

Heart-to-Heart



5 TIPS TO AVOID GETTING DROPPED

1. Get in the draft - Learn to draft off other riders and be comfortable riding in close proximity to others. If you draft behind another rider who is cutting into the wind you gain an advantage. Up to 40% less energy can be used in the draft when a group of people are riding together. To be the most effective when drafting, a cyclist needs to be as close as possible to the bicycle in front of them. The shorter the distance the larger the decrease in wind resistance. This means, if you stay tucked nicely in the group of riders, you will save energy, and thus, have more energy available for uphill or fast sections, and have less of a chance of getting dropped.

2. A little bit now or a lot later - If a gap does open, close it quickly. A little bit now or a lot later means you can suffer a little bit now and close the gap, or you can suffer a lot later when you are all on your own and chasing the group. If a gap does open, do not panic but be decisive and quick in your response to close a gap. Why waste 1-2 (or more) minutes chasing the group, when you could have dug a little deeper and closed it in 3 seconds and then be back with the group and recovering in the draft?

3. Be aware of terrain changes and wind conditions - Every time a group ride comes to a hill, the riders surge and the pace picks up. If you pay attention and see the hill coming, you can be ready to shift, stand up, and follow the pace of the group. If you are not aware and did not see the hill coming then you are caught reacting to the group and you are already a step behind, slowing down, and struggling to keep up. Be aware of your surroundings and be prepared to act on what is going to happen- be proactive. If the group is riding in a tail wind and then makes a left hand turn, there will be a cross wind. Plan ahead (before the turn) to be on the side out of the wind when the group exits the turn.

4. Spin, high cadence pedaling - Make sure you are spinning the easiest gear possible (for you) in a group. Be aware of the other riders' leg speed and cadence and make sure you are pedaling at least at the same cadence or hopefully slightly faster. Spinning at a higher cadence allows you to react quicker to pace and terrain changes than one that is mashing a bigger gear. You can always switch to a bigger gear later on in the ride- as you get tired or have to close/create a gap- but it is very hard to go the opposite way- to go from mashing to spinning without losing power.

5. Suffer, HTFU, and never give up - The best advice I have ever gotten about bike racing was this- 'whatever you do, do not let go of that wheel. The pace will slow down and it won't go this fast forever.' Bike racing and hard group rides involve suffering. Our hearts beat fast, our legs hurt, it's hard to breath, but if you can dig deep and push yourself to stay on the wheel (in the draft), the pace will slow and you will still have contact with the group. If you give up too quickly, you are forced to ride on your own and will never know your limit or how much you can really suffer to stay with the group. Do whatever you can to stay with the group- shift gears, stand up, sprint, grunt, cry, vomit—whatever it takes.

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Notes from the Editor

Looking for an exciting bicycle tour for this summer? There are a number of great HeartCycle tours that still have several openings including:

Le Monastere - SESSION I

Limoux, France

July 1 - 8

Le Monastere SESSION II

Limoux, France

July 8 - 15

Passes of Summit County

Frisco, CO

July 15 - 22

More information on these and other HeartCycle tours can be found at heartcycle.org or just click on the hyperlink above or at the end of this newsletter for the tour you are interested in.

For sale: Paketa magnesium tandem, 32 lbs., Shimano Ultegra equipped, carbon fork & captain handlebar, avid mechanical disk brake, custom paint, medium size, \$6000.00. For more information contact Barry or Judy Siel at 303 470-8431.



Bay Area Summits, April 21-28, 2017

By Mitchell Bitter

HeartCycle's Bay Area Summits Tour was a sequel to Bob McIntyre's successful Best of the Bay Area trip from two and a half years ago. This time, Bob's co-leader was Bill Buckley, another denizen of the Bay Area with long experience riding in northern California. Bob's wife Leticia and Bill's wife Gail kept us well fed and hydrated on the road

True to its title, the itinerary included the major climbs in the area, including the 2 highest peaks, Mt Hamilton (4200 ft), and Diablo (3850 ft) as well as legendary Mt Tamalpais (2500 ft). Overall the tour included more than 37,000 feet of climbing over 460 miles in 6 days of riding with one off day.

