



The

Cyclist

Newsletter of the Capital City Cyclists
Volume 24, Number 2
March-April, 2004

Hope for the St. Marks Trail and Help for TOSRV

Paceline - Hope for bumpy St.Marks Trail

By Tom Butler, CCC President

Many of us started on the open roads. I got my start on the St. Marks Trail, working my way down to Posey's and back, stopping to ease my muscles for a minute at the halfway point of each 16-mile leg of the trip. From the trail I learned to branch out to the crossroads and enjoy conquering the open countryside.

Anybody who has been on the trail knows it is feeling its age. "The trail was first paved in 1988 and is beginning to show signs of age," the state's management plan said, with some understatement.

"I know personally that I have gotten to hate to ride that portion of the trail," Jimmy Kalfas told me. "On my titanium bike it is especially bad!"

But the trail is still an incubator for beginning or casual bike riders, and hopefully it is encouraging more people to realize the cycling will take them a lot farther than a few blocks.

Overhauling the top end of the trail has been spelled out in the state's Five-Year Management Plan that was written and filed in 2003. The plan budgets the cost of adding such improvements as signs and fences. The biggest single line item is repaving the trail from Capital Circle south to Oak Ridge Road, on the northern side of Woodville, and widening the trail to at least a 10-foot width. At \$10 a foot, it would be \$210,000.

For years the Division of Recreation and Parks has tried to get the money for overhauling the trail, but has not gotten far. Now a minor reorganization of the Department of Environmental Protection promises a breakthrough. As of January 1st it has been shuffled to the Office of Greenways and Trails, an outdoor-recreation office that

Continued on page 3

Volunteers needed for TOSRV 2004

by Larry Pushor, TOSRV Coordinator

You know, it's great at the end of TOSRV on Sunday afternoon when some of the riders stop to say thank you and to tell me that they had a great time. It comes at a time when you are so tired and you wonder if you really want to do this again next year. But the favorable comments lift your spirit, and surprisingly make you forget those tough times that you really had to sweat it. The background work, lining up all the stops, meals, motels, police, t-shirts, etc., all this counts to make a good ride. Still, it would all fall flat without the 110 or so volunteers that it takes to make this event go. The riders, who stop to say, "thank you, it went well", don't see the background work. They see the volunteers who worked to put it all together and make it click.

Now, I know I said that the favorable comments help you to forget the tough times in getting TOSRV on the road, but my feeble memory does ring loud and clear on how difficult it was to find all the volunteers we needed. It was the hardest job I had to do each year. There are some who are there to help without being asked. A thousand thank you's! And then I have had the phone in hand chasing down the last volunteer just a couple of days before the ride. So I am asking you folks, fellow club members, to think about how you can help out. I know many of you will be doing the ride, that's good. But some things need to be done prior to the ride. And maybe if you have been doing the ride for several years, you could ride one day and work the other. When I get a call from someone who can work a day or two, I stand on top of my desk and do a dance. So...please give it some deep thought. We need your help!
TOSRV Volunteers...

Continued on page 2

Call or email Jim to help him with the food. Call or email me to help me with the ride part.

Larry Pushor

WHAT JIM MANN, THE TOSRV FOOD COORDINATOR, NEEDS IN APRIL

So you want to help, *really* want to help your club put on a great TOSRV South but your time is somewhat tight? Not to worry. Below are positions I need along with the date and the approximate amount of your time contributed. All directions and supplies will be provided. Call Jim at 422-0302, or email at jmann12@comcast.net.

Tuesday, Wednesday & Thursday, April 13, 14, 15, early evenings (2 – 3 hours):

- 2 Food Packers/Organizers

Friday 4/17 - Food deliveries on time (6 to 8 hours)

- 2 Man (or Woman) Fridays

Saturday, 4/18

- 4 Parking specialists for Saturday morning's ride, time: 2 – 3 hours
- 1 Rider to spend Friday night at the Quincy Rec. Ctr. and start the coffee early on Sat 4/18.
- 2 Rest Stop helpers for Concord on Sat. 4/18 (3-4 hrs.)
- 1 Cairo Breakfast Coordinator 4/18 (4-6 hrs.)
- 2 Sale City Lunch Coordinator 4/18 (4-6 hrs.)

Sunday, 4/19

- 6 CCC Camilla Breakfast Crew 6-7 hrs start early and home in early afternoon
- 3 Rest Stop workers in North Grady Co. (4-5 hrs.)
- 1 Whigham Lunch Coordinator (6 hrs.)
- 2 Cairo Finish Crew (5-6 hrs.)
- 3 Attapulcus Rest Stop workers (5-6 hrs.)
- 4 Quincy Finish Crew (3- 4 hrs.)

WHAT LARRY PUSHOR, THE TOSRV RIDE COORDINATOR, NEEDS

For your choice, call Larry at 878-7473, or email at tosrvsouth@yahoo.com.

Weekend of April 3-4, or 10-11: Need 14 people to mark the route from Quincy to

Albany and back to Cairo and Quincy. 4 hours to 7 hours (closer to Albany.)

Monday and Tuesday, April 12 and 13: Packet Stuffing: Need 6 each night.

Friday, April 16: Packet Pickup. About 16 people throughout the day, 3 hour shifts.

Saturday, April 17:

Parking at Cairo on April 17: Need 4 people for 3 ½ hours.

Packet Pickup at Quincy, April 17: Need 3 people, 3 hours.

Packet Pickup at Cairo, April 17: Need 3 people for 3 ½ hours.

Driver to ride ahead of bikers checking route and placing signs: 1 person for 7 hours.

Albany Check in, April 17: Need 2 people, two 2 ½ hour shifts.

Sag Drivers, April 17: Need 3 people with vehicles able to carry bikes, 3 to 4 hour shifts.

Supper meal check in Albany: Need 4 people, two shifts of 1 hour.

Shuttle drivers: Need 7 people for 1 hour shift.

Sunday, April 18:

Sag drivers: Need 5 people with vehicles able to carry bikes, 3-4 hour shifts.

Check in at Cairo: Need 4 people for two 2 ½ hour shifts.

Check in at Quincy: Need 4 people for two 3 hour shifts.

Driver to ride sweep: To follow last rider and pick up signs. 1 person for 7 hours.



Bike Haiku
by Huub Weijers

Spinning, breathing, watching
Frogs 'n birds chirping
Spring has come

Trail...

helps develop rail-trails, hiking trails and canoeing trails on rivers. At least one Parks employee I spoke to hopes that the Office of Greenways and Trails, known as OGT, will be able to get grant money or some other form of funds to help overhaul the St. Marks Trail.

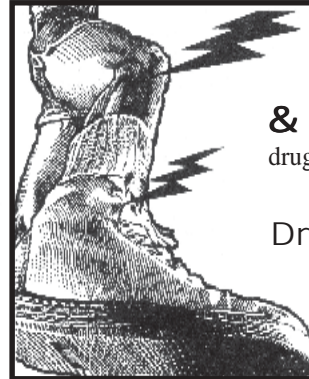
Rick Halvorsen, with the Office of Greenways and Trails, says the trail will still be under the Parks budget in the coming year, but he hopes some intensive maintenance can help the trail in the meantime. That includes digging down alongside the pavement, chopping roots that have turned parts of the trail into an obstacle course, and tamping down the asphalt as a fix. Long range, they'll try to get transportation-enhancement funds, which are sometimes committed seven years ahead of time.

