



The Cyclist

Newsletter of the Capital City Cyclists, Inc.
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Reflections on Six-Gap (Part 2)

By: Mary Kay Falconer, Chris Lacher, Charlie Hofacker, Carroll Hageseth, and Steve Halleck

Tips and Recollections from Carroll Hageseth

As many cyclists, “roadies,” and trigeeks know, the ascent and descent of six mountains can be quite a challenge. Last year I decided to embark on something new to help me expand in my ironman training endeavors. I traveled north early Saturday morning so that I could get a “taste” of the mountainous ride I would encounter on Sunday. Coming from a time trial-like background as a triathlete, I was sure to get my arse kicked! Fortunately I had been training with the Atomic race team and was a rookie member of the women’s CSG/Atomic squad. I could only hope this would help me master the mountains. I had my road bike outfitted with a 12/28 cassette to make my climbing efforts a little easier (laugh out loud!).

Some cyclists are like Roberto Heras – lean, light, and little – known as climbers. Others are more like Georgie Hincapie – “large carcass,” tall, and more mass – strong riders but usually not classified as climbers. Then there are those like Santiago Botero or David Millar who can “smoke” during a time trial with slight inclines and flat roads. I would definitely have to put myself in the latter category. Climber – I am NOT. Whiner – I am – especially on hills. I was going to put myself to the test. I was going to ascend and descend six mountains, 100 miles, in one day. I was ready.

On the first climb, I found myself in a rhythm I had never known. It was quite comfortable, breathing was not labored, and my heart was still contained within my chest walls. I stopped at the top of the first gap to regroup with a few other riders. By the second and third climbs I was loving it! I never thought I would enjoy climbing hills. Hills: Carroll is equivalent to Fish: No Water. So many levels of riders were out on the ride. We all felt a sense of camaraderie, the kind of feeling I get during an Ironman, like we were part of a greater cause – to meet the challenge of Six-Gap.

As I descended the third climb, I felt like I was in the Tour de France in the Pyrenees. It was wonderful winding through the switchbacks, feeling the wind slice through me, and watching the bike speedometer hit speeds up to 50 mph! But I knew the toughest ascent was yet to come. Everyone warned me about Hogpen. It is the steepest and longest of the gaps. I was ready. Finding that familiar “rhythm of the day,” I started the ascent. I remember thinking to myself, “this is not so bad after all”. I was chatting with people as I passed them. After about 45 minutes of being friendly, talkative, and passing many MEN, I was given a nickname – Queen of the Mountains. Coming from someone who is a professional “wheel sucker”, this really made me smile. At about 80% into the ascent, there was a rest stop for those who needed oxygen, drinks, etc. However, I knew if I stopped, I would never be able to start again. At one point my cadence was so low, and with no more gears on my bike, I was getting a bit nervous. Feeling like Jan Ullrich pushing a bigger gear, I just kept my legs moving. When I reached the top of the highest gap, I pulled off to the rest stop and waited for my friends. We were stretched out for miles. And as I learned that day, you ride your pace; don’t expect to ride someone else’s pace, faster or slower, because it will *break you*.

The last two ascents and descents went by quickly. I savored the scenery, the views were spectacular, and the weather was cool and sunny. For those who ride the entire day at “race pace,” they are truly missing the ultimate “big picture.” For those who ride at their individual pace, they will discover a new inner peace and gain a greater respect for the mountains. I think everyone should experience this at least once in his or her life.

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President's Paceline

By Chris Lacher

How do we know that winter is just around the corner? The holiday party is planned. The S-100 is over (a great ride this year). The LAB/Bikefest weekend in Madison will be over when you read this. And the best way of all; you have been diligently shopping for the last six months acquiring all the items on my "to acquire" list that came out in the March/April issue. (Reprinted at the end of the paceline.)

No? Well, it's not too late. The fall catalogs have arrived. Land's End has the black wool men's dress socks, Performance has tights, wicking undershirts, long-sleeve jerseys, gloves, and the VERY useful polypro skull caps. Get on it!

Now, how do you use all these trinkets to enjoy cold weather riding? The first advisory is: don't let your regular riding slide. It is comparatively easy and fun to ride in cold weather if you are "in shape". It is much more difficult to "get in shape" riding in cold weather. The reason is simple: when you are in your S-100 riding condition, your body is an engine that can keep putting out over the long haul. This translates into a furnace that keeps you warm - both out near your skin (where you feel cold air) and in your body core (where it really counts) for extended periods. If you cannot sustain a fairly high output, you will start to feel cold and may even lose some core temperature. So (do as I say, not necessarily as I do) maintain your Fall riding conditioning. This is the most important step.

Next, prepare your gear. Put all the small items in your gear bag so that you will have them at the beginning of every ride. It is quite common to underestimate your gear needs watching the weather channel and arrive at the ride start saying "it wasn't this cold when I left home..."

