph & Carol

Nussbaum will be leading one tour May 21 – May 31, 2016 to be followed immediately by a second tour June 1–11, 2016. It may be worth pointing out that Ralph and Carol both speak Dutch. Ralph grew up in Amsterdam and Carol has learned the language from all of his family. Francien will be our Dutch guide. She has picked some of the prettiest areas in Holland with outstanding sightseeing and cycling opportunities. These tours are limited to only 18 participants (plus Ralph & Carol), as that is all the Sarah, our floating barge hotel will hold. We will be fed three meals each day on board the Sarah (<https://www.tripsite.com/bike-boat/boats/comfort/sarah/#&gid=1&pid=1>). (Actually we will pack lunch each morning so we can eat it as we cycle through the beautiful Dutch countryside.) Dinners are always very special, highlighting fresh vegetables and fruits purchased daily by our gourmet cook. All the cabins have two twin beds and they are not **bunk** beds! Please do be aware that the rooms are not air conditioned but that really shouldn't be an issue in Holland in June where the average temperature is a high of 68 °F and a low of 50 °F.



Our floating hotel barge, the Sarah. <https://www.tripsite.com/bike-boat/boats/comfort/sarah/>

Each of us will have the free use of a high end 21-speed hybrid bike equipped with a lock and nice pannier, so there is no need to bring your bike with you. (All you will need is your helmet!) We plan on riding 35 to 45 miles per day on mostly flat roads or the best bike paths in the world. This tour is intended for the intermediate rider, comfortable on a bicycle saddle for 4–5 hours at a time. Holland is very flat so hills won't be an issue but there is always the possibility of a headwind and rain is always a consideration any time of year.

Note: The entrance fees for all of the museums listed on our two tours are covered as part of your registration.

BRIEF TOUR DESCRIPTIONS:

Tour 1 – Heart of Holland will start and end in Amsterdam. Our first day will include a gorgeous ride along the Vecht to Vianen near Utrecht. Next day we ride from Vianen to Tiel along the Linge Route full of farms with berries and cherries and wonderful cafes. Then on to the old city of Nijmegen along a lovely route part way on old dikes and along with a visit to the Wooden Shoemaker and to the bicycle museum in Nijmegen. The Sarah will spend a rest day in Nijmegen giving you the opportunity to either just explore that very old city first founded by the Romans or ride your bikes to Kleve, Germany a beautiful medieval town. Wednesday– you cycle to and through the National Park–Hoge Veluwe and visit the Kroller/Muller Museum. From there it's on to the beautiful old town of Deventer with a stop at Het Loo Palace– one of the most beautiful in the Netherlands. From Deventer we move on to Kampen via Zwolle. We will be cycling in the historic region of the Overijssel formerly a major shipping area along the Zuiderzee for trade with the Baltic countries. All the towns are rich in history and beautiful architecture from the 1400's and later. On our way to Spakenburg we have one of our most scenic cycling days with little towns and beautiful countryside. We will pass through the Veluwe region with its lovely forests on our way back to Amsterdam. On the way you stop in Nunspeet which is famous for its monuments – one called the Hidden Village is famous for hiding Jews during WW II. We will spend part of our last day cycling in Amsterdam, one of the world's most bike friendly cities. Our last night of the tour will be in Amsterdam aboard the Sarah.

Tour 2 – Friesland will start and end in Amsterdam as well. Our first day will include a visit to Marken and Monnickendam on our way to Hoorn and Enkhuizen. We will then cross the IJsselmeer (IJssel Lake) formed in 1932 when a nearly 20-mile long dam closed off the Zuiderzee (South Sea) from the North Sea. Now we'll be in Friesland a beautiful agricultural province in The Netherlands and a bit off the beaten tourist path. We'll pass through Staavoren and Harlingen before taking a day to explore one of the barrier islands in the North Sea, Terschelling. As we ride to the capital of Friesland, Leeuwarden we will pass by some of the 195 windmills still found in that province. The Netherlands also has several national parks and we'll be riding through Park De Alde Faenen and Weerribben on our way the village of Giethorn, known as the "Dutch Venice". We conclude tour riding along the southern edge of the IJsselmeer stopping in the picturesque towns of Huizen, Naarden on our way back into Amsterdam. As in Tour 1, we will spend part of our last day cycling in Amsterdam, one of the world's most bike friendly cities. Our last night of the tour will be in Amsterdam aboard the Sarah.