"The Office of Greenways and Trails will continue to request budgets for the widening and resurfacing of the trail," Rick said. "We'd like to see it widened all the way to the Wakulla Station trail head."

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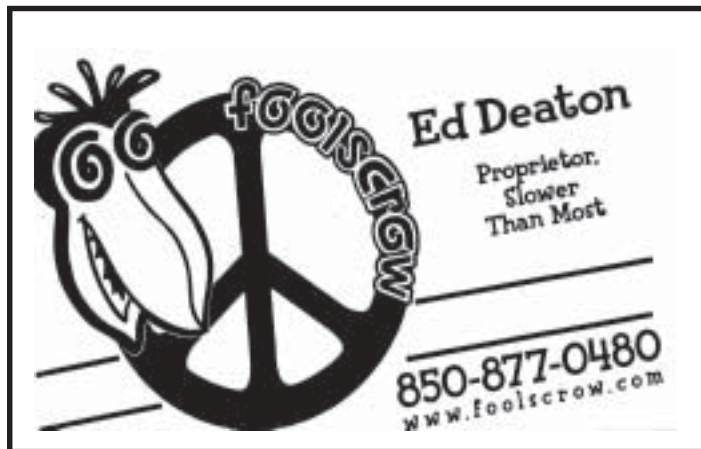


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• If you want to say that you've seen the legendary Lance
• Armstrong race before he retires, your best chance prob-
• ably will be at the Tour de Georgia April 19 - 25. The
• nearest point to Tallahassee will be on Stage 2, Thomaston-
• Columbus on April 18. The most exciting, however will be
• the mountain-top finish on Stage 6, Athens-Hiawassee,
• where you can bet LA will go for the win. It will be like
• France, only closer.

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Editor's Note: opinions expressed in The Cyclist reflect the viewpoint of the writer and not necessarily those of the Capital City Cyclist executive committee or other members. Columns and editorials on issues pertaining to cycling are welcome and encouraged. Submit yours to dave@cccyclists.org

Touring News

Cycling in the Land Down Under

by Jamie Murphy

A few years ago, CCC member Jamie Murphy packed up his bikes and family and moved to Perth, a big city on the Indian Ocean, to teach at the University of Western Australia. He seems to have adapted very happily. When he rang last night, Judy, who lived in Melbourne for two years, picked up the phone. Jamie's accent made her think she was talking to a native Aussie. Over the holidays, he came back to Tallahassee for a visit, did the Cabo's ride, then returned to what sounds like a cycling paradise.

Greetings from Western Australia. Here are some characteristics of bike riding in Perth, a city of a million people.

*** Ride Time**

Most group rides start between 5:30 and 6:30 am. We use lights about half the year. Australians are up and out early in the morning, walking, swimming, cycling, playing tennis, etc. During the weekdays they want to get in a training before work. I still haven't figured out why they don't sleep in on the weekend.

*** Pre and post-ride coffee**

Not having a coffee after the ride is uncivilized. Part of the culture is re-living the ride over a coffee. A pre-ride coffee is traditional on the weekends, but not the weekdays. Coffee here is excellent, Starbucks quality without the plastic veneer. Restaurants and cafes that do not have cappuccino machines are the exception.

*** Cycle-friendly**

Perth is blessed with an abundance of cycle paths, especially along the Swan River and Indian Ocean. Except for rush hours, the trains let you bring your bike on board. Thanks to these paths and the trains, far more people commute here than in Tally. This greater percentage of cycling commuters has an added benefit in that more car drivers understand cycling and cyclists. You'll get an idea of governmental cycling support at

["http://www.dpi.wa.gov.au/cycling/"](http://www.dpi.wa.gov.au/cycling/)

*** Group rides**

Wow, there are so many options, albeit usually the same route. This morning for example, I could go on a 5:30, 5:40 or 5:50 ride less than three miles from my house. The three rides had from 15-35 riders and the earlier the ride, the slower the pace. There are more options on the weekend, with the longer rides heading into the hills. In addition to the options, the riders tend to be older, fitter and better equipped than those in Tally. The typical bike is a Colnago C40, full Campy. Everyone decks out in lycra, often with matching tops and bottoms. One guy is 66 years old and continues to hammer the heck out of the peloton.

Australia is big on egalitarianism, so your wealth, bike,

sex or age make little difference. The peloton accepts you for what kind of a person and rider you are. My son, who is 14, just started riding and everyone accepts him. It is a great experience for both of us, hanging out with them in the peloton and afterwards for a coffee.

The really good riders, A graders, ride group rides when they are in town. They may do another 50-100k after the ride but they enjoy catching up with the peloton and taking the piss out of (teasing) their mates. It took me some time to get used to their teasing and bantering. They show their appreciation by teasing you and you show your wit with quick comebacks. I try retorts but they slice and dice me like a veg-o-matic.

***The Bike Club - RSBCA**

The bike club with which we do our Sunday rides is the RSBCA - The Royal South Beach Cycling Association. It's a very loose-knit organization with no officers, no regular meetings (except for the once-every-few-years AGM or Annual General Meeting), and almost no structure. It's main purposes are to have fun, do bike rides, and have coffees with your mates. The way to join the Association is to go on a ride. Then, you're a member for life. A lot of the rides end up at Old Papas Cafe in the nearby town of Fremantle. Here, lies are told about who did what on the ride over what else - coffee! The founding fathers of the RSBCA, one of whom became a British Prime Minister's Private Secretary, are referred to as "old papas."

***The AGM**

The Annual General Meeting can be called anytime by anyone who wants to put it together. An AGM occurs every two years or so. I have been to one, and it is a wild time of great humor where various awards are presented: *Testosterone Award*- to the most aggressive and boastful rider.

Untidy Rider Award- to the worst dressed with holes in the knicks and faded tops. (shorts and jerseys)

Michelin Man Award- to the fattest.

Persistent Lurker(wheelsucker) Award- to the rider who never fronts a roll-over (pace-line).

Tight Arse Award- to the rider who never pays for coffee.

Bicycle Maintenance Award- to the rider whose bike is always on the bum.

Autumn Leaf Award- to the rider with the most colorful road rash pattern. He has to show it or produce photos.

Uniform Team Award - This is the most serious award because it involves a lot of work. The winner must design, produce, take orders for, collect money, and distribute the new round of RSBCA clothing. Members have been known to not attend the AGM to avoid getting this award.

It should be noted that stateside mate Charlie Hoffacker won the +50 Florida State Road Championship while wearing an RSBCA top.

Racing



Goal-setting is key to Atomic's success

by Jon Sewell, founder-director of the Atomic Race Team

Expect big things from Atomic juniors this year. We have doubled our junior program, thanks to the generous contributions of our sponsors, especially Capital City Cyclists. There are eight young people in all. We have three of the old pros back - Zak Ball, Chet Smith and Beck Frydenborg. In 2004 they will be joined by enthusiastic newcomers Kellen Denny, Graham Gillis, Cody Johnson, Dayne Johnson, and Taylor Smith who already have a few races under their belts. David Guttenplan has moved to the next stage of his career by taking a berth with the Locos/Porterfield team.