Leave the house dressed to your minimum estimate of needs. I recommend starting with at least: (1) lightweight wicking layer (long or short sleeved) under your cycling jersey, (2) lightweight tights over your cycling shorts, and (3) thin wool socks over your regular cycling socks. Then make sure you have these items ready to put on at the ride start: (4) skull cap, (5) fingered undergloves, (6a) third light upper body layer, and/or (6b) wind shell. Note that all of these items can be shed at rest stops during a ride and carried in your jersey pockets, and they weigh very little. The numbers indicate the order in which you add items to your body. When in doubt, it is better NOT to put items on, but take them with you - just in case.

This gear list may not seem like much - but it will be sufficient for most cold winter mornings in Tallahassee, assuming no precipitation. Even on a cold damp morning, you will be OK with this gear. After you get some experience, you will know how to make small adjustments for your own preferences. Here are some observations, in no particular order:

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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 vclsands@yahoo.com.

Finishing My Junior Career & Beginning to Race the Pros

By David Guttenplan

At the end of July, I did the Tour L'Abitibi, an eight stage Junior World Cup Race in Val'dor, Quebec. I did well, competing against 175 of the best juniors in the world, from 29 different teams ranging from countries like the Netherlands, Belgium, Mexico, France, Canada, Germany, and even Japan. It was a very exciting race with huge crowds to watch the finishing circuits every day, many motorcycles with video cameras, and probably a 40-car caravan behind the race. It was the most Euro and highly recognized race I have done so far in my career. I placed 11th in the prologue and 11th again in the stage 2 evening criterium. In stage 2, I attacked and bridged up to a break with about 20km to go. I went pull for pull with juniors from Rabobank, Quickstep, U.S. national team, and hot tubes. The racing in Canada was cold and raining almost every race all week!

When I went, I just saw it as a suicide break and worked as hard as I could to get some publicity, as I did in every break all week. I wore my new atomic shorts, courtesy of the Capital City Cyclists, along with the USA Cycling Development jersey for our South East Regional team. Our break was caught with less than 1km to go, but I was still on the front and attacked on the descent. I lost some position as I was passed right before the finish, but I still managed another 11th place!

It was looking good for the rest of the week, but I was unable to get the results I wanted thanks to a little bad luck. I was involved in a nasty crash and injured my tailbone. It ended my chances at going for stages after the crash because it hurt so much to ride. The worst part of the race was how many crashes occurred every day. It was unbelievable because there were just so many riders. I made many promising breaks and raced really well before the crash. Every stage we averaged close to 30mph for around 80 miles. I finished with the peloton every day, and learned a great deal about racing in a huge pack. I ended up 74th overall.

I took two weeks easy after a full summer of racing which included a 3rd place finish in the 17-18 year old National Criterium Championships. I followed the rest period with a 27 and a 20-hour week. This gave me sufficient preparation for the end of the season where I raced on every occasion possible starting at the 10k classic in Atlanta, Georgia. I placed 2nd and 4th in the cat 2/3 Criterium and Road Race, where Will Thompson lead me out to win the field sprint in the Crit.

The following weekend I drove 22 hours to and from Greensboro, North Carolina, where I did the

Carolina Cup, a 100km, \$10,000 professional race, in which I finished in the money with a fine 18th place finish. There were pros from 7up/Maxxis, Jittery Joes, Colavita/Bolla, West Virginia/Go Mart, and Lemond Fitness Sports to name a few. Recently crowned National Criterium Champion Kevin Monahan won from the 11 men off the front. In my second race of the day, I won the Carolina Cup junior's race.

I went down to West Palm Beach, Florida, Oct. 3-5, for the Cycle Fest National Racing Calendar Event. There was \$18,000 up for grabs in the Pro,1,2 omnium which drew in many pros from all over the country. All the teams I mentioned above were there, plus Saturn, who won Saturday and Sunday's races with Ivan Dominguez. Unfortunately, I missed the Friday night crit and was unable to score points in the omnium for the overall, but thanks to some fine racing, I still managed to finish 12th overall out of a field of well over 100 riders. On Saturday I finished 12th, ahead of many pros, and on Sunday I actually made the final break. In the break, I was able to work in order to assure success and I even put in two attacks. The last attack messed me up because when I was caught I lost position in the 17 strong group, which seemed to grow and grow in the closing laps. Going into the finish, I was gapped off, but I still sprinted for a solid 11th place.

In the final race weekend of the year, the State Road Race Championships, organized by our own Pete Butler of Atomic Race Team, I, along with many other local racers, raced well. In the shortened 81 mile Pro,1,2 race, I finished 7th. I attacked hard up the first climb and actually helped form a significant break that stayed clear for just less than a lap. It was too bad though, because a few riders did not work and the field eventually caught us right before the winning 4-man break got away. There was nothing I could do except cover every break which is almost impossible. In the finish, I got away on the final climb after bridging up to two Aerospace Engineering riders. I rode strong with them, caught a few lone riders, and came in for a solid 7th place finish.