Watch for an announcement soon from our registrar letting you know when the two tours will open for registration (hoping for late August). **You don't want to miss the opportunity to join us!**

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The Innovation That Started the Modern Era

Those motorists who curse every passing bicyclist might be surprised to learn that the Nation's modern road network began as a product of the bicycle craze of the 1880s and 1890s.

The "ordinary" (the bicycle with the big front wheel) may seem primitive to 21st-century eyes, but it created a craze that swept the Nation and the world. When the "safety" became available with equal-size wheels, the revolution seemed to contemporary observers to be permanent.

Unfortunately, the country roads that bicyclists wanted to ride on had not seen an innovation in decades. The League of American Wheelmen, bicycle makers such as Colonel Albert Pope, and league advocate General Roy Stone urged Congress to help improve rural roads, which were "hardly jackassable," to employ a cliché of the times.

In 1893, as the prognosticators longed for a genius, Congress was willing to invest only \$10,000 in the Nation's roads. The appropriation was not for construction, but for a Department of Agriculture inquiry into systems of road management, the best methods of roadmaking, and the dissemination of information.

Secretary of Agriculture J. Sterling Morton selected General Stone to head the Office of Road Inquiry. With the congressional pittance in hand for anything but roadbuilding, he described the little agency's role: "It simply furnishes a rallying point for the friends of the reform and a signal tower from which its progress can be watched and reported day by day."



The bicycle is so much a part of the world today that it is easy to forget that it was once innovative. Bicyclists, such as this group of Missourians, launched the Good Roads movement. Most of these riders were still using the "ordinary" (big front wheel), but the riders on the left are perched on "safety" bicycles (equal-size wheels).

Central Oregon High Desert Tour

By Barry Hannigan
Lewisburg, PA

There are only a few places in the United States that offer the strange combination of flat plains that rise sharply to high mountain peaks. The Colorado front range, the Wasatch in Utah, and the Cascades in Oregon near the towns of Bend and Sisters are prime examples of this geography.

The Central Oregon High Desert Tour began from the Sunriver Resort, a spectacular destination near Bend with every amenity for the visitor. If you haven't been to Sunriver, it is difficult to imagine the scale of the place and the beauty of the surroundings. Occupancy can reach 20,000 people at the peak of summer. There are 40 miles of bicycle and pedestrian walkways, three swimming pools, hot tubs, restaurants, etc. The luxurious Heartcycle rooms had spacious decks that overlook the golf course.



Each day of the tour included something special. For example, the first sag stop was at one of the Oregon trout hatcheries on Fall River. Riders were able to watch the hundreds of rainbow trout in the races and enjoy the extraordinarily clear stream lined with wildflowers such as bog orchids and elephant heads.

The mountain scenery of the Central Oregon tour was spectacular. Highlights included a circle around Mt. Bachelor on the Cascade Lakes Highway, with views of Elk, Devil's and Sparks Lakes to the right. High above one could see the massif of the peak, and, to the north, the snow-capped bulk of South Sisters Peak.



All together, these attractions were magical enough to almost make you ride off the road! The roadsides were lined with blue carpets of penstemon and lupine that contrasted strikingly with the red volcanic dirt.

On the rest-day, some riders went to the Newberry National Volcanic Monument and rode to Paulina and East Lakes at the end of the paved road. Others toured by car, and took the rough four miles of washboard to the very top of the peak, for an outstanding 360-degree view that is touted as one of the finest in the entire state of Oregon. The intrepid Bob Rowe managed to survive the ride to the top on his road bike, a 1700-ft. climb on gravel in the four miles. If you come, the park has numerous volcanic features that are well worth a visit.



The tour transferred from Sunriver to the town of Sisters at the halfway point. The ride included a lovely descent on the Cascade Highway and spectacular views of the Three Sisters, Broken Top, Washington and Hamilton Peaks.

How many tours give you a chance to get a nose-kiss from an alpaca? On a long stretch of road owned privately, the tour directors managed to find an alpaca farm for a sag stop, allowing the riders to enjoy the weird shape of the newly shorn animals.



