



The

Cyclist

Newsletter of the Capital City Cyclists
Volume 24, Number 5
September-October, 2004

The Club gears up for the 21st Spaghetti 100

Paceline - R-E-S-P-E-C-T for the B-I-C-Y-C-L-E?

By Tom Butler, CCC President

OK, I'm an optimist, but maybe, just maybe, we bicyclists are getting some respect. When I stop at convenience stores in the countryside, or when I'm talking with co-workers, I get more questions about gear and training, and fewer awkward silences or questions about why we wear funny shorts.

The cause might be Lance Armstrong's sixth consecutive victory in the Tour de France, a welcome tonic to many Americans who know that the international picture of the United States is spotty right now. People who may not understand road cycling can still respect strength and endurance, and draw a sharp breath in front of the TV at the footage of two riders in a peloton crashing. Or maybe it's because they now notice the cyclists who were already out there on the road instead of regarding them as just part of the background.

“Don't let no rednecks run over you.”

Heading out one afternoon to rack up some miles, I stopped at Walker's store in Wacissa. I was sitting on the bench in front of the store when a sunburned couple in denim shorts and tattoos, coming back from Wacissa Springs, stopped for gas and refreshment. The woman paused on her way out the door of the store, and asked me about the cleated shoes, and what I'd paid for them and how was I able to get a good price. They headed out with their beer, and she wished me well by saying “Don't let no rednecks run over you.”

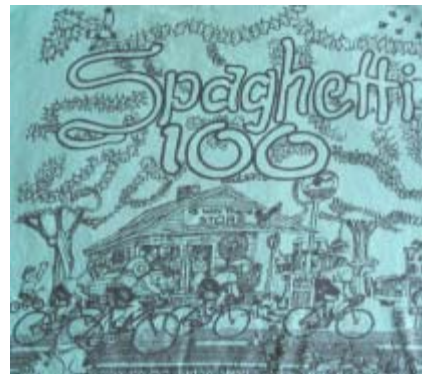
In Capitola the clerk at the Joy Mart came out of the store to ask me how far I was going, express amazement,

Continued on page 2

Fall classic set for November 6

The Capital City Cyclists are proud to present the 21st annual Spaghetti 100 Saturday, November 6, 2004. We are offering the option of a 100 mile or 100 K (62 miles) paved road ride or a 100K dirt road ride. There is also a FAST TRACK option at a reduced cost for those who wish to ride but not stop for lunch.

All riders will leave the Miccosukee Community Center, northeast of Tallahassee, and ride north through scenic North Florida and South Georgia to historic Thomasville and Boston, Georgia, through Monticello, Florida and back to Miccosukee for the legendary post-ride spaghetti dinner.



The dirt road course follows beautiful, canopied clay roads through the Quail Plantations. About ten miles will be on pavement. The dirt road riders will join the paved road riders for the morning rest stop in Thomasville, lunch in Boston, and spaghetti back in Miccosukee. There will not be an afternoon rest stop between Boston and Miccosukee (28 miles). The clay roads are non-technical. There will not

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Spaghetti

be a Sag on the dirt road course, but there will be bail out points that intersect with the road ride where a disabled rider can be picked up. The dirt roads will **NOT** be signed; however, you will get a detailed map with mileage. **In the event of rain, which turns the clay into deep mud, riders can switch to the metric or century road ride.**

Limited mechanical support will be available so be sure your bike is in good condition.

Registration will be available in September.

Parking is limited. If possible, please carpool to Miccosukee. Since the community center is located in a residential area, we will want to be as quiet as possible in the morning. Because of the hardwood floors, we ask that you not wear cleated cycling shoes in the community center.

Continental Breakfast will be served from 7 - 8 AM.


Ride Times: Both the 100 mile and 100K rides begin at 8 AM. There will be snack stops at approximately 25 and 75 miles for the 100 mile ride and 25K and 75K for the 100K ride.

Fast Track options enable speedier riders to forego the lunch stop at a reduced cost. There will be a snack stop.

The spaghetti feast will be served from 2 to 6 PM at the Miccosukee Community Center. Spaghetti, salad, and bread will be offered along with dessert and drinks. Additional meals for non-riders can be purchased along with registration.


—> **The Rules**

1. Helmets are required. No helmet - no ride!
2. Participants under 18 years of age must be accompanied by an adult cyclist at all times and have a liability release form signed by a parent or guardian.
3. Some rough roads - Reduce speed and exercise caution.

Overnight Accommodations: Overnight accommodations are available in Tallahassee, Florida and Thomasville, Georgia. Thomasville is the site of the morning rest stop and is closer to the ride start in Miccosukee than Tallahassee is. Tallahassee accommodations may be made through the [Tallahassee Area Convention and Visitors Bureau](#) at 800-628-2866. Thomasville accommodations may be obtained from the [Thomasville Welcome Center](#), 800-704-2350. To reach Miccosukee from Thomasville, take Georgia SR 122 south of town, which becomes Florida SR 59. 