The next day was the Atomic Criterium in Havana on October 12, my 18th birthday. After volunteering at the race all morning and warming up very little, my enthusiasm got the better of me after I followed the first attack for the prime on the first lap. Yes, I suffered

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Lynn Swann Bike Ride

By Dave Stotts

“I can’t run a sub-7 minute mile like President Bush. I can’t ride a bike as well as Lance Armstrong. On the other hand Lance can’t catch passes as well as I can.”

“The point is we all need to take responsibility for our own health, and exercise daily in ways we enjoy.”
-Lynn Swann, Chairman of the President’s Council on Sports and Fitness

Football Hall-of-famer Lynn Swann’s October 9, 2003, bike ride was 15 minutes south from the Woodville Sports complex on the St. Mark’s Trail, then 15 minutes back. Aboard a Trek cross-bike supplied for the occasion by Tec Thomas owner of Tec’s Bike and Sport, Swann set a brisk pace of 16-18 mph, which quickly dropped some of non-speedster riders. Surrounded by 4 members of the Capitol Police for the first part of the ride, the ex-football star led the pack of approximately 20 riders, and shouted out “clear!” when we crossed intersecting roads, just like an experienced Capital City Cyclist’s member.

Trim, fit, and muscular, and radiating confidence and vitality, Swann looked unchanged from when he powered the Pittsburgh Steelers to four Super Bowls in the 1970’s with acrobatic catches of Terry Bradshaw passes.

Mr. Swann said that he bikes regularly with a group of “much younger guys” near his Pennsylvania home. He pedals mostly trails and fire roads in a nearby national forest on his mountain bike, but also owns a Giant road machine, a subject of much badinage with fellow President’s Council on Sports and Fitness member, John Burke. Burke is the CEO of Trek Bicycles and an arch-competitor of Giant.

Off the bike, Swann gave a brief, polished, and motivational speech which outlined the obesity epidemic and the resulting 300,000 annual American deaths as reasons why he is committed to encouraging our sedentary population to start exercising.

“I want to live to see my two kids grow up. This means I have to take care of myself, and a key part of taking care of yourself is getting some exercise every day,” he said.

As we rolled down the trail, I asked him why he thought Americans had gained so much weight in the last 10 or 15 years.

“It is no one’s fault. The reasons for the obesity problem actually come from positives. We are a great nation that grows and produces a lot of food. Naturally, since we have so much great food, we like to eat a lot. Another reason is the great good of technology. We no longer have to go anywhere. We can shop sitting down on the internet. We have a big variety of well-made cars to choose from, so we can drive everywhere. None of this is bad. But, it has created a challenge for us think of ways we can enjoy the benefits of our country and still get enough exercise to stay healthy,” he said.

We expressed mild disappointment to Mr. Swann that only the “choir” - those already committed to physical activity - showed up to meet with him. He replied that our turnout was typical and that we should help sedentary friends, neighbors, relatives, or co-workers take up cycling or some other form of regular exercise.

He told a story about his lawyer and old friend who was 5’ 6” tall and weighed 325 lbs and had negotiated all of his sports contracts and managed his financial affairs. Concerned that the man was at risk of a heart attack, Swann convinced him to walk for 20 minutes. After that, the two began conducting their meetings while walking. Then, the lawyer started to lose enough weight to begin running. “Today he weighs 160 lbs. and has run 20 marathons,” said the ABC Sports announcer.

Swann went on to say that he thinks it is very important to make changes so that it is safe for kids to be able to ride their bikes and walk to school. He also would like to see schools nationwide restore physical education to the curriculum.

“My predecessor in this job, Arnold Schwarzenegger, visited the education secretaries of every state in the United States to try to convince them to require mandatory Phys Ed classes. Only one state, Illinois, has done it,” he said.

Asked if he has political ambitions in light of Schwarzenegger’s election as the governor of California, Swann laughed and said, “I like doing what I’m doing too much. I have no desire to become the governor of Pennsylvania.”

④ We’ll see. It would seem that for the intelligent and charismatic Lynn Swann, anything is possible.



Lynn Swann knows the value of a good helmet.



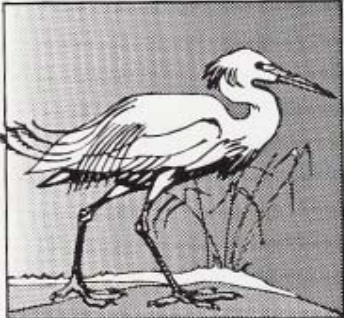
The crew is ready to roll.

Thank you to Dean Dugger for these wonderful pictures of the Lynn Swann event. The photos on this page are copyrighted by Dean's Photography Services.



Warren May and Dave Stotts chat with Mr. Swann.