It's really kind of impressive when you think about it; a small metro area like Tallahassee and so many top national placings. How do they do it? Sure its about training smart, but more importantly it's about being motivated and setting real clear, measurable and attainable goals. Atomic and the local cycling scene provide the smart training. The team members feed off each other for the motivation. But, the goal setting is the most difficult part.

Goal setting is a science that requires a lot of introspective thought and honesty. We all do it from time to time; we talk about doing Six Gap in less than 5:30 or TOSRV in less than 10 hours. Realization of goals works better when major objectives are broken down into small attainable steps. "I want to move up to USCF Category 2 this year" (I hear this one all the time). For some, this would be impossible and for others it may be too easy. That's why it's always good to discuss your yearly ambitions with others such as teammates, work colleagues or friends. In my job as a planner, every year I write down what my work targets are and then I discuss them with my production team and supervisor. A planned, written, and analyzed goal-setting system really works.

Beck Frydenborg set a clear goal of a top ten placing at Nationals two years ago. He put a training plan in place and then established a schedule of easy races leading up to much harder races and finishing with the big race. He was realistic in that he also built some good rest days in so that he didn't burnout. On race day at Nationals he had the confidence that he had already raced against many of the top riders in his field. He knew some of his rivals strengths and weaknesses. He was rested both physically and mentally. All that was left was the execution of the ride; an activity he had done many times before. The result was he was eighth in the country in a finale that was

marred by a tough sprint finish. David Guttenplan did much the same in preparing for the National Criterium where he placed on the podium in third after a training plan of doing some races that were much harder than the National race itself.

This year, since I have a busy work schedule and a new daughter, I'm going to aim a little lower in the cycling part of my life. My goal is to select three or four key Florida Points Series Races and finish in the top three. I am also going to finish in the top three at the Mt. Washington Hill Climb in my age group. There, it's out there for everyone to see. What are your goals this year? Set them high and then surprise yourself! You'll feel great about it next year when you set them for 2005.

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Atomics and FSU show heart at Gainesville races

By David Stotts

Men and women of the Atomic Race Team and FSU Cycling gave passionate athletic performances at the Levy Challenge Time Trials and Gator Criterium in and around Gainesville over Valentine's Day weekend. The rainy and windy conditions only added to the love at the Florida Points Series and SE Collegiate Cycling Conference openers.

At the Time Trials, Atomic's Junior time trial specialist Beck Frydenborg, coached by Cyclescience pro-rider Mike Zingaro, rode to a second place podium spot. Teammate Tom Gillis finished 4th in the +35 category. David Guttenplan (Locos/Porterfield) had the ITT of his life when he caught his 1 minute man, Jason Snow (Fuji) on the line for 7th in Pro-1-2. Despite the driving rain, Beck and Russ Frydenborg, Gillis and Guttenplan (on loan to Atomic) achieved a 5th place in the Pro 1-2 Team Time Trial.

FSU Cycling's Dan Holt took 2nd in the Men's A Collegiate ITT, bested only by UF's Dan Larson. Teammate Jason Stoner was 17th. Aaron Davis finished 6th in Men's B. FSU's nascent star Nancy Bruner was 6th, followed by newcomer Janelle Bumann in 7th. Holt, Ben Sheridan and Jason Stoner did the TTT in 42:57:08 for 4th place. Jeremy Furman, Dwayne Huffman, Mike Viertel, and Tyler Stevenson were 13th with a time of 50:57:28. Bruner and Bumann took 2nd.

At Sunday's Gator Criterium, Holt was FSU's top man again, winning third place and the 4th prime. Tallahassee native and UGA rider Phil Southerland was 6th and Stoner finished 20th. In Men's C, Jeremy Furman fought to an impressive 2nd place, Brady Skaggs was 4th, and Huffman rode a noble race for 10th. Bruner captured 4th and Bumann 8th in Women's A.

In the +35 race, Atomic's Pete Butler, Chris Robertson, and Marti Aparicio, executed the perfect plan B when they worked together to get designated rider Aparicio the field sprint victory for 6th overall. Chris Stroh and Zak Ball also raced the Criterium for Atomic.

But it was Guttenplan's spectacular solo bridge-up to the 5-man breakaway on the last lap of the Pro-1-2 race that was the big drama point of the weekend. The Leon High senior caught the break and rode past 3 stunned riders just as US Armed Forces champ Steve Mlujeak attacked. Guttenplan then responded with a counter-attack and powered solo against the wind for a third place finish. "I suffered for those last 500 meters into the wind," he said. "It was pure pain."

Note: The Tallahassee Democrat printed a version of this article on February 24, 2004.



Russ Frydenborg in the Time Trial start house.



Beck Frydenborg in his race against the clock.

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Legal Spin

by David Fonvielle

An avid local bicyclist and CCC member, David Fonvielle is the senior partner in the firm of Fonvielle, Lewis, Foote, and Messer. He has provided legal representation to injured bicyclists and other injured persons in Tallahassee and throughout Florida and Georgia

Basics of Florida Bicycle Law

I know from my past 10 years or so of mountain biking and road biking that a lot of confusion exists over traffic laws and whether or not they apply to us as we pedal down the back roads and highways of America. In this first article, I will comment on the application of vehicle traffic laws to bicycles in hopes that I can clear up what I know is confusion for some riders on virtually every group ride I participate in. In future articles, I will expand on the application of these traffic laws to us as cyclists and discuss in detail what our rights are when it comes to an accident as well as other legal issues that affect cycling. I welcome comments and will do my best to address any specific legal question related to cycling that I can. Please feel free to email me with questions or comments at David@Wrongfullyinjured.com and I will either respond directly to you or in the next newsletter.

I am going to start with what I would consider the “basics” for road biking. What are the laws that apply to us and how do they affect us?

First of all, the Florida Statutes specifically define a bicycle so that all the basic traffic laws of our state apply to us equally, whether we are pedaling our bikes down a road or highway or driving our cars down the same road or highway. In addition to the traffic laws, there are certain specific laws which apply to us when we ride our bicycles on the public roads.

Stop signs, yield signs and any other signs regulating traffic apply to a bicycle as do traffic lights. If there is a law enforcement officer directing traffic in an area for some reason, we are responsible, while riding our bicycles, to comply with his commands. The same rule applies to signaling to turn, yielding the right of way, and, speeding (although a bicycle rider is specifically authorized to signal for a right turn with his right arm or in the conventional manner). Speeding may sound like a far reach in applying speed limits to bicycles, but I would not want to test this theory in an active school zone nor in a designated work zone. The same would apply to a stopped school bus where the same laws apply to the bicycle as the automobile. One-way roads are one-way for us on our bicycles as they are when we are in a motor vehicle. There is a difference on the one-way road which is that, contrary to the rules for two-way roads where the cyclist must ride as close as practical to the right-hand curb or

edge of the roadway, on the one-way road with two or more marked lanes, we have the option of riding as near the left-hand curb or edge as practicable.