Paceline - Respect for cyclists

and otherwise make conversation. In Crawfordville the week before, a local fellow at the convenience store asked me with genuine interest how awkward is it to walk in cleated shoes. All of these seem to be in contrast to the polite silence I've often seen at stops, when people try to overlook the fact that to them, you look funny.

Sure, it wasn't a perfect day. A kid in a green SUV on Tram Road yelled something incomprehensible even by young male standards, and a driver going the other way gave a sharp honk to try to be disconcerting. But I can easily live with that when I've had a fair amount of friendly conversation. 



Hungry bike riders refuel at the CCC picnic held in Maclay Gardens on August 29th.

JDBarnettGums@hotmail.com Phone (850) 216-1369
Fax (850) 878-6557

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Above: WCTV's Autumn Tam interviews "Melanie" before the July 11 Bastille Day Ride and feast at Piney Z clubhouse. More than 60 people participated. Channel 6 aired Miss Tam's report on the CCC and recreational cycling on the evening news.

Below: Bastille riders crest Miles Johnson Rd before making the turn onto Miccosukee.



Todd May

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FBA is a not-for-profit member-driven organization created to inspire and support people and communities to enjoy greater freedom and well being through bicycling. We're uniting all types of cyclists—on-road, off-road, those who prefer shared-use paths or rail-trail riding—to create a statewide bicycling community bound together in common pursuit of a more bicycle-friendly Florida. For more information and to join, visit <http://www.floridabicycle.org/>

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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, articles and photos pertaining to cycling are welcome and encouraged. Submit yours to dave@cccyclists.org

Touring

BEAUNE ON A BIKE

By John Dunn

The best vacation Barbara and I have ever had was a self guided bicycle tour in the Burgundy region of France.

Everything about it was magic We saw the picking of the grapes in the Cote de Or, rode over the hills west into farm country, stayed at a chateau and dined in a castle.



"We stayed at a chateau and dined in a castle"

Monsieur Florent Leroux at 7 Avenue du 8 Septembre in Beaune spoke great English, arranged our routes, tastings, dinners, and transportation of our bags to the next destination. His bike rental shop, the Bourgogne Randonnee, was just outside the ancient Roman walls of Beaune, the wine capital of Burgundy. He provided bikes that were flawless for cobbles, carrying bags, and 8% grades.



M. Leroux's bike rental shop in Beaune

The most important part of the day was to plan for the "picnic". You had to buy your wine, cheese, water, fruit,

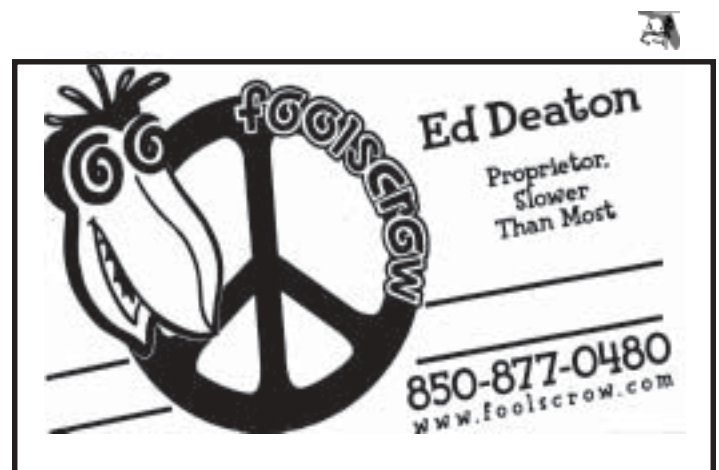
and bread when you could, early in the day, at the Petite Casino. Wonderful wine might cost \$3.00 and the "picnic" didn't break the bank either.

Getting lost each day was the best part of the trip. We tried to bring presents for our hosts and new acquaintances - small, tasteful items. In showing our appreciation whenever we could, we found any kindness was returned ten fold.

"The grape has been very good to Burgundy," said my brother in law, Terry. And Beaune, the beautiful small city filled with history and paved with cobble stones, has some of the finest and least expensive wines in all of France. We particularly enjoyed sampling the marvelous wines, breads, and cheeses at the Saturday market in the town square.



The only sadness was having to bid Beaune, adieu.