The same day offered vistas of the internationally famous rock formations of Smith Rock State Park. Smith Rock is renowned for world-class rock climbing, but the scenery isn't too bad, either.

Somehow you don't expect that most of Oregon will be made from lava. As you ride through the countryside, though, you can't help but notice the unmistakable forms of spatter cones, basalt deposits, and outcroppings eroding in small crystals of extremely tough gravel and sand. You can see jagged, dark red/brown edges of the eroding flows in many places, including stream beds, and, looming over all, the craters and volcanic peaks. In a few places, even the fertile Oregon climate has failed to gain a foothold on the barren flows.

McKenzie Pass, (5325 ft.), the "peak" experience of the tour, was a case in point. After miles of beautiful forest, the riders broke into the clear at Windy Point, overlooking a vast lava lake. Almost the entire top of the pass was lava, frozen in grotesque forms that gave glimpses of deep clefts in the rock as you rode by.



The preparation and leadership of Ann Werner and Rich Crocker, the tour leaders, were absolutely first-rate! And the ride was sagged by the wonderful duo of Gail Buckley and Polly Page. They provided support, excellent food, and kept track of the riders in a most thoughtful and careful way.

It was a wonderful tour! Sign up if you see it again!



HeartCycle Mis-Adventures

By Ron Barton

The Great Rivers II: Springtime On The Rivers tour was a great tour with great weather except for some head winds. This year the tour started outside Nashville, TN and ended in Moline, IL. At the end of the tour we enjoyed a great group dinner at the Bare Bones BBQ that had great ribs and world's best twice baked potato. After that, things went downhill, and not in the good way bikers usually enjoy.

Seven riders from the Colorado paid premium prices for a non-stop flight from Moline to Denver. We spent a night at a motel within walking distance of the Airport and after having a nice quiet morning just lounging around at the motel we departed for the airport to catch our flight. Geni Miller sent her luggage home with her husband Steve Parker on the sag trucks. Moline has a small airport so we estimated it would take about 35 minutes to walk from the motel to the airport, check our bags, and get to the gate. We boarded the commuter plane on time (1:30 p.m.) and then sat on the plane for at least a half hour before the pilot announced that we would have to deplane because there was a mechanical problem.



Taking a little stretch break between boardings

Once we deplane the gate agent informed us that a mechanic would have to drive 90 minutes from Chicago to fix this mechanical problem. About 2 hours later the gate agent informed us that the part that the mechanic needed to fix the aircraft would have to be flown in from Chicago and would arrive at 5:19 that evening. Our new departure time was 6:00 p.m.

At around 5:00 the gate agent informed us that the flight crew had timed out and would not be able to fly again until the next morning! Our new departure time would be at 6:00 a.m. United Airlines was gracious enough to give us dinner vouchers and put us up at the Holiday Inn that was walking distance of the airport. Unfortunately, no one in Moline would accept the food vouchers except for the vendors at the airport which had closed at 4:00. Remember Geni had sent all of her cloths home with the sag truck so she was stuck in Moline without any change in cloths!

By this time everyone was pretty stressed out, so after getting checked into the hotel we agreed to meet at Montana Jacks for dinner, and a few beers.



Marooned bikers drown their sorrows at Montana Jack's

After drowning our woes we all returned to the hotel knowing that we would have to be up early to catch the 6 am. flight back to Denver. Fortunately, the hotel had coffee 24/7 so even though we would not get any breakfast we would at least get our morning coffee. At 5 a.m. Nate and I decided to walk to the airport for some morning exercise but when we arrived at the airport we discovered that the flight had been already delayed for 30 minutes so we had plenty of time to get our luggage checked, and get through security.

At 6:20 we boarded plane and left the gate on time but sat on the tarmac for 30 minutes before the pilot announced that the mechanic had not fixed the problem with the plane, and that we would be going back to the gate and deplane a second time.

At first, our new departure time was 10 a.m. but then we were informed that the mechanic would have to drive 3-1/2 hours from Milwaukee and departure time was 3:00 p.m. Deb, Pat, and Geni changed their flights to go through Chicago and get to Denver at around 3:45 p.m. Jim and Eileen Ross along with Nate Dick and myself decided to stick it out. Since it was still early in the morning we all decided to walk back to the hotel, and have the breakfast that came with our rooms. The hotel they told us that our rooms had not been cleaned yet so we got our rooms back to catch up on our sleep or to just lounge around. Eileen took advantage of the pool, and the sauna, while Jim took advantage of the exercise facility.