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Getting Started Commuting by Bike

By Arlen Gray

Excerpted from *Freewheelin'*, October, 2003

You have been biking for a while and you are thinking about maybe commuting to work once in a while. Good for you! How do you get started?

1. Talk to an experienced bicycle commuter.

Find an experienced bicycle commuter, preferably right at your work place, and ask about his/her commuting experiences. Most bicycle commuters are dedicated and love to encourage new riders. If you cannot find someone to ask, my e-mail is BikeArlen@aol.com. Experienced commuters can share tips about packing for work, how to equip your bicycle, how to choose a route to take to work, where to clean up at work, what to do about cold weather, and so on. However, remember that while enthusiasts may have strong opinions, you will develop your own style and preferences as you go along.

2. Identify your route. You may already have thought about how you would bike to work. Generally it is not the same route you drive your car to work . . . but you may end up driving your car on your bicycle route because your bike route is less crowded. Someone who bicycle commutes regularly may be able to give you tips about cut-throughs to help you avoid congested main streets. They may even know of ways to get to work that avoid deep valleys and steep climbs.

One you have an idea of what might be a good route, drive that route to work in your car. How is the terrain? How is the traffic at rush hour? Is it a route you would be comfortable with on your bicycle? If so, you are 90% there! You are on the brink of becoming a Bicycle Commuter.

Next, on a weekend day or holiday, bicycle your probable route. You are 98% of the way toward reaching your goal! How long does the ride take you? When there is automobile traffic, your ride will take longer, but get an idea of the bicycling time factor. Do not be surprised if this time is equal to going by car. Is the terrain manageable for you? Do you find by-ways that might make the ride even more pleasant? It took me several weeks to refine my own route.

3. Be sure your bicycle is equipped as a commuter. Do you have good lights for those times of day when it is dark or dusky? You need a headlight strong enough to light the roadway in storms and darkness. You need a flashing red tail light too. Do you have a water bottle? You need to hydrate year round, not just in the summer. Do you want to use toe-clips to help with climbing those inevitable hills we have around

here? How about endbars on your handlebars to make climbing more comfortable and give yourself variable hand positions?

Do you have a back rack for your clothing and all? Most regular bicycle commuters avoid slinging backpacks over their shoulders. They are simply too hot. Do you have baskets on your back rack for your gear? (Consider leaving some clothing at your place of work-such as shoes. I keep mine in a small wastebasket.)

4. Are you personally equipped for on-road commuting? Of course you have a helmet-how about gloves? Do you have light-colored clothing to make yourself more visible to motorists? Forget about red, dark blue, purple. Those colors will guarantee that you are invisible. Go for yellow, orange, white, or Day-Glo.

Wear a reflective ankle band for dusky and dark conditions. When the automobile headlights hit your ankle band, the whirling action makes you more visible. Reflective stickers on your bicycle and helmet are also good safety measures. Do you have a rain jacket or parka? How about a good winter jacket - not padded down - that's too hot. You will love riding in gentle rain. It's an experience like no other. Do you have the adventuresome attitude that is essential to breaking the automobile-dependent commute mode? Of course you do, or you would not be considering commuting by bicycle.

5. Take some on-road bicycle training. [See page 11 for information on commuting classes in Tallahassee.] Your riding life will be changed if you take that class - mine was. I went from an apologetic "I really would like to be on this road with you" to "I belong on this road and can ride safely, predictably and effectively and you need to share it with me in a similar spirit."

6. Do it! Do your commute. Plan to start conservatively, maybe a day or two per week. Chances are, you will want to bicycle more regularly right away, but follow your own comfort level. Most bicycle commuters feel cheated on days we have to use our cars. Bicycling is simply a great way to commute. You will become famous in no time at all. Adoring admirers will flock at your feet to express their awe - these are the same people who will also tease you if you are seen heading to the parking deck for your car.

As you gain experience in commuting, you will become safer, more predictable and you will enjoy it more and more.

Ask Dr. Derailleur

The Thrill of Cycling and the Agony of De-feet

Dear Dr. Derailleur,

My question concerns forefoot numbness, something I have never experienced before getting my new “Specialized” shoes. They are a size larger than usual, have plenty of room for wiggling toes, and yet my smaller foot is the first to feel the intense pain! It occurs with clip-in, toe-cage, and regular pedals, and is quickly relieved by dismounting and walking a few steps. Suggestions?

Sincerely, Fran Dwyer

Dear Fran,

To quote a former president, “I feel your pain.” And pain is no laughing matter so I will refrain from making any podiatric jokes; at least until the end.

When new cycling shoes produce any pain, my first suspicion is that the inevitable cleat re-positioning is the culprit. Even a slight variation in forward-rear placement or rotation of the cleat changes the way a lot of muscles move during pedaling action. Muscles moving repetitively under stress can result in pain.