Info: Higher Ground 942-2453 or www.goneriding.com

NORBA Tom Brown Park, Tallahassee FL

FLORIDA STATE CHAMPIONSHIP SERIES Sunday, October 10 at 8:30 AM
All Classes - Amateurs \$23, Pro-Exp \$28, Kids \$5

\$60,000 in prizes for series

#2

Mountain Bike Races

Cycling with the Commish

By Scot Benton

One hot morning in August Scot Benton opened the Tallahassee Democrat and read that City Commissioner Andrew Gillum had just lost his driver's license for multiple speeding convictions. Suddenly, over the oatmeal and orange juice, Scot had one of those epiphanies where diverse elements connected and a complete idea gelled. The Commissioner would need to get around some way other than the automobile. Why not offer to help him take up bicycling? Scot called. Not only was Mr. Gillum receptive, he was enthusiastic! Joe's Bike Shop arranged the bike and gear and the weekly Friday night "Ride with the Commissioner" was born. Andrew Gillum may not appear each and every Friday, but he enjoys cycling and will attend as many rides as his schedule permits.
- ed.



ride or anything high profile. Also, this is not a "hasher" cycling event. We ride smooth and talk. We maybe drink a beer or two. Mostly we reach across our different interests (racing, touring, trials, jumping over buildings) and enjoy what we have in common – we ride bikes.



On last Friday's (August 27) ride, City Commissioner Andrew Gillum showed, rode, listened to our polite suggestions and rolled his eyes at our ranting and moaning. Pete brought his trials bike and balanced on a few things. We congratulated Piers Rawling on his new position as chair of the Philosophy department at FSU. Summer Calder provided insight and perspective and was a great communicator with the commissioner. Bill Otersen kept drawing. I brought along a camera – which kept me from running my mouth too much. Blakely told great paddling stories and rode the only true commuter bike. Decent Pizza's ace pie guy, Robbie, tossed us a work of art. Then we all rode quietly back to All Saints and hung out there talking. Ride length, 5 miles. Ride time, 3 hours.

So come on out. Tell a friend.

Where: All Saints Café, (formerly Java Heads) 903 Railroad Ave on the corner of Saint Francis St (one block south of Gaines on Railroad Avenue.) The new owner is Dan Kavanaugh, the master frame builder of Organic Engines.

When: Fridays 7pm.

We have six extra lights – to loan to folks who forget.

Please do not show up if you are looking for a "training"



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Racer Diary: 2004 Junior Nationals in Utah - Thin air, steep hills, wind, strong competition, and the usual crashes

By Beck Frydenborg

Junior Nationals went pretty well for me this year, despite some mistakes and bad luck. The races took place in Park City, Utah, which is around 7,000 feet above sea level. To prepare for racing at altitude, I worked with Krista Austin, an exercise physiologist and nutritionist at FSU. She was kind enough to let me use her hypoxic test equipment normally reserved for FSU students. After utilizing the low-oxygen simulation devices, I spent the four days before my first race at normal altitude to let my body recover.

My first race was the ITT and was held on Antelope Island in the middle of the Great Salt Lake. It was a fairly hilly course, but since there were no trees at all, the main factor was the wind. I felt really good warming up, and



made sure I didn't miss my start. I was second to go off and began my ride rather easy, below lactate threshold, so that my muscles could warm up. After about 1 km, I encountered the first hill, which was about 1/2 km long. I used this to bring myself to lactate threshold. The way out had been mostly downhill, so everyone was going around the same speed and clocked similar splits. After the turn-around at 10k, I mistakenly worried that I would blow up on the really steep and long 2k hill which was 3 k from the finish. So, I did not push myself as much as I should have. There also was a headwind I was worried about. I ended up feeling great up the hill, which I flew up, and then cranked it up for the last 3 k. Unfortunately, I started pushing it hard too late, and still had a lot of energy when I reached the line, about 3 seconds behind the first guy to go off. I ended up finishing 34th, about 1:45 behind the winner, who had a time of 28:03.

We had a rest day before the 75 mile RR. Good thing too,

because it was a really hard course. The loop had a 3 mile hill about 5 miles in, followed by about 20 miles of rolling hills. Then came a 2.5 mile hill which had the feed zone. After that we rode a mile of relatively flat road before the course kicked up again for 1.5 miles. There was a tail section which went out and back to the finish line. On the way back, it was another 3 mile climb.

When we hit the first hill, the race shattered. I managed to hang with the lead pack of about 50 guys. Two guys got off the front, and stayed there until the second time on the feed zone hill. I stayed with the leaders, just going lactate threshold up the hills. I had to chase to rejoin after losing contact because of bad positioning the second time up the 3 mile hill, but I still felt OK. However, on the second pass up the 2.5 mile feed zone hill, I had gotten a feed and lost some positions. I stood out of the saddle to move up again, to make sure a gap didn't form, but both of my legs cramped badly. I later realized that I had not been drinking nearly enough because the dry conditions did not make me thirsty. I forgot to force myself to drink. I also made the mistake of only hydrating with water before the race.