At 11:30 Nate and I headed back to the airport to get some vouchers for lunch before our flight departed. After lunch we went through security for the 3rd time as we wandered to our gate to catch our flight. At 2:30 the gate agent informed us that the crew had spent the whole day at the airport and had once again timed out. The flight was rescheduled for Monday afternoon. This created a mob scene at the ticket counter of passengers that were looking for alternative flights to Denver. Jim and Eileen Ross got the last 2 tickets to Detroit that would not leave until Moline at 5 p.m. and arrive at Denver by 9:30 so they could catch a commuter flight back to Grand Junction.

Nate and I spent the next hour with customer service trying to find out what our options would be to get back to Denver. One of our options was to catch a flight to Chicago that would depart a little after 9 p.m. getting us to Chicago around 10 p.m. where we would spend the night before catching a flight at 7:30 a.m. but Nate had an appointment with his physical therapist at 9:30 a.m. so that wouldn't work. The next option was to rent a car, drive to Cedar Rapids, Iowa to catch a flight from there to Denver that was scheduled to depart at 6:03 p.m., but to rent a car from Hertz would cost \$277 for a one way rental. The next option was for us to hitch hike a ride to Cedar Rapids. That turned out to actually be the best option that we had to work with!

As Nate was waiting to book our new flight to Chicago he overheard someone say that they had to get their son to Houston for work the next morning. The agent told them that they could drive to Cedar Rapids, and catch the same flight that Nate and I wanted to catch. After some negotiations, they agreed to give us a ride to Cedar Rapids. Nate canceled our flight to Chicago, and book us on the flight from Cedar Rapids.

The drive to Cedar Rapids took 90 minutes including stopping at a truck stop to gas up the vehicle, and take care of any other last minute details. Then we got a call from Jim Ross to inform us that he had Nate's backpack which he had left at the airport in Moline. Jim offered to bring it back to Colorado with him. The problem was the charger for Nate's phone was in that backpack, and his battery was almost dead. When we arrived at the airport in Cedar Rapids we were informed that the flight was delayed due of weather. Nate figured that we would still have plenty of time to catch the 9:20 Sky Ride to Boulder where his wife would

drive down from Estes Park to pick him up. Nate was able to borrow a charger from the pilot for our flight to get his phone at least partially charged. Our 6:00 p.m. flight finally departed at 7:15 and we were at the gate in Denver at 8:40. This should have given us plenty of time to get to luggage claim to pick up our luggage before the 9:20 Sky Ride was to depart. My bag finally came but Nate's had not arrived yet... Nate's luggage was caught with other luggage on the conveyer belt. One of the airport employees along with Nate crawled into the shaft to loosen the luggage, and he still made it to the Sky Ride before it departed.

The best part about this whole experience was that we were HeartCycle members stuck together during this whole event. We were there to keep each other company, and to make the best of the situation. HeartCycle is the best cycling club in the world – we have fun no matter what we have to go through because we are one big family! Nate made it to his PT appointment on Monday morning. The therapist told him to keep on icing his ankle, take lots of Ibuprofen, and not to ride his bike until the swelling has gone away.

Now we are all ready for our next HeartCycle adventure... I think?

Colorado HeartCycle 2015 Tours

Southern Arizona Spring Training

March 15 - 22 Status: Complete
 7 days, Int. \$1,060.00
 Rich Crocker, richcrocker@hotmail.com
 (719) 237-3350
 David Durst, dursteam@gmail.com

Fabulous FootHILLS of Colorado

May 9 - 16 Status: Cancelled
 7 days, Int. + \$950.00
 Diane Short, dianbike@eazy.net
 303-763-9874

Discover San Diego

March 21 - 28 Status: Complete
 7 days, Int. \$980.00
 Becky Bottino, bbottino7@gmail.net
 (206) 683-9220
 Ken Condray, condray3@gmail.com
 (425) 334-1444