However, since your discomfort happens without cleats as well, evidence points to some other cause; most probably the insole of the shoe. Different manufacturers make insoles out of plastics of varying hardnesses and shapes. The fact that the new shoe is a different size from the old one might alter the contact points of the sole of your foot with the shoe. Pressure would be applied in different points on the bottoms of your feet from insoles of different shape and texture in the old shoe. This might be the source of the pain.

Can you salvage the foam inserts from your old shoes? If so, try putting them in your new shoes. Or, try Dr. Scholl’s foam inserts. Bike shops and catalogs sell special comfort inserts which might offer some relief, although I have not personally used them and offer no testimonial. The Peterson Ready-Fit Power Bed at \$24.99/pair claims to “form fit while riding and provide comfort and greater pedaling efficiency.”

Another approach would be to buy a different brand of shoe and sell the Specialized’s in the classifieds of “The Cyclist” or the club’s website. I have had luck with Diadoras and Carnacs. Both of these shoes are renowned for comfort and roominess. Carnac, an old French shoe company, first began to make bicycle shoes when it was commissioned by three-time Tour de France winner Greg LeMond to design cycling shoes that did not hurt his feet.

Dr. Derailleur tries to answer bicycle tech questions without shooting himself in the foot. Keep him on his toes by e-mailing your tech questions and tips in care of the green-horn newsletter editor, David Stotts at dstotts@mail.istal.com.

Patience is a Virtue

By: Pam Jackson

Why are we so impatient? We are all in such a hurry to get wherever we are going or to complete whatever we are doing. Does all this rushing, hurrying and impatience actually get us anywhere? Do we actually get there faster, do it better, or reap any *real* benefit? I don’t think so. I believe everyone suffers from impatience.

For cyclists, it is obvious how the impatience of others has a negative impact on us. Some motorists are always trying to squeeze us off the road – both literally and legislatively. And all because they “need” to get somewhere quicker. As cyclists, the effect of

this impatience on us is one of our largest complaints. But at the same time, we sometimes fail to recognize that we exhibit this kind of impatience as well. A common example within the cycling community is the decreased access to trails. Cyclists in some areas are finding more and more trails closed to them, open only to hikers and, sometimes, horseback riders. What many fail to recognize is that one of the causes of this loss in access is the impatience of cyclists. Many hikers tell stories of cyclists flying by them at high speeds, yelling unpleasantries at them, and even running them off the trail.

Continued on page 11

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

(All recurring rides begin at 8:00 a.m. in November, and move to 9:00 a.m. in December.)

Date/Time	Miles/Level	Leader/Phone	Starting Point	Comments/Name of Ride
Saturday 8:00 a.m.	20/31/45 B/C	YOYO	New Chaires Elementary School on Chaires Cross Road	Group decides route and mileage.
Sunday 8:00 a.m.	20/38/51 B/C	Peter Stone 942-9095	Cabo's Tacos	Cabo's Breakfast Ride

November/December Club Rides

Date/Time	Miles/Level	Leader/Phone	Starting Point	Comments/Name of Ride
11/2/2003 8:00 a.m.	32 B/C	Dave Beck 656-2797	Miccosukee Day School	Miccosukee to Monticello with optional breakfast at Courtyard Café
11/9/2003 8:00 a.m.	38 B/C	Gary & Sandy Robertson 997-8482	Chaires Elementary	Chaires-Lloyd-Miccosukee Loop
11/16/2003 8:00 a.m.	34 B/C	Tom Yeoman 893-7211	Chaires Elementary	Chaires to Monticello
11/23/2003 8:00 a.m.	50 B/C	Jim Mann 422-0302	Quincy Town Square	Quincy-Chattahoochee Ride
11/30/2003 8:00 a.m.	34 B/C	Theresa Leslie 877-2319	Cabo's Parking Lot	Cabo's Ride
12/7/2003 9:00 a.m.	40 B/C	Kathy Lurding 656-1633	Dollar General Store in Woodville	Wakulla County Figure 8
12/14/2003 9:00 a.m.	40 B/C	Dick Durbin 656-2797	Miccosukee Day School	Thomasville Breakfast Ride
12/21/2003 9:00 a.m.	34 B/C	Bill & Kathy Coppenger 385-2733	Cabo's Parking Lot	Cabo's Ride
12/28/2003 9:00 a.m.	32 B/C	Julia Winter 907-9537	Miccosukee Day School	Miccosukee to Monticello with optional breakfast at Courtyard Café
1/4/2004 8:00 a.m.	32 B/C	Lee Berger 297-0448	St. Marks Trailhead	Wakulla Springs Breakfast Ride
1/11/2004 9:00 a.m.	34 B/C	Dave Crawford/ Martha Cunningham 386-1805	Cabo's Parking Lot	Cabo's Ride

Deck Your Derailleurs & Jingle Your Bells!