However despite the errors, I finished 46th, beating two key rival Hot Tubes team members - Zach Taylor and Spencer Beamer- both former national champions. I still had energy too, but was unable to push it for fear of my muscles seizing up permanently. It was pretty ironic that my race was ruined by a lack of salt so near the Great Salt Lake.

The next day at the crit my legs felt absolutely flat from the previous day. Four guys had broken away fairly early. I sat in the bunch for most of the race in around 20th place, and with 2 laps to go moved up to contest the sprint for 5th place. However, it was a crit and it was nationals, so of course I ended up crashing. This time it was during the final 100 m when a guy a few feet to my left hit a wheel and flew right in front of me. I flipped over him and went down hard, but only got a little bruised and some minor road rash. I walked my bike across the line and got my name on the loud speaker. I placed 30- something, beating many Hot Tubes riders again as well as most of the field which had dropped out (about 130 started). This was even more disappointing because, if not for the crash, I would have placed at least 8th or 9th, and salvaged a little of my nationals.

It was a good experience despite the misfortunes. Next year I intend to learn from my mistakes and earn a top three placing. I also want to not crash in the crit. That would be cool for a change.

Anyway, thanks for reading. I'll see ya on a ride sometime.



Blairstone completion connects Goose Pond Trail's north section

By David Stotts

When the final northern part of the Blairstone Road project opened in August, the debut's fanfare said little or nothing about a significant enhancement for bicyclists: the completion of a connector to the northern piece of the Goose Pond Trail.

Although the Blairstone enhancements won't connect Goose Pond with Tom Brown - the southernmost piece of the Trail - they will create an alternative to the congested Capital Circle NE from Park Ave to Hermitage Blvd. for cyclists and pedestrians. Theoretically, a bicyclist now can enter the Goose Pond Trail at Hermitage and ride all the way to Park Ave. without turning a pedal on the road, except to cross streets. For the traffic-phobic, this is a significant enabler for using a bicycle for shopping and work trips.

Wide asphalt side paths provide trail-like cycling conditions from Centerville south to Park. But, the interesting and slightly hidden piece of the puzzle, replete with bi-directional bike lanes and an eastern-edge sidewalk,



is the newly paved Potts Road. Potts Road, however, no longer connects to Centerville as it once did. For cyclists and pedestrians, the traffic engineers have designed a wide sidewalk/path for the 1/3 mile over the Goose Pond wetlands that connects to Blairstone at Centerville. The path is constructed mostly of cement with expansion joints, so it rides like a sidewalk. It has a small wooden bridge and a small asphalt section. The connector path isn't ideal for road bikes, but is fine for cross and mtb's.

Although the three sections of the Goose Pond Trail are

popular, they seem to be used primarily as individual segments rather than as a united transportation or recreation corridor. From casual observation, the most common usage is dog walking, followed by individual walking, running, and parent-child bicycle training, in declining order of frequency. As a frequent bike-commuting user, I very rarely have seen another bicyclist anywhere but the Tom Brown section. And in the very scenic Tom Brown part, I almost never have observed another cyclist enter or leave the Park at either end of the Trail. Bicycling use seems to be confined exclusively to the 3 miles or so in Tom Brown by users who drive cars into the park and unload their bikes for a recreational ride.

Former Tallahassee Bike/Ped Coordinator and current Bike Florida Director Greg Wilson explained how his vision of a continuous transportation and recreational trail was sliced and diced:



“That bike path to bike lanes transition (at Centerville, Potts, and Blairstone) sounds kind of scary! Things got very complicated as all those road projects surfaced, post the inception (and funding) of the Goose Pond Trail. The Blairstone Road Extension, Centerville Road realignment, Welaunee Blvd, paving of Potts Rd, etc., etc., all came along later to complicate and delay the path. I know that it gave Jeff Hunter (who succeeded Wilson as B/P Coordinator) fits!”

I hope that the City of Tallahassee will follow through with maps, signs, and a bit of publicity so that the casual cyclist will at least be able to find the Blairstone/Goose Pond connector.



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.

Insurance and bicycle accidents

If there is one issue we have found the majority of our clients don't understand well, it is insurance coverage and how it applies after an accident. For the majority of us who ride our bicycles on the street and are exposed to the potential of a crash with an automobile, grasp of insurance details are likely even hazier. Hopefully, the following discussion of insurance coverage will clarify concepts and help victims deal with the aftermath of a car/bike crash..