One of the laws specific to bicycles that I see regularly violated is the provision that prohibits persons riding bicycles more than two abreast, other than on parts of roadways set aside for the exclusive use of bicycles. You should also realize that Florida Law says that when riding two abreast, you cannot impede faster vehicular traffic and must revert to single lane riding if you are interfering with the flow of traffic.

You might ask, so what? What are they going to do to me if I run a red light on my bicycle? The plain and simple answer is that, with certain exceptions, you can be issued a traffic citation, the same as if you were operating a motor vehicle. In talking with a police officer about this issue, I am told that generally, they tend to overlook simple violations by bicyclists such as yield signs, and even stop signs, unless the violation in any way interferes with traffic or creates any danger to the cyclist or any one else. At that point, the cyclist is going to be stopped and, generally, a warning is going to be issued, at least for a first offender. The one (big) exception to that general rule is DUI (Driving Under the Influence of alcohol or drugs) situations. DUI, for whatever reason, alcohol or drugs, applies to us on our bicycles and I was advised that warnings are not issued in those instances and the DUI laws are strictly enforced.

So, what is the significance of getting a traffic citation on your bicycle? The big surprise to me on this question is that I have been advised by one of my cycling friends who owns an insurance agency that just as with your automobile, traffic infractions incurred while riding your bicycle can lead to an impact on your auto insurance premium in the future. There would be no doubt but that a DUI conviction for operating your bicycle under the influence would affect your automobile insurance. It might also come as a surprise that getting a citation for running a red light on your bicycle could also affect your automobile insurance premiums. All in all, this is something to keep in mind when you take that ride down to Posey's, sit around sipping Pina Coladas for several hours, and begin the ride

Continued on next page

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Legal Spin, continued

back up the trail to Tallahassee. If you are stopped for running one of the stop or yield signs on the trail, your afternoon at Poseys could present real, long term problems.

Another basic is that, on the road, we, like other vehicles, ride with the traffic, not against it. Periodically, I see someone or some group riding against the traffic and although it may make you more comfortable to see the traffic coming at you than wondering what is approaching from behind, the law says we ride with the traffic. I have represented cyclists who have been involved in accidents with motor vehicles while riding against the traffic and, from my experience with those cases, it appears to me that one of the big problems in these situations arises when the cyclist decides to turn. A turn signal is awkward for the cyclist who is riding against the traffic. Also, the cyclist usually thinks that since he or she is looking at the approaching motor vehicle, the driver of that vehicle is likewise watching the cyclist. This usually ends up in no turn signal by the cyclist and a big surprise to the driver of the motor vehicle when the bicycle turns in front of him. We see plenty of accidents where the cyclist is hit from behind while traveling with the traffic by an overtaking and turning car that the cyclist could not see, but, riding against the traffic definitely presents some unusual dangers that should be avoided.

These are the basics from a legal approach. Most of you may have been aware of these laws but I am positive from my experiences on our local rides that there are many who were not aware of the application of these laws. If any of you want to check out the Florida laws as they apply to bicycles, the applicable Florida Statute is Chapter 316. Start with Section 316.2065 (Bicycle Regulations).

In my next column, I am going to address the more complex issues of the legal consequences of violating one or more of these laws and, at the same time being involved in an accident with a motor vehicle or another bicycle. How does your violation affect your legal rights when you are injured by someone driving a motor vehicle that should have seen and avoided you? I have a significant amount of experience litigating these issues and believe I can provide some meaningful insight.



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Saddle Up with Bob and Ed

St. Augustine - Tallahassee Touring Ride

April 1 - April 3

By Bob Carruthers

Get saddle time in before TOSRV and enjoy scenic Florida, Adventure Cyclist's southern route from St. Augustine to Tallahassee (Did you read the article?). Riders may join Ed Williams on the first segment of his journey across America. Support vehicle can accommodate several riders from Tallahassee to St. Augustine (person, bicycle & luggage) then transport luggage to the next day's camp location.

General Ride Information: 3-Days: April 1 - April 3 (~100 miles/day). We prefer riders stay together as a group and average around 18 MPH. If you must, however, you may ride at your own pace and meet us at the campground where your luggage will be delivered. Vehicle leaves Tallahassee at noon on March 31, travel to St. Augustine. You may camp or get a motel room but be prepared for Ed's send-off reception (\$15) organized by the Leukemia & Lymphoma Society. We ride the next morning (April Fools' Day) but not before a pre-ride breakfast of bagels & coffee, camping the next two nights. Riders are responsible for send-off reception, campground fees and food. Rider costs are minimal, we are doing this as a group and will split expenses. *The rides are personal invitationals and are not sponsored by the Capital City Cyclists or its officers and members.*

Ride Option: If you have time and are more adventurous, take an entire week and start riding from Tallahassee (self-supported) to St. Augustine. From St. Augustine ride with the rest of us back to Tallahassee.

Please Help! If demand exceeds our capacity to accommodate riders we will be looking for an additional SAG driver, include more riders. If you know someone that has a large capacity vehicle (bike, luggage and people), perhaps a trailer, has the time and would like to help, please let me know.

Another Pre-TOSRV Ride Option: If you can't join us for the three-day ride or week-long ride option then join Ed Williams (and gang) when he begins his journey from Tallahassee across America. Ed is riding across America to raise funds for the cancer-fighting organization, Leukemia & Lymphoma Society. There will be a raffle April 4, noon, at the Great Bicycle Shop (new Giant bicycle for grand prize, lots of other prizes too). The ride begins from Great Bicycle Shop around 12:30 PM, after the raffle. Visit website: "<http://www.connect2cure.org/>", search by participant name: Ed Williams.

Additional questions, contact Bob Carruthers:
home 216-1873 twowheels59@aol.com
work 410-3686 carrutb@doacs.state.fl.us

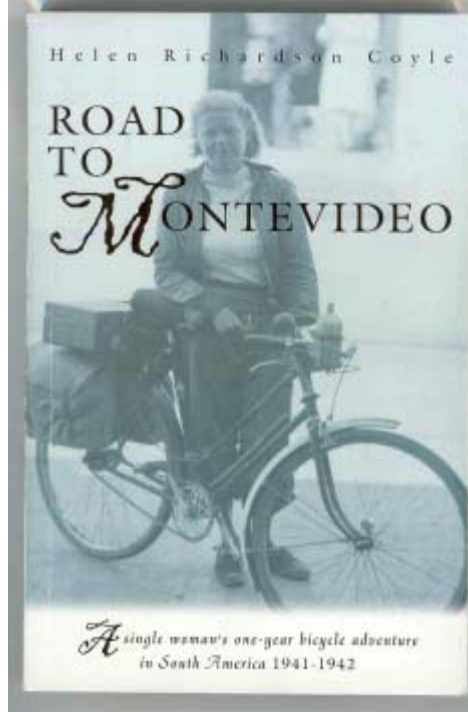
Book Review

by Tom Strazulla

Bob and Bing could only have dreamed of Helen Richardson's fantastic, nearly yearlong South American bicycle road trip in November 1941, just before the United States' entry into World War II. Born into a family of travelers that was heir to the American Standard Company (formerly Standard Sanitary Co.) plumbing fixture fortune, Ms. Richardson was no stranger to stories of exotic destinations in far off lands. Her father, who encouraged and supported her travel dreams, had circled the globe on his way to and from his job as an engineer in the South African gold mines. Her brother, William, had been a member of the Archbold Expedition to New Guinea and her older brother, Hilton, had traveled extensively in Central America and Africa. Helen herself had already cycled in Europe, Japan, and China before her trip to South America.