Come join in the holiday fun!
CCC Holiday Party - December 20
Temple Israel Social Hall
2215 Mahan Drive
6:30 PM

The club will provide the holiday turkey. Bring your "special" holiday side dish (salad, veggie, dessert) for everyone to enjoy, and a stuffed animal for the Refuge House.

BYOB if you desire. Soft drinks will be supplied.
Please respect the dietary laws of the Temple.
No pork, shellfish or products containing lard.

Paceline, continued from page 2

1. You should feel cold when you start out. Not dangerous, frostbite cold, but wind-chilled by the speed of cycling. If you are toasty warm when you start, you will be stiflingly hot within a few miles and will have to stop. Then you will be damp from sweat (or, in case of ladies, perspiration) so after shedding clothing you will get chilled from the moisture evaporating AND the wind chill, and the ride will go downhill from there, and I don't mean gravitational assistance.

2. Avoid cotton at all costs. Wet cotton in winter, whether from sweat or precipitation, is a killer.

3. Breathable clothing works best, because it helps regulate body temperature as the outside temperature changes and your internal engine/furnace heats up. You want to shed moisture as it comes out of your skin, never letting it build up in clothing.

4. Fluid intake is very important, and you may not feel as thirsty as in summer. Make a conscious effort to drink at the same rate you would on a warm ride.

5. Feet get colder than hands. Your hands move around and vibrate, which keeps circulation pumping. Not so for the feet. You may find that you need the double sock layer much more than the double hand layer. Emergency foot warmers can be made by inserting plastic bags over the socks inside your shoes.

6. Cold weather is the best time to ride at steady output - keeping the thermostat set at one place, so to speak. I recommend a warm-up (literally, in cold weather) and then a nice pace somewhere in your aerobic zone (65% - 80% of max heart rate). This makes winter the ideal season to practice your cooperative riding skills, defined as skills that make the group more efficient than any individual in the group.

7. The wind shell is good to take along on cloudy days, when there is any chance of rain. If you get caught in the rain, the best thing to do is go into survive mode immediately: (1) Put on the shell; it won't keep you dry but it will keep the water exchange rate down so that the water inside gets and stays warm, kind of like a diver's wet suit. (2) Plan the shortest safe route "home", but keep the group together. (3) Keep your energy output up. (4) Eat, and slam fluids. (5) Stop and warm up at convenience stores if you or anyone else gets chilled. (6) Pay attention to the other cyclists; watch for signs of trouble. (7) Don't let anyone depart a convenience store when chilled, macho will not keep you warm. (8) Drop a dime (quarter?) if anything approaching an emergency condition exists.

Chris's shopping list for winter riding

1. **Socks:** A pair or two of summer weight wool cycling socks. If you can't stand wool, then get coolmax. But cotton is a no no. Smartwool summer weight cycling socks are tops (Performance). You may like these for summer, too, in which case get some extra and salt one pair away for winter.

2. **Oversocks:** One or two pair of men's wool dress socks, ankle height, black. I got mine from Lands End. One pair will last several seasons.

3. **Unergloves:** One pair of medium weight wicking glove liners, with closed fingers. I am using polypro liners of the style available at Campmor or REI. I have used the same pair for five years and they are going strong.

4. **Skull cap:** A thin polypro or Thermax skull cap under the helmet. Get one that will cover the ears (Nashbar, Performance). Or get a thermax cycling balaclava which can be used as a cap as well. I have one of these, but in two years I have not needed the face coverage. But head coverage is essential, and the ear coverage does add a lot of comfort.

5. **Tights:** A simple pair of nylon/spandex tights, without padding. Not thick.

6. **Undershirts:** A couple of thin coolmax or other wicking T shirts (short and long sleeves).

Continued on page 14

Out of Town Rides

November

1 (Sat)	AAN Riding for the Right Reasons Charity Bike Ride	Inverness, FL
2 (Sun)	Sarasota-Manatee Bicycle Club's Annual Gulf Coast Cycle Fest	Sarasota, FL
7-9	Bike It & B.E.A.R. It for AIDS	Miami, FL
7-9	9th Annual Cruisin' In the County Century Weekend	Claxton, GA
*8 (Sat)	2003 Diabetes Challenge	Dunedin, FL
9 (Sun)	South Broward Wheelers 19th Annual Century	Cooper City, FL
14-15	Coastal Cruisers Bicycle Club's Annual Pasta Bash	Port Charlotte, FL
15 (Sat)	Century of the Month	Bonifay, FL
15-16	Alafia Fat Tire Festival	Brandon, FL
16 (Sun)	24th Annual Horrible Hundred	Clermont, FL
30 (Sun)	Wes' 2nd Annual Red Rooster Ride	Ormond Beach, FL

December

7 (Sat)	Boys & Girls Clubs of Central Florida Third Annual Century Ride	Sanford, FL
*12-14	Highlands Bike Fest	Sebring, FL
13 (Sat)	A Bicycle Ride Through Christmas Fantasy Land	Casselberry, FL
13-14	Secret Santa Weekend	White Springs, FL

*For more information and/or brochures on these rides, please contact Valerie Sands at vclsands@yahoo.com or 224-7453.