Bob and Bill scheduled the ride in April to show off the verdant landscape which follows the Mediterranean climate's typical seasonal rains. Unfortunately, the rainy season in California was anything but typical. After five years of drought, a continuous "atmospheric river" known as the "pineapple express" carried moist air from Hawaii to California. From October to March, 30.75 inches of rain fell, making it the second wettest season in 122 years of record keeping. The resulting mudslides and washed out roads necessitated multiple rounds of re-scouting and re-routing. Bob and Bill even contemplated canceling the trip altogether. The key road getting us back to Saratoga on the last day of the tour did not even open until the day we had to ride it.



The group with leaders Bob McIntyre (front second from left), Bill Buckley (right) and SAGs Leticia McIntyre (center in red) and Gail Buckley (front, third from right)

Seventeen intrepid riders, mostly from Colorado and Washington State, plus our two leaders, set out on Day-1, probably the toughest day of the tour, pedaling 91 miles and 7300 ft from Saratoga to Livermore via Mt Hamilton. Because the lower section of the Mt Hamilton road was washed out, we were forced to detour up Quimby road, a brutal 4.5 mile stretch with an average grade of 9.6% with pitches of 17%. Bob and Leticia enlisted the help of their daughter Denise and son-in-law Roger to provide much appreciated support on the narrow roads. After cresting Quimby, the rest of the 4300 ft climb to a well deserved snack stop at the Lick Observatory was more manageable, and the day's remaining 3000 ft of climbing was a relative breeze.

The Lick Observatory was founded in 1888 following a gift of \$700,000 from the wealthiest citizen in California at the time. The observatory website considers it the largest gift in the history of science, equivalent to \$1.2 billion in today's dollars.



HeartCycle riders riding SAFELY in a pace line

Day 2: (69 miles, 6226 ft [including a BART ride across the bay!]) featured an ascent of Mt Diablo. Most of the climb was a steady 5-7% with exceptional views of the surrounding lush green hills culminating in a cruel quarter of a mile ramp of 15-17%. After a long sweeping descent, we rode bike paths and city streets to finish at the BART station in Orinda. The night before, tickets were distributed and we were tutored on the intricacies of passing through the station's turnstiles with our bikes. Our leaders thought of everything, even giving us rubber bands to hold our front brake in place so that the bikes did not roll around on the train. After successfully navigating the station and boarding the train, we were whisked beneath the Bay to San Francisco. I'm guessing the addition of a mass transit leg may be a first for a HeartCycle tour. We spent the next 3 nights at a well located hotel just a few blocks from Fisherman's Wharf.



Navigating the Orinda BART station

The next day's itinerary began and ended at our San Francisco hotel and included the Golden Gate Bridge, Marin Headlands, Sausalito, Mt Tamalpais ("Tam"), lunch in Tiburon and back across the bridge to our home base. Things did not go exactly as planned. The rains came, and shortly after we left the hotel I had a mechanical issue. Again, Bob and Bill were ready for all eventualities. They had enlisted a cycling friend and HeartCycle member who lived in the area as additional support. Jerry loaded my bike and drove me across the bridge. Together, warm and dry in his car, we watched the soggy group as they crested the Marin Headlands. Jerry then ferried me to a great bike shop in Marin, only a few blocks from our rest stop for a quick repair. Janet Slate had arranged the rest stop at her brother's company- Wilderness Trails Bikes. WTB was established in 1982, furnishing bike parts to support the flourishing mountain bike community which developed around Mt Tam. They now sell parts all over the world.

After the group warmed up at WTB, we started out for Mt Tam in the rain, but caution prevailed and we decided to forego the climb and head for lunch at Tiburon. By the time we arrived at the lunch spot the rain had stopped. We filled up on Gail and Leticia's tasty spread and headed back across the bridge toward our hotel, dodging amateurs with cameras on rented bikes along the way.



Any Bay Area trip must include a picture with the Golden Gate Bridge in the background. Left to right: Peggy, Becky, Patrick, Dave, Tom, Jeff (the photobomber), Graham, and Steve

The ascent of Mt. Tam was aborted due to inclement weather



On our off time in San Francisco, we availed ourselves of some of the great restaurants and culture in this very beautiful and walkable city. Many of us visited the excellent museums. Others met up with family and friends. Some returned to Mt Tam. Steve Dertinger and I caught a Giants vs Dodgers game at AT&T Park.