If you are involved in an accident with a motor vehicle while riding your bicycle, the first insurance coverage to come in to play, assuming you own an automobile yourself, is your own automotive PIP (Personal Injury Protection) coverage. If you do not own an automobile, but live with a relative who owns an automobile, the PIP insurance on that automobile should apply to your situation also. If none of the above applies, then any PIP coverage on the automobile which was involved in your bicycle accident would be available to you. It is important to realize that if you must revert to the PIP coverage from the automobile involved in your crash, that PIP coverage will be available to you regardless of fault. PIP, which is required to be at least \$10,000.00 by Florida law, applies to medical bills and lost wages but does not compensate for pain and suffering or disability as the result of your injuries. PIP coverage does not "stack" You cannot add the coverage from your car to that of the car involved in the

crash to achieve more than the standard \$10,000.00 normally covered in an automobile policy.

The next available insurance coverage would be the liability policy carried by the owner and/or driver of the automobile involved in the crash. However, this coverage only applies if the driver of the automobile is in any way at fault in the accident. You might remember from my earlier Legal Spin column that Florida utilizes a system of comparative negligence. Although you may feel you are partially at fault, so long as the automobile driver is partially at fault, any liability insurance covering the driver is potentially available to you.

If the driver and owner of the automobile involved in your accident does not have liability insurance coverage, you can turn next to your own uninsured motorist coverage, should you have that coverage. Uninsured motorist coverage is optional with any automobile liability insurance policy and is probably the most misunderstood insurance coverage available. Simply put, uninsured motorist insurance is liability insurance you can purchase (very inexpensively), which only comes in to effect if the person liable to you in the accident does not have enough liability coverage to compensate you for your loss, or has no liability coverage at all. In these events, your uninsured motorist insurance kicks in and acts like liability insurance purchased by the other individual involved in your accident. Unlike PIP insurance or your own liability insurance coverage, uninsured motorist insurance "stacks" or accumulates by virtue of the number of owned automobiles you have insured with uninsured motorist coverage.

Therefore, if you have 2 cars in your family with \$100,000.00 each in uninsured motorist coverage, you have \$200,000.00 in uninsured motorist liability insurance coverage available to you in the event the other person involved in your accident is uninsured

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or under-insured. As with PIP, if you do not own an automobile, you may be entitled to coverage maintained by any car-owning relative in your household at the time of the accident. This uninsured motorist coverage is equally available if you're involved in an accident with an automobile while riding your bicycle or driving your car. Also noteworthy is the fact that if you have uninsured motorist coverage in your automobile policy, and you collect on it due to an accident, you can not be penalized by increased insurance premiums or otherwise.

The final option for insurance in the event of a bike accident with an automobile is health insurance. It will usually come in to play as soon as any PIP coverage has paid in full.

Another bit of advice: Review your automobile insurance policy and make absolutely sure you have uninsured motorist coverage, ideally as much as you can reasonably afford. The biggest mistake we see people make with their automobile insurance is opting for minimal or no uninsured motorist coverage when, in fact, next to your own liability coverage, it is the most significant insurance you can purchase. With it in place, you are covered by insurance regardless of the insurance situation of the driver of any vehicle that causes you injuries. I think most people would be very surprised to learn how many automobiles are traveling on our highways with minimal or no insurance whatsoever.



C. David Fonvielle
National Board of Trial Advocacy
Florida Bar Board Certified
Civil Trial Lawyer

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Remarkable Riders

by Zack Slayer

Cyclist: Joshua Friedlander

Age: 31

Occupations: Doctoral candidate in Music Performance on Violin at FSU; plays violin for the Tallahassee Symphony, other area orchestras, chamber music ensembles and teaches violin; mechanic at Higher Ground.

Last Seen: Sunday Cabo's ride on a Specialized Langster Pro fixed-gear track bike.

Age started cycling: 13 - I started on the Pittsburgh Pro Bike Shop Sunday 60-mile ride, I'd get dropped every time, but I kept going every Sunday.

Age started racing: 19

Race History: Criteriums & road races.

Highlight: Racing in the Sycamore Street Challenge (PA) for 6 years.

Favorite bike owned: Colnago Dream Lux Plus.

Dream bike: The Scott CR1 road bike (coming out in Dec 04). I like compact bikes, and that might be the lightest one on the market at 880g frame and 290g fork. A complete bike is 6.7kg with Dura-ace and Ksyrium wheels stocked. Of course, I would buy all Campy Record, with Bora wheels. Second Choice: Trek 5.9 Madone SSL (not out yet).

Favorite energy bar: Harvest bar - Apple Cinnamon.

Favorite local ride: shop ride - Joe's ride on Thursday night at 6.

solo ride - riding up Meridian through Georgia and back. It is hilly and serpentine.

Favorite ride ever: A 75 mile ride from West Port NY to Lake Placid NY when I was attending Meadowmount Music Camp. The ride had 11 and 6 mile climbs on extreme gradients and 12% descents with speeds reaching 60 mph. It was all next to the clean blue Saranac River, where one can actually pick up trout



Josh Friedlander with his Colnago Dream Lux Plus

with one's fingers. It was an awesome and very tough ride through the Keene Valley, Lake Placid, North Pole, N.Y. and past Whiteface Mountain.