Springtime in California Sonoma and Napa

May 15 - 23 Status: Complete
 8 days, Adv. / Exp. \$1,675.00
 Alan Scott, ascott999@comcast.net
 (720) 840-6630
 Bob Rowe, browe@comcasst.net
 (303) 910-7230

Colonial Virginia

April 3 - 12 Status: Complete
 9 days, Int. / Adv. \$1,695.00
 Ralph & Carol Nussbaum,
renussbaum@outlook.com (206) 713-9417

Eastern Washington 4 day tour

May 28 - June 1 Status: Complete
 4 days, Int. / Adv. \$460.00
 Ralph Nussbaum,
renussbaum@outlook.com
 (206) 713-9417
 Pam Austin, freeandflying@live.com
 (206) 525-1020

Great Rivers II: Springtime on the Rivers

April 25 - May 9 Status: Complete
 14 days, Int. / Adv. \$2,060.00
 Steve Parker, bsparker116@gmail.com
 (970) 382-9551
 Chris Matthews, chriswmattthews@msn.com
 (303) 618-4789

San Juan Mountains

June 19 - 28 Status: Complete
 9 days, Adv. / Exp. \$1,345.00
 Tom Groves, u4eahnrg@aol.com
 Peter Podore, ppodore@gmail.com

Omak 4 Day Fixed Base

May 7 - 11 Status: Complete
 4 days, Int. / Adv. \$460.00
 Ralph & Carol Nussbaum,
renussbaum@outlook.com (206) 713-9417

Central Oregon High Desert

June 21 - June 28 Status: Complete
 7 days, Int. / Adv. \$1,495.00
 Ann Werner, acwerner@comcast.com
 Rich Crocker, richcrocker@hotmail.com
 (719) 237-3350

Colorado HeartCycle 2015 Tours

British Columbia Coast

July 4 - July 12 Status: Complete
 8 days, Adv. / Exp. \$1,600.00
 Dean Karlen, dean@karlen.email
 (250) 595-1371
 Bob Rowe, browe49@comcast.net
 (303) 910-7230

The Idaho Panhandle

August 15 - 22 Status: Wait List
 7 days, Int. / Adv. \$1,420.00
 Chris Matthews, chriswmattthews@msn.com
 (303) 618-4789
 Richard Loeffler,
RichardTLoeffler@gmail.com
 (303) 981-2963

Washington British Columbia Loop

July 17 - 26 Status: Complete
 9 days, Int. / Adv. \$1,325.00
 Ralph Nussbaum, RENussbaum@outlook.com
 (206) 783-6450
 Mike Parent, mrparent@arifleet.ca

Danube River Passau to Vienna

September 5 - 13 Status: 1 Female
 8 days, Easy \$1,465.00
 Jay Wuchner, jaywuchner@comcast.net
 (720) 840-6467
 Deb Wuchner, debwuchner@comcast.net
 (303) 792-2111

Upper Hudson River Ramble

July 18 - July 26 Status: Cancelled
 8 days, Int. \$1,420.00
 Jim Bethell, jim@bikes5.com (518) 446-1766
 Janet Reilly, janet@bikes5.com

Black Hills of South Dakota

September 7 - 11 Status: Wait List
 4 days, Int. / Adv. \$665.00
 Barry & Judy Siel, bjsiel@msn.com
 (303) 470-8431

San Juan Islands

August 1 - 9 Status: Wait List
 8 days, Int. \$1425.00
 Ken Condray, condray3@gmail.com
 (425) 334-1444
 Becky Bottino, bbottino7@gmail.net
 (206) 683-9220

South Oregon and Crater Lake

Sept. 11 - 19 Status: Wait List
 8 days, Adv. \$1,470.00
 Ralph & Carol Nussbaum,
renussbaum@outlook.com (206) 713-9417

Mothers, Daughters, Sisters with LSG

August 6 - 8 Status: Wait List
 2 days, Easy \$390.00
 Julie Lyons, julie@lovesweatandgears.net
 Ann Lantz, ann@lovesweatandgears.net

South Utah National Parks

September 23 - October 4 Status: 1 Female
 11 days, Int. / Adv. \$1,590.00
 Ralph Nussbaum, renussbaum@outlook.com
 (206) 783-6450
 John Penick, jdenick@gmail.com