The author, then a single 27 year old, embarked on an epic solo bicycle journey through South America without a fixed itinerary and only a 3-speed Raleigh bicycle named Chester. In preparation for her trip, in addition to her passport, she collected a variety of documents, including membership cards in a couple of bicycle associations, health certificate, as well as letters of recommendation attesting to her good moral character and financial responsibility. Constrained by a small set of saddlebags and a tiny overnight case that fit on her bicycle, she had to meticulously plan what clothing and other necessities to take with her. Surprisingly she was able to pack a mechanic's tool kit, first aid supplies, and a wardrobe suitable for all climates and social occasions. Leaving San Francisco on November 21, 1941, she was the sole passenger and female aboard the S.S. Toltec, a United Fruit Company banana boat

The Road to Montevideo by Helen Richardson Coyle



"May 1, 1942 - Los Andes - Gran Hotel, Francia 9:00 a.m.

Back on the road again! And happy in my vagabond's life. Back to the uncertainty of unknown ways, to the "Que lindas" and "Adios, Señoritas" of men in the road, to the hard climbs and the beautiful vistas of Chilean countryside, and to the insecurity of never knowing where I'll rest at the end of the day. How I love it! "

-excerpt from *The Road to Montevideo*

destined for Panama. Helen began what was to be an odyssey filled with many interesting encounters and even some wartime intrigue when she was detained by authorities in Minas, Uruguay and accused of being a German spy. She spent nearly a month cycling in Panama before pedaling to the port of Colon where she departed aboard a passenger ship bound for Valparaiso, Chile. Cycling alone from Valparaiso to Santiago,

Chile's capital, Helen spent the next month in the Santiago area before taking a train south to Puerto Montt at the southern end of the beautiful Lakes District in the first week of February. She spent nearly a month cycling in the area, slowly heading north by bike and by car back to Santiago, arriving by the end of March. She stayed on in Santiago for another month before striking out across the Andes and on to Argentina and Uruguay. Detained in Minas, Uruguay and returned to Montevideo to await a U.S. State Department's permission to continue her journey, Helen's cycling odyssey was to come to an end prematurely on September 17, 1942 when she was required to return to the U.S. in two months.

Not your typical travelogue or diary, Ms. Richardson's narrative is replete with unique personal observations of the many relationships formed during her travels. Vivid and detailed descriptions of the destinations describe her journey, as can be seen only through the eyes of someone who loves cycling and the intensity it brings to the senses. While it's certain that many things have changed over the last 60 years, Chile and Argentina remain two of the safest and tourist-friendly travel destinations in South America. These countries have thousands of miles of good roads and friendly people from the high desert in the north to the end of the world in the south.

Jim Mann deserves the credit for rediscovering this excellent narrative and for passing it along to his CCC peline.

Bike Haiku
by Bike Grrrl

I nhale diesel fumes
eyes sting nose runs feet go cold
bike rides are a gas

Pondering Lance's Apples -

Analysis by Dwight Kingsbury

Part of the work of sports journos is quoting memorable lines uttered by athletes. Few utterances have been more memorable than those of Lance Armstrong, who will ride, and hopefully talk about, his 6th attempt at winning the Tour de France this July. Five years ago, we got the first inkling that Lance could ride very well and say some very interesting and quotable things.

Five hours into the first mountain stage of the 1999 Tour de France—his first in three years, after losing seven kilos he hadn't expected to lose—the USPS leader was annoyed at the lack of respect for his yellow jersey. Separated from his Postal teammates on the freezing, mist-shrouded descent from the Col de Montgenèvre, he caught one attacker after another and joined the lead group. Ivan Gotti and Fernando Escartin, cutting hairpin turns with no margin for error, gradually opened a nearly half-minute gap with Armstrong, Switzerland's Alex Zulle, and three other riders. On the 30-kilometer final ascent to the Italian ski station of Sestrières, Armstrong stayed with the chase group.

Eight kilometers from the finish, Armstrong stood up and accelerated. In a couple kilometers, he closed the gap with the leaders. Escartin looked back, incredulous. Armstrong pulled alongside the Spanish rider, looked him over, and accelerated. Zulle tried to chase, but Armstrong had had enough. He surged forward. Approaching the finish, Armstrong radioed to team director Johan Bruyneel, "Do you like apples?" Raising his arms, he yelled into the mouthpiece, "How do you like them *#\$\$@ apples?"

The line was widely reported and became identified with Armstrong.

Armstrong's apples' q and a, according to his book *It's Not About the Bike*, was from the 1997 film *Good Will*

Hunting. At a bar, troubled south Boston prodigy Will (Matt Damon) wins a duel of wits with a Harvard student. When Will catches up with the Harvard guy later in the evening, he says the lines Armstrong quoted at Sestrières, flashing the phone number of the girl that both of them had both been trying to impress.

But, could Lance, a lifelong movie buff, been imprinted with the apple braggadocio from an even earlier film? After all, since he is a Texan, Armstrong's quote could have been a reference to Howard Hawks' 1959 Western, "Rio Bravo." In the climactic shoot-out, Sheriff John Wayne and his motley posse surround a cattle baron's band of thugs, who retreat into a warehouse. "Stumpy" (Walter Brennan) throws explosive objects across the street and calls out mockingly to the bad guys, "How do you like them apples?"

Perhaps the stress of racing opened old corridors of Lance's mind. The grueling ninth stage of the 1999 Tour, in which Armstrong built up a commanding lead he never lost, is recounted in brilliant detail in the book. Collaborator Sally Jenkins registers the work with teammates, the churning ascents, the freezing rain, the gradual falling away of weaker riders, and the champion's emerging plan for the top climbers he eventually found himself riding with. About the plan he speaks another brilliantly quotable line: "I intended to make them suffer until they couldn't breathe".

But what about them apples? The original *Good Will Hunting* script that Damon and Ben Affleck wrote in 1992 includes the lines, and the putdown is obvious, but what the apples might refer to is not. As a former English major, Damon may have been quoting Brennan's lines in the "Rio Bravo" screenplay too.

Stumpy may also have been applying a double metaphor—dynamite as apples, and apples as the painful knowledge gained suddenly from experience. Fruit of the Tree of

Knowledge and so forth.

Like Stumpy and Will Hunting, though, Lance Armstrong was not eating apples in his 1999 finish in Sestrières. He was feeding them to others.