That night my weather app forecast only an 11 percent chance of A.M. showers for the second longest day of the tour, San Francisco to Palo Alto (81 miles, 7100 ft). But looking out our hotel window the next morning, the pavement was glistening and passing cars had their wipers on. Donning our rain gear we rode west, past the Golden Gate and south along the coast, wrapped in a cocoon of dense fog and drizzle. Although we were wet, we had appropriate clothing for the conditions, and the support van was always an option. Also, riding along the coast of California differs from the high mountains of Colorado in that temperatures are mild and hypothermia was not a concern. Much of the morning ride was, by necessity, along CA-1. Because of the wet weather, glass on the road adhered to our tires resulting in flats- lots of flats, numbering in double digits. HeartCycle riders were stopped along the shoulder of CA-1, at regular intervals, with bikes strewn on the ground and tires in hand, picking out glass shards in the rain. Robert Weaver lead the way with 4 flats. After exhausting his and his wife Denise's supply of tubes he was forced to retire to the van.

Despite the challenging conditions, we all arrived safely and smiling at the lunch stop. The rain had stopped and Leticia and Gail had pies waiting for us. After lunch we headed east from Pescadero through the redwoods, over the Santa Cruz mountains, climbing Haskins Hill (800 ft, average grade 8%) and Alpine Road (2000 ft, average grade 7%). Bob tells us that the locals refer to this climb as the "one-two punch". After cresting at Skyline, the sun came out for our scenic descent into Palo Alto.



San Francisco to Palo Alto in the rain and fog

Following a group dinner, and a good night's sleep, our 80.3 mile, 5578 ft route to Capitola began with a morning climb through red-wooded Huddart Park and up Kings Mountain Road, cresting again at Skyline. A chilly descent through the dense canopy of redwoods along Tunitas Creek (which we had climbed in 2014) and a sharp right turn onto Lobitos Creek Road, led to a short climb where the vistas abruptly opened. Dense redwood forest gave way to lush rolling hills all the way to the coast.

After a quick rest stop, we rode south on CA-1, propelled by a stiff tail wind, past the Pigeon Point Lighthouse, to our lunch stop at Waddell Creek State Park beach. Lunchtime entertainment consisted of a squadron of kite surfers taking advantage of the gusts to skip back and forth, launching their boards and themselves across the waves with acrobatic precision. We then mounted up and made it to Santa Cruz in no time. At Steamers lane we paused briefly to watch the kite-less surfers, tedious in comparison to the lunchtime arial display, then on to Capitola.



Lunchtime watching the kite-surfers

Sunny Santa Cruz. Left to right Mitchell, Tom, Graham and Steve



The first 18 or so miles on the final day bound for Saratoga (68.7 miles, 5004 ft) were relatively flat, taking us past farms, the air thick with the fragrance of garlic and cilantro. The climb of the day was through Eureka Canyon. It was not until the night before when Bob was given assurances by CalTrans that the Eureka Canyon Road would indeed open the following day that Bob and Bill were confident that they could get us back to Saratoga on our bikes. Although technically open, the Eureka Canyon Road was rough, littered with potholes; washed out sections were delineated by barriers. After lunch we traversed city streets and bike paths to the outskirts of Saratoga and finished the trip, appropriately, with two steep (but short) climbs up Mt Eden and Pierce Roads.

I looked forward to the tour with some trepidation given the mileage, and amount of climbing, especially this early in the season, but the trip was a blast. We had a chance to reconnect with old friends and make new ones. All the riders were strong and got even stronger over the course of the week. As always on HeartCycle trips, a positive attitude prevailed. Despite the challenges of road closures, resulting in cycles of re-scouting, re-routing, re-re-scouting ... the trip went amazingly smoothly. For this we have to thank our leaders and SAGs. Clearly, the trip came off so well due to their tireless efforts, local knowledge, attention to detail, and creativity, to anticipate and overcome the multitude of logistical and personal challenges that this tour presented. Thank you Bob, Bill, Leticia and Gail. We all look forward to coming back to California for another adventure in the Bay Area, but only after you have a nice long hiatus to recover. In the meantime we hope to see you as participants on another HeartCycle tour.