Favorite stage in 2004 Tour de

France: Stage 17 Bourg d'Oisans to the mountain top of Le Grand

Bornand. Lance's sprint to the line to beat out Klöden was the best.

What's up with the track bike? I always wanted a track bike. When I was an undergraduate at the Mannes College of Music in NYC I saw a Cannondale track bike at Amsterdam Bicycle Shop on Columbus Ave between W81st and W82nd in the Upper West Side of NYC. It was \$1,000. I tried to save up but I never got that much. Ten years later I got the Specialized Langster Pro, modified it with a road fork, bars, seat, and front brake, and love commuting on it every day. It's very light and looks great.

Ever think about the violin while riding? On the ride? No. However I have thought of the similarities between being on a track bike and performance violin. You always have to be focused and prepared for everything. You always have to be on edge. You can't screw up.

Violin Lessons & Ensemble Playing
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Joshua Friedlander
Violinist - Teacher and Performer
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Tallahassee, FL 32301

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850-224-4801 fax
jhfzgate@yahoo.com

Go Ride Your Own Trail by Bill Otersen all rights reserved by the Artist





Bike Shorts

Tandem Captains needed for blind stokers

Michelle Armington is looking for tandem riders who could introduce visually impaired people to bike riding. She was referred to the Club by Tec Thomas of Tec's Bicycle Sport. She and her friends also need some basic advice and guidance on the essentials of tandem riding. You can reach her at 562-9306 (h) or at work at 942-9514 xt3012.

Karen Girard's knee remedy : Big Meat Power Wedges

I would like to share my solution to persistent knee problems from riding with clipless pedals. I couldn't use clipless pedals for years, because they hurt my knees. I tried several brands with no success. Two years ago, I learned about a product called "Big Meat Power Wedges." It's a dreadful name, but did the trick. It's a small wedge shim that you put under the pedal that slightly cants your knee vertically. Some riders have a condition called "forefoot varus," where the foot tilts up, or "forefoot valgus" where the foot tilts to outside. Most clipless pedals force the foot into a flat position, which causes the body to fight to restore the natural alignment of the foot, which results in knee pain. Big Meat comes with 8 shims, which I think are about one mm each. I only need one to correct my problem and finally join the clipless generation. I don't know if any of the local bicycle shops carry the product, but an internet search on the product name finds several sources.

A word of caution. If you buy a set of wedges, start with just one shim and test it cautiously to make sure it helps your knees rather than hurts them. You attach the shims to your shoes underneath the cleat. They should be tried out very gingerly on a wind trainer or a short, easy ride around the neighborhood. Be very careful to start with only one shim in order to avoid further knee problems in case the shims are not the answer.

The company wisely changed the device's name to LeWedge. It is available as a kit for \$24.95 at bike shops or from the manufacturer Lemond products.- ed.

Neil Dimacali's Mountain Bike suggestions

Mark your calendars for "Take a Kid Mountain Biking Day"; Saturday, October. 2, 2004. Take your kids mountain biking. If you don't have kids, take your neighbors' kids.

It's an easy way to introduce the next generation of bicyclists to bicycling, while getting some extra miles in the process. For more information click on http://www.imba.com/news/news_releases/07_04/07_15_ten_kid_tips.html.

Mountainbiking, hiking, horseback riding - all trail users - have an impact on the environment. The latest newsletter of the International Mountain Bicycling Association (IMBA) has a compilation of studies on the subject. Click on http://www.imba.com/resources/science/impact_summary.html for the complete story. To preserve our passion for mountain biking we need to be good environmental citizens by volunteering at our local trail maintenance days on a regular basis.

Tec stores Club's goods

Tec Thomas graciously has provided space for storing all of the Club's drinks' coolers and other paraphernalia for putting on bike rides at Tec's Bicycle Sport on Gaines St. Thanks Tec!

Club members needed for help with Spaghetti 100

We need volunteers for the Spaghetti 100. Non-riding volunteers will receive a free t-shirt. The Spaghetti 100 will be held on November 6 this year. Helping the Club put on the ride can be fun and is very rewarding. Please contact the Club president, Tom Butler, if you can help. There are 3 categories of volunteer needed:

1. The Volunteer Coordinator is the person who persuades others to help out. All you'll need to do is make a few phone calls. We'll provide you with a list of club members who have indicated an interest in volunteering for a century ride and a list of open volunteer positions. The CCC board will assist. The Volunteer Coordinator will have finished the job and be able to ride in the Spaghetti 100.
2. Ride Day Volunteers - We'll need lots of folks, outfitted in their new free t-shirts to be sag drivers, hand out food, water and encouragement at rest stops, check-in riders, and direct parking.
3. Pre and Post Ride Volunteers - It won't take much of your time to help with packet stuffing, road marking, brochure delivery/ mailing, or post ride cleanup. And you'll be able to do the ride!