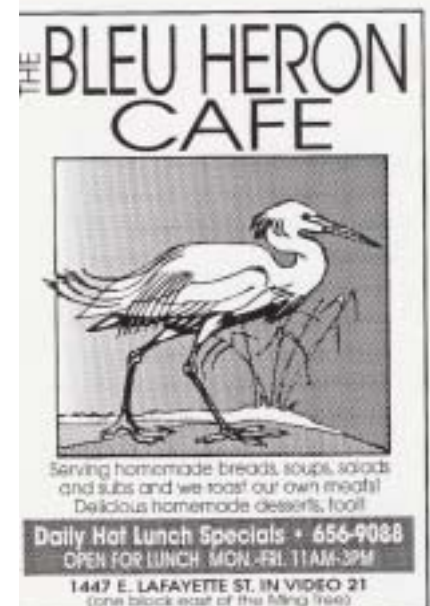
www.cccLists.org


Biking Haiku
by Anonymous

much noise now
pedals stop spinning
my tire flats



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(one block east of the film 1447)

JEB BBOPPS near City Hall before BPAC meeting



"Is that JEB?" Judy and I were chaining our bicycles to racks in front of City Hall at 5:30 pm on warm sunny Tuesday in early February, a few minutes late for the Metropolitan Planning Organization's Bicycle and Pedestrian Advisory Committee meeting. Sure enough, it was Florida's Governor at the height of his second-term power striding across the Adam's St. pedestrian mall with a big grin on his face surrounded by a dozen chatting dark-suited men.

But then, I thought, it's amazing that the Governor is walking instead of being driven. Perhaps he actually is foot-commuting from the office to the Mansion after taking heed of the findings of his Obesity Task Force. I wondered if any motorists failed to yield to him in crosswalks and if there were horn blasts and angry gestures, the way it is for most folks who try to walk across streets. Did he appreciate the rare and relatively car-free space that he was enjoying was the result of a lot of hard work by City and County workers, BPACS of the past, political battles and ISTEA grant money? If he emptied the halls of FDOT and DEP bicycle, pedestrian,

and clean air workers, would future Republican governors be able to enjoy a calorie-burning and social walk near the Capitol?

In the meeting, Jon Sewell (representing civil engineering and planning consultant Kimley-Horn, not the Atomic Race Team) and Jennifer Bihl, an engineer, presented a design for the widening of Tharpe St. from Ocala Road to Capital Circle Northwest. The new road will consist of four car travel lanes, two-way bike lanes, sidewalks, medians, linear green space verges, and tree and bush plantings. It will have a posted speed limit of 35 mph. Care was taken to give extra green space through the neighborhood portion near Sheridan Rd.

Chairman Pete Butler discussed the success of the Bicycling and Pedestrian Awards of 2003. The businesses who received the awards on January 26 were delighted and proud, and the BPAC was equally pleased at the positive publicity they generated for Bike/Ped issues. The winners were:

- **Office Park:** Summit East (Mainline Information Systems, Inc.)-

for bicycle lanes, bicycle parking, sidewalks, and maintenance of bicycle & pedestrian traffic during construction

- **Government:** City of Tallahassee, City Hall - for bicycle parking and shower/locker facilities
- Shopping Centers: Ocala Corners Shopping Center (Regency Centers) - for bicycle and pedestrian facilities and access

- **Mall:** Governor's Square Mall - for bicycle parking

- **Campus:** Florida State University - for bicycle parking

- **Individual Business:** Lowe's Northwest - for pedestrian facilities and access

A subcommittee was formed to explore ways of expanding the Awards program for 2004. Who knows? Maybe the BPAC will give one to Governor Bush for providing leadership in pedestrian commuting.

"Today about 1/3 of all residents of Leon county don't or can't drive a car...Every year our MPO compiles a list of projects for the next five years. About four percent of our transportation spending goes for anything other than roadways...The fact is that if we're going to have a livable city and a sustainable community, we're going to have to figure out other ways to move people around."

*-County Commissioner Bob Rackleff
January 29th on Perspectives, WFSU FM 88.9*

Bike in Truck by Bill Otersen All rights reserved by the Artist

MISTER STUPID IN: *true life bike adventures*





Bike Shorts

Sunshine Cycles opens

Tallahassee's newest bicycle shop, Sunshine Cycles opened for business at 2783 Capital Circle NE. on March 1. Owner Ed Holt said the full service shop is the "same driveway, different game." Aided by associate Dan Solomon, Sunshine will stock bicycles made by Trek, Klein, Serotta, and Red Line and will offer clothing, components and repairs. "I want to fill the gap that I feel hasn't been addressed in the cycling community in Tallahassee. I'm glad to be in a position to be making my own decisions and will be open to any feedback or ideas from customers," said Holt. Sunshine's new phone number is 422-1075.

Higher Ground opens second location

Todd May, owner of the Higher Ground Bicycle Company has announced the opening of a second location at 3185 Capital Circle NE next to Play It Again Sports, across the street from Home Depot. The new store will open in mid-March and will supplement its high-end line of road and mountain bikes, including newly acquired Merlin Titanium machines, with an emphasis on family, comfort, and BMX bikes. Vee Brannen, former manager of the Great Bike Shop and expert wheel builder for Cane Creek, will manage the new store. Higher Ground's first store at the corner of Tennessee and Magnolia will continue usual operations. Higher Ground NE's phone number is 562-BIKE (2453) voice and 562-RIDE fax.

TOSRV Motels, Route, and Registration

If you are planning on riding TOSRV and have not made a motel reservation, you should probably do so soon...unless, of course, you want to sleep in the gym in Albany. The Inn and Suites Motel, the Ramada Limited, and the Motel 6 are all filled. There are still rooms to be had at both the Regency and the Albany 8 Inn at this writing.

This year's route will be mostly the same as last year. Breakfast in Cairo will be at the Southside Elementary School. The high school's prom again conflicts with our plans. The rest stop close to Albany will be at the pecan distributor plant on Wilson Road instead of the fire station. There will be a new rest stop south of Camilla on Old 179 and County Line Road. If traffic counts pan out as we anticipate, the route from Attapulcus into Quincy will be changed. We will be using more of Highway 161 and will connect with Highway 12 to come back into Quincy. This would eliminate that last hill into Quincy where we have to cross the railroad tracks. That leaves 6 fairly nice hills in that last section of the ride. So save some energy for those hills.

We encourage you to register as soon as possible! The limit is 500 riders. As last year, we will not be taking registrations on the day of the ride. Finally, keep your fingers crossed for good weather.

-Larry Pushor, TOSRV Coordinator



Rick Solomon and Ed Holt

Dues are due, dude, so do it!

Spring is the time of renewal and it's Membership Renewal time again for Capital City Cyclists.

This year, we have raised rates slightly and comparably with other bike clubs in Florida. Individual memberships are \$15 and family memberships are \$20. It is the first dues increase in a very long time. Still, CCC membership is a great bargain. Consider the fitness, the friendship, the website, the newsletter, the great memories and fun for a whole year. All for less than a date at the movies or a nice dinner out.

What are you waiting for? Fill in your membership application and mail it to Capital City Cyclists, PO Box 4222, Tallahassee, FL 32315. Don't forget to include your e-mail address for weekly updates on cycling events and first-look electronic newsletter issues. Also, give us a nice description of who you are to help other members to get to know you.

If you have questions about your CCC membership, contact the Membership Director, Chris Sands at ctsands@tfn.net or 224-7453.