On the road with Rob and Denise Weaver

On the road with Rich and Bob



HEARTCYCLE TOUR IN THE WESTERN COLORADO GEMS

By Anita Herman

The Colorado Western Gems tour was appropriately named. Each and every day we rode scenic roads with beautiful and varied sandstone formations that remain from years past and will be enjoyed for many more. The tour started and finished in Grand Junction, CO.

Day 1 of the tour took us to the Colorado National Monument. We departed Grand Junction via their wonderful bike trails and soon started to climb into the monument. With many pull-outs along the route, everyone enjoyed the beautiful views of the sandstone formations along the route. Some of the “non-flatlanders” took advantage of the good pavement and very light traffic and got in some extra miles and climbing. This was just the beginning of a lot of great scenery and sag support.



Showing off our new HeartCycle Club jerseys at the Red Canyon Overlook in the Colorado National Monument

Day 2 we rode our first section of the Unaweep Canyon Scenic Byway on Highway 141 to the Gateway Canyon Resort. It was so hard to decide which of the lovely sights along the route would be our favorite views. Lunch was at the Driggs Mansion, a partially restored adobe home. A wonderful descent to the Gateway Canyon Resort allowed most of the group to arrive and miss the afternoon thundershowers. Hmmm...the Gateway Canyon Resort is a very special place to spend some time. We had many options upon arrival, lounge in our beautifully appointed rooms, grab a bite to eat in one of the wonderful restaurants on the grounds, find the hot tubs and pools on the property or tour the car museum. The car museum was a favorite stop with a gorgeous collection of automobiles and I'm sure everyone would have liked to drive out with their #1 choice.



Entering the Unaweep Canyon

Gateway Canyon Resort



Day 3 we reluctantly departed our lovely resort but were again treated to beautiful views all along the route. A hanging flume built in the late 1800's was a point of interest along route and several folks even caught glimpse of an automobile still at the bottom of the canyon. The final stretch to Naturita was into a quite strong headwind but the entire group arrived tired but challenged.

Hanging flume above the Delores River



Lunch in Placerville



Day 4 Uncle Reed got us on the road with a hearty country breakfast. We continued through Naturita Canyon, Norwood and along the San Miguel River to Placerville and finally after a challenging climb... to Telluride. Again, the majority of the group beat the afternoon thunder showers and we relaxed on the back deck of the Mountainside Lodge overlooking the river. The rains stopped in time for everyone to find a perfect dinner spot.

Day 5 was a rest day for most with lots of time to explore Telluride and Mountain Village. Some did ride their bikes up to Lizard Head Pass to check off another pass on the bucket list. Others took gondola rides up to Mountain Village and played checkers and corn hole toss. There were plenty of shops, eateries and gorgeous views to enjoy on the rest day for many. An episode of "Top Chef" was being filmed on Colorado Avenue so much of the street was lined with locals and visitors to catch a glimpse of the action. I'm still thinking about the raspberry ice cream with dark chocolate chunks.



Colorado Avenue in Telluride



View of the San Juan Mountains from Dallas Divide

Day 6 we backtracked to Placerville and then rode over the Dallas Divide (8970 ft) with a lunch stop in Ridgeway and then on to Montrose. We were able to watch real cowboys separating cows from their calves along the route. Continuous views of the San Juan Mountain range made for another great day of riding. Our lodging in Montrose was a rustic country motel with our rooms surrounding a pool, where we enjoyed ice cream sandwiches! (Thanks to MaryAnn)



Jeff Douglas arrives at the top of the Grand Mesa

Day 7 was our most challenging day of the tour. After 40 miles of a slight descent or flat terrain, we began the climb to the top of Grand Mesa (10,839 ft). Our wonderful Sag's, Richard and MaryAnn Loeffler, were positioned to keep us watered and fueled on this long ascent. Our group was divided between two small mountain resorts with rustic cabins overlooking adjacent lakes. We had plenty of talk about the day's ride at dinner plus everyone shared descriptions of their unique cabins while enjoying a delicious Polish home cooked meal by the resort owners.