Book Review

By Pete Butler

Gentlemen's Quarterly is recognized as home to the beautiful people. A quick scan of the magazine shows a world of chiseled bodies with perfect tans. But there's one issue from 2002 that featured something quite different.

This was Mike Magnuson's GQ pictorial debut, which featured him completely in the buff, sitting on a Trek bike, dripping with sweat. Even worse, this naked man doesn't have the benefit of an athletic physique. Here is a large man with a large belly. Rolls of fat literally pour out from his gut. His face has the determined look of a man contemplating his next ice cream sundae. From the photo, which accompanies a cycling story, it is clear that Magnuson has pretty well let himself go.

Of course, that's the Magnuson of old. He's now 80 pounds lighter and telling the world his transformation story in *Heft on Wheels: A Field Guide to Doing a 180*. The summer release isn't really a how-to guide; it's the story of a college professor who gets absolutely disgusted with his lifestyle of obsessive drinking, smoking and eating. He decides it is time for a change and becomes completely fixated on bicycle riding and cleaning up his way of life.

Magnuson's amazing story began in 2002, when virtually overnight, he substituted riding his bike hundreds of miles a week for chugging beer as his main leisure activity. He started making meals of protein shakes and became downright determined to keep up with the racers in his hometown of Carbondale, Illinois. He's 41 now, weighs in at 170 pounds and is one of the fastest cyclists in Carbondale.

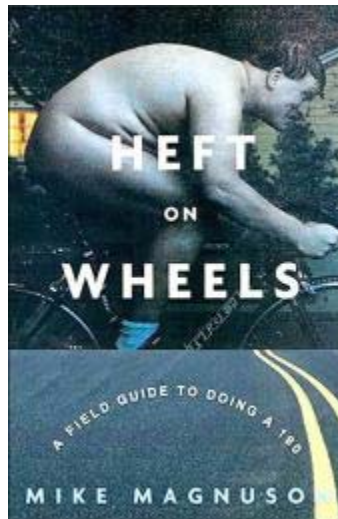
Bravo for that, and bravo for documenting the story.

Heft on Wheels is a fun read because the guy can write in a humorous style of exceptional wit. But, the book is seriously inspirational

Heft on Wheels:

A Field Guide to Doing a 180

By Mike Magnuson



"I kept coming back for more, though, because I needed the crap beaten out of me. That's right. I needed atonement. I'm sure my associates at the bar in those days would agree. And, ah, how atonement comes with the group riding out of Carbondale on Dogwood Road into the mobile-home-littered hills and chip-and-seal roads of the Shawnee National Forest and hammering for forty-five miles, pounding over the hills, working inhumanely hard to spit each other off the back of the draftline and make each other suffer the way dropped cyclists have always suffered, like dogs. Man, back in my heavy days, I'd think if I could stay within sight of the group, even for short sections of the ride, I'd be scoring an extra-large moral and metaphorical victory. I win, I'd think, just because I'm participating. The big unhealthy man rides with the local fit fast road-bike group and gets dropped, the inspiring part being the odd truth: He doesn't get dropped as badly as you'd think he'd get dropped. Isn't it terrific the big guy can even stay close to those little bike racers?"

-from Mike Magnuson's *Heft on Wheels*

as well. The next time you find yourself making up excuses, remember this guy who completely transformed his life. He's a motivator and a complete lunatic. He'd obviously fit in well around these parts.

Heft on Wheels is available in local bookstores. The author has published three other books including *LummoX: The Evolution of a Man*, teaches creative writing at Southern Illinois University, is a regular contributor to *Bicycling Magazine* and maintains a website at LummoX.org.



1909 Thomasville Road
850 224-7461



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

Sunshine Cycles: Tallahassee's source of Lance Armstrong's Trek Madones. You can even bring your dog.

Sunshine Cycles on Capital Circle NE just south of Hermitage Blvd. is the among the first bike shops newcomers to Tallahassee will see as they drive off I-10. Filled to the ceiling with Trek, Serotta, and Cervelo bicycles and a very large inventory of components and clothing in a large and airy double store, Sunshine is managed by the amiable Dan Solomon and Ed Holt. *The Cyclist* stopped by after a pleasant pedal on the Goose Pond Trail, Blairstone connector and newly paved Potts Rd. which parallels Capital Circle.

Reader tech questions:

Shop mechanic and skilled BMX rider John Averett answered reader questions about carbon seatposts.

Are carbon seatposts really more comfortable than aluminum ones?

“Carbon is definitely more comfortable than aluminum because it absorbs vibration by dampening it out. And you still have a very light-weight and rigid post.”