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

Upcoming Events

Date	Event	Location	Time	Contact
11/4	BPAC Meeting	City Hall	6:00 p.m.	Jennifer Carver 891-8090
11/17	CCB Board Meeting	705 Eagle View Circle	7:00 p.m.	Sam Amantia 878-6062
12/2	BPAC Meeting	City Hall	6:00 p.m.	Jennifer Carver 891-8090
12/20	CCB Holiday Party & 2004 Elections	Temple Israel	6:30 p.m.	Warren May 878-0889



Bike Shorts

Your Club Needs You!

It's that time of year again! At the Capital City Cyclists' Holiday Party on December 20, members will be electing their board members for 2004. Anyone interested in helping steer the club during the next year is encouraged to call one of the following:

Dick Durbin	668-4336
Jim Mann	422-0302
Dave Beck	656-2797

Time to think about TOSRV 2004

Yes, it is early to be thinking about TOSRV, but you may want to mark your calendars. TOSRV will take place on April 17 and 18, 2004. If you are not planning to sleep in the gym in Albany, you may want to make a reservation at one of the motels for Saturday night, April 17. A block of rooms has been set up already at each of the following motels. When you call, identify yourself as being with the TOSRV bike ride to get the group discount.

Motel 6	229-439-0078
Inn and Suites	229-883-5544
Ramada Inn	229-446-0010
Regency Inn	229-883-1650
Albany 8 Inn	229-435-2151

The first three motels are within a mile of Dougherty High School, where supper will be served. The Regency and Albany 8 Inn are 3 miles from the school, but easily rideable on your bike. The club will be providing shuttle service from these two motels for supper. None of the motels are filled up yet, but some of the rooms have already been reserved. Online registration will be available in January, and the brochure will be out in early January. Visit the club web site, www.cccyclists.org, or contact Larry Pushor, TOSRV Coordinator, at tosrvsouth@yahoo.com for more information.

Bicycle Commuting Class Offered

If you've considered riding your bike to work or campus but wondered how to plan a safe route, handle cargo and clothing, or deal with foul weather, attend Bicycle Commuting Basics: Street Smarts for Leon County Cyclists. The next class is on November 12, from 6-9 p.m. The registration fee is \$10.00 and includes class materials and a light supper. For more information and registration forms, visit the Commuter Services of North Florida website at www.commuterservices.org.

Beginning to Race the Pros

continued from page 3

from that point on in the race. After I missed the winning 6-man break that lapped the field, I was about to call it quits. Late in the race though, after attacking multiple times, I finally got away with Ryan Phelps, who I raced against in the juniors last year. Together we were off the front for the last 20 minutes of the 80-minute race. With 3 laps to go, we came into the long finishing strait, and I saw the field for the first time. I realized it was possible to catch the field and told Ryan, "Let's give it everything we have and not worry about the sprint." He took one short pull and then got dropped as I had upped the tempo a great deal in my effort to catch the field. Amazingly, I caught the field with one lap to go. I kind of got blocked out in the finish and had to sprint in the wind for probably the last 350 meters, but I still managed to finish 4th! It was fun racing with Louis Lemarche, Tom Gillis, and Ray MacNamara, who all helped me out during the race.

Now, I am taking 2 weeks off the bike before starting my build up for 2004 on November 1st. I will be far stronger next year, and I should be very successful. Look to see all the effort I am putting in on the bike pay off. Thanks for all the support in my development, and I look forward to seeing you all on the road this winter.

Patience is a Virtue, continued from page 7

This may sound familiar to you - motorists are like that - but you don't know any cyclists like that. Not so, say I. On a club ride on the St. Marks trail, a club member yelled angrily at some children because we had to slow from our 20 mph pace. "Get out of the road - you don't belong here," he yelled at them, not noticing that we were the ones breaking the rules and riding recklessly fast. Trail users like those children (and their parents) have fought back against all cyclists and, as a result of the impatience of a few, all cyclists are losing access.

You can see now that cyclists are under "attack" on two fronts. Both the impatience of others and the impatience of our own are working against us. Before we find ourselves confined to trainers in our own living rooms, cyclists as a community need to examine their own behavior and learn from it. Slow down, smile, say hello to other trail and road users. The benefits of *not* expressing your impatience may be greater than you know. It may not be the only solution, but it certainly won't hurt.

Welcome New Members!