Shop Talk - Mech tips and Hot Hardware from Tallahassee's bicycle shops

GBS speaks Campy and travels at Litespeed

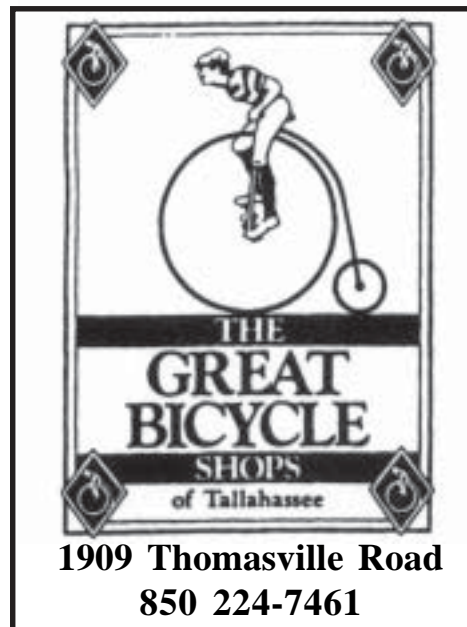
The Cyclist stopped by the Great Bicycle Shop on Thomasville Rd on a chilly sun-lit Tuesday afternoon in late February. After chaining my bike to the convenient parking rack, I went into the beautifully designed building which was filled to the high vaulted ceiling with bikes, parts, and clothing. I relayed the following reader's question to Carl Cheshire, a GBS shop mechanic for more than five years, who when not wrenching, is a Food Lion Ride regular and is training for the Red Hills Triathlon.

Reader Question: "My 98 Bianchi came with a 8 speed Campy Avante set-up and the cassette and chain are on their last legs. According to what I've been told, the Campy 8-speed is history and no longer made. Replacing all components with Campy Chorus is too pricey. I'd like to keep this bike running for faster club rides and light touring. Any suggestions?"

-Tom

Carl Cheshire replies: "For most other cassettes, you can't get parts. Campy's nice, in that you can get parts and individual cogs. In the long run, it might save you money if you're mostly riding two or three gears that have a lot of wear to replace only those cogs. Shimano is different; you have to replace the whole cluster. We can get the whole eight-speed Campy cassettes or just replace cogs. There are so many options. We could replace the Campy free-hub body (without rebuilding the wheel) with a Shimano free-hub body, and put Campy eight spacers between the cogs. If he wanted very low gears for a touring bike, we could use a Shimano XTR mountain hub-body with a 11X32 cluster and a long-cage derailleur. Then, you'd have a real mountain gear on there. People do that when they want to ride Six Gap. We can always use his eight-speed shifters, but we may have to do a little deviation to the hub with spacers. If we don't have to mess with the hub at all, it would cost under \$100. If he doesn't need a Record (Campy's priciest line) cassette, I'd say it would be under \$100, just for the cassette. \$30 for an SRAM PC-89 chain. We just got these new SRAM hollow pin chains in too. Very light, very cool, but a little more expensive.

Hot Hardware: Carl thought the item in the shop most folks would want is the 2004 Litespeed Firenze. The Firenze is a 3Al/2.5V satin finished titanium framed bicycle



with a classic Litespeed look. It comes equipped with full Shimano Ultegra group, Mavic Cosmos wheels, Litespeed all-carbon fork, and comfy titanium-railed saddle. The bike feels light and fast, and is the choice of a few members of the Atomic Race Team for whom GBS and Litespeed are sponsors. And at under \$2,000 for a sub-18 pound titanium bike, the Firenze is wallet-friendly.



Carl Cheshire with the Litespeed Firenze

Send bicycle mechanical questions to dave@cccyclists.org. We'll have them answered by a top local mechanic.

Capital City Cyclists Regularly Scheduled Rides

A=>21 B=18-21 C=15-18 D=12-14 EZ=<12 YOYO=You're On Your Own

For the latest information on club rides visit the club web page at www.cccyclists.org

Helmets are required for all rides.

Recurring Rides				
Date/Time	Miles/Level	Leader/Phone	Starting Point	Name of Ride/Comments
Saturday 8:00 a.m.	20/31/45 A/B/C	YOYO	New Chaires Elementary School on Chaires Cross Road	Chaires Ride Group decides route and mileage.
Sunday 8:00 a.m.	20/38/51 A/B/C	YOYO info: Peter Stone 942-9095	Cabo's Grill parking lot, corner of Apalachee Pky & Magnolia	Cabo's Breakfast Ride B/C riders should bring riding partners
March/April Rides				
Date/Time	Miles/Level	Leader/Phone	Starting Point	Name of Ride/Comments
3/7/2004 8:00 a.m.	65 B/C	Jim Mann 422-0302	Jefferson County High School	Jefferson - Madison County Loop
3/14/2004 8:00 a.m.	66 B/C	Chris Lacher 385-7340	Mccosukee Day School	Metric Spaghetti Route
3/21/2004 8:00 a.m.	45 B/C	Marv and Mryam Rubenstein 385-0534	Dollar General Store in Woodville	Crawfordville Breakfast Ride
3/28/2004 8:00 a.m.	65 B/C	Lee Berger 297-0448	Mccosukee Day School	Aucilla Loop
4/4/2004 8:00 a.m.	57 B/C	Gary & Sandy Robertson 997-8482	Jefferson County High School	Quitman Ride
4/11/2004 8:00 a.m.	37 B/C	Dave Beck 656-2797	Jefferson County High School	One Legged Turtle Ride
4/17/2004 7:30 a.m. or 9:30 a.m.	100 Mile All 100 km All		Quincy Rec Center 100 M Cairo Elem School 100 km	TOSRV! Two day ride - standard or metric centuries to Albany, GA and back
4/25/2004 8:00 a.m.	34 B/C	Dave Crawford/ Martha Cunningham 386-1805	Cabo's Grill parking lot, corner of Apalachee Pkwy & Magnolia	Cabo's Breakfast Ride
5/2/2004 8:00 a.m.	40 B/C	Dick Durbin 668-4336	Mccosukee Day School	Thomasville Breakfast Ride
5/9/2004 8:00 a.m.	37 B/C	Tom Strazulla 539-9598	Calvary, GA - North on Hwy27 through Havana to Hwy 11. Turn right, then 3 miles	Calvary to Cairo

Date	Event	Upcoming Location	Events Time	Contact
3/2	BPAC Meeting	City Hall	5:30 PM	Jennifer Carver 891-8090
3/16	CCC Board Meeting	3329 Nottingham	7:00 PM	Jim Mann 422-0302
4/6	BPAC Meeting	TBD	5:30 PM	Jennifer Carver 891-8090
4/17-18	TOSRV	Quincy, FL	7:30 AM	Larry Pushor 878-7473
4/20	CCC Board Meeting	TBD	7:00 PM	Jim Mann 422-0302