Anita Herman checks out Anita's Pantry and Produce in Palisade

Day 8 greeted us with a 30-mile descent toward Palisade and finally Grand Junction. We had views of the mountain lakes, snow on the Grand Mesa, varied geological points of interest, orchards and vineyards. We finally arrived back to our start hotel to say our goodbyes and start the journey home. A big thanks goes out to our leaders, Barry and Judy Siel and SAG's, Richard and MaryAnn Loeffler for stepping up and volunteering to cover these positions prior to the tour.

Colorado HeartCycle 2017 Tours

Discover San Diego

San Diego, CA

March 18 - 25 Status: Complete
 7 days, Intermediate \$1,060.00
 Ken Condray, condray3@gmail.com
 Becky Bottino, bbottino7@gmail.com
 Sue Matthews, scmatt2@gmail.com

The Carolina Blue Ridge Mountains and Parkway

Greenville, SC

June 17 - 25 Status: Complete
 8 days, Adv./Exp. \$1800.00
 John Aslanian, 22flatrock@gmail.com
 Bob Rowe, browe49@comcast.net

Bay Area Summits

San Francisco, CA

April 21 - 28 Status: Complete
 7 days, Adv./Exp. \$1,825.00
 Bob McIntyre, dcx12@aol.com
 Bill Buckley, williambuckley87@gmail.com

South Central Alaska

Anchorage, AK

June 25 - July 2 Status: Closed
 7 days, Int./Adv. \$1,950.00
 Rod Nibbe, aktour@rknebbe.com

Springtime in CA: Sonoma and Napa Wine Country

Santa Rosa, CA

May 19 - 28 Status: Complete
 9 days, Adv.+ /Exp. \$2,050.00
 Janet Slate, j slate@ultrasys.net
 Alan Scott, ascott@comcast.net

Le Monastere - SESSION I

Limoux, France

July 1 - 8 Status: Open
 7 days, Int.+ /Exp. \$2,350.00
 Phil Stoffel, ptstoffel@gmail.com

Le Monastere SESSION II

Limoux, France

July 8 - 15 Status: Open
 7 days, Int.+ /Exp. \$2,350.00
 Phil Stoffel, ptstoffel@gmail.com

Normandy-Calvados, Camembert

Western France

June 3 - 13 Status: Complete
 10 days, Int./Adv. \$2,500.00
 Fred Yu, frederickyu@comcast.net
 Graham Hollis, gramhollis@comcast.net

Passes of Summit County

Frisco, CO

July 15 - 22 Status: Open
 7 days, Int./Adv. \$900.00
 Sy Katz, skskatz@comcast.net
 Bob Rowe, browe49@comcast.net

Colorado Western Gems

Grand Junction, CO

June 3 - 11 Status: Complete
 8 days, Int.+ \$1,475.00
 Barry & Judy Siel, bjsiel@msn.com

Colorado HeartCycle 2017 Tours

Portandia Plus

Portland, OR

August 26 - Sept. 2 Status: Wait List
7 days, Intermediate \$1,420.00
Stephanie Oliver, skayoliver@gmail.com
Ken Condray, condray3@gmail.com

Womens Weekend

Colorado Springs, CO

August 31 - Sept. 3 Status: Cancelled
3 days, Easy/Int. \$480.00
Julie Lyons, julie@lovesweatandgears.net
Margie Adams, margieadams@comcast.com

Aspen Highlights

Aspen, CO

September 7 - 10 Status: Open
3 days, Int./Adv. \$890.00
Joanne Speirs, jcspeirs1@gmail.com
Doug Moll, doug@aaplus.com

Coast-to-Coast Northern Tier, Year 2

Missoula, MT

September 9 - 24 Status: Wait List
15 days, Int./Adv. \$2,480.00
John Penick, jdpenick@gmail.com
Bob Raicer, rjr80544@gmail.com

Southern Indiana Hills

Bloomington, IN

Sept. 30 - Oct. 7 Status: Wait List
7 days, Int./Adv. \$1,175.00
Jim Schroeder, jimmyschweb@gmail.com
Alan Scott, ascott999@comcast.net