Doris Abood	Chris Judd	Bruce Moore
Steven Baird	Robbin Kuder	William Rayner
Ed Barranco	Terral Lamm	Chris Robertson
Dixie Davis	Jon Leoni	Ray Scott
Lisa Gainey	Kate MacFall	Mary Jane Tappen
Diana Harper	Chris Marino	Roger Wilburn
Higher Ground	Skip Martin	
Jimmy Hoskins	Cynara Miller	

and a special welcome to our newest member, John Sewell & Toma Wilkerson's new baby girl, Madeline. Picture at www.atomicraceteam.org/.

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



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Sunrise and Sunset		
Date	Sunrise	Sunset
November 2	6:52 am	5:49 pm
November 9	6:58 am	5:44 pm
November 16	7:04 am	5:40 pm
November 23	7:09 am	5:37 pm
November 30	7:15 am	5:36 pm
December 7	7:21 am	5:36 pm
December 14	7:26 am	5:38 pm
December 21	7:30 am	5:41 pm
December 28	7:33 am	5:45 pm



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Have you moved? Keep your address current with Capital City Cyclists to guarantee that you continue to receive The Cyclists, 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: _____
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Quick Address Update:

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Tips and Recollections from Steve Halleck

It's commonly accepted that 'flat-landers' can't, or don't, do well in the epic mountain centuries; Six-Gap, Bridge-to-Bridge and Mt. Mitchell. Although this is definitely not true, if you were to treat these rides as just another century, it becomes a self-fulfilling prophecy.

The key to enduring and, yes, even enjoying these rides is knowing what to expect and preparing accordingly.

Yes, Six-Gap has hills (six of note, but some very steep shorter climbs, thrown in all along the way), and even though we don't have anything like them here, you can still be prepared. First, don't think that your Tallahassee gearing will get the job done. Get more gear than you think you'll need – it's a long day if you have to grind up the climbs at 20-30 rpm. Personally, I prefer a standard road triple with a 21 to 23 granny in the rear to maintain no less than 50-60 rpm. You may want more, but remember you want to spin as much of the climbs as possible to keep your heart rate reasonable.

Which brings me the equally important part of preparation – the engine. First, get the saddle time in. Six-Gap (as well as the other mountain centuries) are LONG; 20-30 per-cent more time than, for instance, Spaghetti. Your legs will be long forgotten if your butt's not in for the long haul. But, don't forget your legs. Although Tallahassee is flat-ish, you can find hills to train. Take a once a week pass over Havana Hills. This will accomplish two things, first it will get your body used to hills, and second, it will give you an idea of the sufficiency of your gearing.

Finally, don't forget to plan for the week of the event. Don't leave the century on your training rides; that is, taper a little toward the week preceding Six-Gap. Don't plan your longest, hardest training ride the week before. Also, Dahlenega is a little challenged in terms of accommodations for cyclists. I personally prefer staying at the Smith House, which is only a couple of hundred meters from the start at the College. Plan on having to do your own breakfast though, since finding a restaurant can be problematic at 0600. (I find that instant oatmeal or grits do well using the hot water from the in-room coffee maker.)

A couple of words of advice about Six-Gap itself. First, take it easy early on – keep your heart rate under control over the first couple of gaps. Hog Pen is hard and long (it averages 7% over 14 miles), but remember, Wolf Pen follows and it's pretty nasty also, so don't

assume that you can leave it all on Hog Pen – it's a long day if you do. Also know that once you top Woody Gap (the 6th) it's mostly all down hill into Dahlenega (17 miles or so), but be prepared for some final steep short hills coming into town at the finish.

Afterward, unless you're purposely into self-torture don't try the drive back to Tallahassee that same day. Hang out, and eat a big meal (not at the College unless you really like sticky spaghetti). The Italian place on the square is OK, but if you want some killer barbeque drive over to Ellijay and try Pooles or the Pink Pig. Then drive back the next day – it makes all the difference in the world.

Club Member Advertisements

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

Haluzak Leprechaun Recumbent for sale.

Very good condition, less than 2000 miles. Purchased from Foolscrow in 1997. Underseat steering, 21 speeds. Great bike. My wife is now riding tandem with me and doesn't use it. Has custom seat bag as well. \$700 or will include in a trade for a road tandem. For more information on the model: <http://www.haluzak.com/products/leprechaun.htm>.

If interested, contact Martin Gутtenplan at 386-7043, or at martinguttenplan@juno.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.

Paceline, continued from page 9

7. **Shorts:** A couple of pair of coolmax wicking padded cycling undershorts (Performance).

8. **Overjersey:** A winter cycling jersey of wool, lightest weight Polartek, or other breathable insulating non-moisture-absorbing fabric.

9. **Shell:** A light weight, close fitting wind shell.

Add the stuff in this list to your regular warm weather cycling gear and you will really enjoy next winter's riding.

What's Inside

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November

- 4 BPAC Meeting
- 17 CCC Board Meeting

December

- 2 BPAC Meeting
- 20 CCC Holiday Party
& 2004 Elections



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.

Capital City Cyclists
P. O. Box 4222
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