Out of Town Rides

March 2004

6 (Sat)	<i>Brooksville FL</i>	Clean Air Bike Ride
6 (Sat)	<i>Gainesville FL</i>	Brevet Series: 400 km
6 - 7	<i>Cooper City FL</i>	Tour de Weston Ride and Recumbent Rally
7 (Sun)	<i>Ft Myers FL</i>	6th Annual Royal Palm Classic
13 (Sat)	<i>Taveres FL</i>	Brevet Series: 400 km
13 (Sat)	<i>Bonifay FL</i>	Century of the Month Ride Series
13 (Sat)	<i>Hamilton GA</i>	Wheels O'Fire
13 (Sat)	<i>Valdosta GA</i>	2004 Azalea Festival Century
19-20	<i>Ocala FL</i>	Cycle for Success!
20 (Sat)	<i>Screven GA</i>	The Southern Pride Ag Ride
20 (Sat)	<i>Anniston, AL</i>	Woodland-Calhoun Century Challenge
21 (Sun)	<i>Dublin GA</i>	St Patrick's Century
21 (Sun)	<i>Concord GA</i>	Tour De Pike
27 (Sat)	<i>Vernon FL</i>	Tour de Ranch
27 (Sat)	<i>Satellite Beach FL</i>	Populaire: 100/150 km
27 (Sat)	<i>Byron GA</i>	Peach Blossom Metric Century
28 (Sun)	<i>Plant City FL</i>	22nd Annual Strawberry Century

April 2004

3 (Sat)	<i>Gainesville FL</i>	Brevet Series: 600 km
3 (Sat)	<i>Brandon FL</i>	Brandon Ramble 2004
3 (Sat)	<i>Washington GA</i>	Washington Georgia Historical Bike Ride
3 (Sat)	<i>Savannah GA</i>	Savannah Cardiology Earth Day Ride
3 - 9	<i>Gainesville FL</i>	Bike Florida: Springs Fever
4 (Sun)	<i>Bradenton FL</i>	16th Annual Spring Classic
10 (Sat)	<i>Gainesville FL</i>	Fleche
10 (Sat)	<i>to Sebring FL</i>	Fleche
17 (Sat)	<i>Fanning Springs FL</i>	NatureFest Bike Tour
17 (Sat)	<i>Satellite Beach FL</i>	Populaire: 100/150 km
17 (Sat)	<i>Cocoa Beach FL</i>	The Cocoa Beach Comber Ride
17-18	<i>Quincy FL</i>	23rd Annual TOSRV South
17-22	<i>Live Oak FL</i>	24th Annual Florida Bicycle Safari
18 (Sun)	<i>Cocoa Beach FL</i>	Bike Across Florida
18 (Sun)	<i>Cocoa Beach FL</i>	Halfway Across Florida
18 (Sun)	<i>Enterprise AL</i>	Boll Weevil 100
24 (Sat)	<i>Loxley AL</i>	Fenner McConnell-Matt Wantz Memorial Ride
24 (Sat)	<i>Melbourne FL</i>	5th Annual "Ride for the Red" Cycling Tour
24 (Sat)	<i>Satellite Beach FL</i>	Brevet Series: 600 km
24 (Sat)	<i>Bonifay FL</i>	Century of the Month Ride Series
24 (Sat)	<i>Athens GA</i>	Twilight Gambler
24-25	<i>Miami FL</i>	18th Annual Maroone MS 150 "Breakaway to Key Largo"
25 (Sun)	<i>Neptune Beach(Jax) FL</i>	Tour de Forts

For information on these and more rides, visit the Florida Bicycle Touring Calendar online at <http://www.floridabicycle.org/fbtc/>

A Ride to Remember picks up momentum

By Kevin Lyon

The first annual "A Ride to Remember" will pedal away from Tallahassee on March 27, 2004 at 8:00 am. The fully supported metric century event will have a serious purpose - to honor fallen officers and send four TPD officers to a Washington memorial ride- but also will be a fun and well-produced bicycle tour.

Join us for this special bike ride on March 27 and honor our fallen officers locally and nationally. The entry fee of only \$20.00 will include a ride t-shirt, water bottle, and bag of schwag at packet pick-up at Higher Ground Bike Shop! There will be short-ride options, massage therapists, post-ride pasta party, and a Specialized Bike door prize. Registration forms will be available soon at your local bike shop, along with details about ride times, route maps, and other info. You can also call Kevin at (850) 926 7766, or write to: A Ride To Remember, P.O.Box 1690, Crawfordville, Fl. 32326.

Club Member Advertisements

Club members may advertise for free. The next deadline for classified ads is April 15.

Members may also advertise on the club web site. Visit www.cccyclists.org for details.

Yakima upright bike mount roof rack system. Two upright mounts, 48" crossbars with locking raingutter towers. Canoe mount included. Cost \$400; will take \$150. Tom Yeoman 893-7211

or tyeoman1@comcast.net.

17" (43 cm) Trek 520 touring bike.

Asking price: \$350.00.

Call Eileen Cormier evenings at 561-8019 (before 9:00 pm) or email at ecorpatch@msn.com.

Used Alley Cat with gears

(Adaptor to your bike, with a third wheel and seat.) Best for ages 3-6 years. Excellent condition. \$95. Call Nancy 422-2756.

Welcome New Members!

Dave Ferrell
Alicia Hopkins
Dan Haney
Javier Echavarri
Tom Singletary
George Blakely
Mark Hale
Lynda Turner

Please take the time to introduce yourself to new faces at our weekly rides and monthly club events.

Change of Address

Have you moved? Keep your address current with Capital City Cyclists to guarantee that you continue to receive *The Cyclist*, plus invitations to all of the club socials and special events. Fill out the form below and mail it in to: Capital City Cyclists, PO Box 4222 Tallahassee, FL 32315-4222.

Name: _____
New Address: _____
City: _____ State: _____ Zip: _____
Phone: _____ Email: _____

Quick Address Update:

E-mail your information to ctsands@tfn.net or call Chris at 224-7453 to update your mailing address, phone number and e-mail address.

What's Inside

- 1,3 President's Paceline - Hope for St.Marks
- 1,2 TOSRV Volunteers needed
- 3 CCC Board & contact numbers
- 4 Touring News - Biking in Australia
- 5 Racing News - Goals help Atomics
- 6 Atomics, FSU season openers
- 7-8 Legal Spin - David Fonvielle
- 8 St. Augustine - Tallahassee Tour
- 9 Book Review - *Road to Montevideo*
- 10 Pondering Lance's Apples
- 11 JEB BBOPPS
- 11 Bike in Truck, the Otersen cartoon
- 12 Bike Shorts
- 13 Shop Talk
- 14 Ride Schedule/Upcoming Events
- 15 Out of Town Rides
- 16 Member Ads, Welcome New members
Address Change, A Ride to Remember
- 17 Membership Application

Upcoming Events

March

- 2 BPAC Meeting
- 18 CCC Board Meeting
- 27 A Ride to Remember

April

- 6 BPAC Meeting
- 15 CCC Board Meeting
- 17-18 TOSRV
- 19-25 Tour de Georgia

**All Members: Please renew by
March 31**



Capital City Cyclists
P. O. Box 4222
Tallahassee, FL 32315-4222

www.cccyclists.org

PLEASE FORWARD



Capital City Cyclists is a member organization of the League of American Bicyclists, Adventure Cycling, the International Mountain Bicycling Association, and the Florida Bicycle Association.

Is your address current?

If you see a yellow label up above, we don't have your current address.
Please call Chris Sands at 224-7453 to ensure that you continue receiving your newsletter.