Can you clamp a carbon seatpost in a workstand without damaging the post?

“Yes, if you clamp it lightly. You must use judgment. You can crush any seat tube or seatpost by clamping it too tightly, even steel. You can adjust the clamp on a Park workstand so that the clamp just barely squeezes the post and the bike just dangles. This is the way we work on higher end bikes of extremely light weight materials like scandium.”

Have you ever seen a damaged carbon seatpost in the shop?

“No. Not where the carbon shaft is broken or the aluminum saddle rail clamp has broken. I once saw the bond between the carbon and aluminum give so that the clamp and saddle could turn from side to side but never where the post actually broke.”

Are all carbon posts created equal, or are some better than others?

“Some are better than others. The top brand is Easton. Many manufacturers are now making carbon posts. Generally, the higher the cost, the lighter the post.”

Hot Hardware:

When I asked Dan and John what bike they would most like to own, they unhesitatingly said the Trek Madone 5.9. The Madone is the OCLV carbon bike on which Lance



Armstrong and his USPS team rode to a record 6th Tour de France victory. Only one problem: the world-wide demand for the Madone is so great that the Trek factory in Waterloo, WI can't yet keep up with the orders. But Dan, who just returned from a visit to Trek's factory and was impressed with the meticulous care that went into hand-building the 2 pound frames, promises he'll have Madones in December. Cost of the complete all-Dura-Ace, 15 lb. bike: around \$5500.

Meanwhile, Sunshine offers a 21 lb Aluminum full-on racing or club riding bike, the Trek 1500, that features Trek's famous frame craftsmanship equipped with Ultegra and 105 components for a budget-friendly \$1099.

Dan invites everyone to come to the shop on Saturdays and bring their pets. He's also excited about a project to map popular local bike routes, many of which are posted on the shop's website www.bikesunshine.net.



Dan Solomon with Trek 1500, a well-appointed light racing or club bike equipped with Bontrager wheels and carbon fork, an Ultegra/105 group, and a comfy carbon seatpost. Dan will swap the stock triple crankset for a double if you want.

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



TALLAHASSEE, FL

672 W. GAINES ST.
224-1122

Voted best bike shop in
2003 by FSView
student poll

Sales, Service, Professional
Wheelbuilding Since 1917

Sale City Volunteer Fire Department Fall Festival

Location Sale City, Georgia off of Georgia Highway 37

Contact: Sharon Phillips Phone: (229) 336-7885

Friday night, October 15 is the Street Dance

Saturday, October 16 is the Fall Festival featuring arts and crafts, a fine arts exhibit, food booths and more.

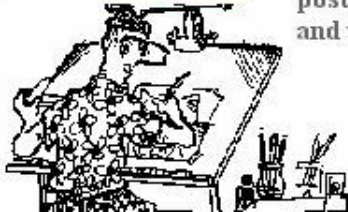
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the Pecan Pedalers

of Albany, GA present



The Nut Roll Ride

September 18, 8:00 am
Chehaw Park Creekside
Education Center
Four routes: 30, 45, 65,
& 100 miles
Pre-registration: \$20
Day of Ride registration: \$25

<http://www.pecanpedalers.org/>
Tom Clure tclure@aol.com

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 echo21@earthlink.net or call Pam at 980-3240 to update your mailing address, phone number and e-mail address.

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
Tuesday 6:00 p.m.	30-40 A/B	Bob Carruthers 216-1873 twowheels59@aol.com	Publix at Southwood	Ride is fast, but not a hammerfest. Goal is to have an average ride speed between 19-20 mph.
Friday 6:00 p.m.	Group decides B/C/D	YOYO	St. Marks Trailhead	Dine and socialize after ride at a local restaurant
September/October Rides				
Date/Time	Miles/Level	Leader/Phone	Starting Point	Name of Ride/Comments
9/5/2004 7:30 a.m.	20 C/D	Tom Strazulla 539-9598	Calvary, GA - North on Hwy 27 through Havana to Hwy 11. Turn right, then 3 miles	Calvary to Climax with option for a shorter route
	33 B/C	YOYO with map provided		
9/12/2004 8:00 a.m.	20 C/D	Al & Heidi Parker 668-4478	Publix parking lot at Blair Stone Rd & Capital Circle. Use the first two rows off of	Southwood Ride
	48 B/C			
9/19/2004 8:00 a.m.	21 C/D	Jim Mann 422-0302	Cabo's Grill parking lot, corner of Apalachee Pky & Magnolia	Cabo's Breakfast Ride
	34 B/C	YOYO with map provided		
9/26/2004 8:00 a.m.	20 C/D	Kathy Lurding 656-1633	Summit East parking lot, Hwy 90 East just past I -10	Summit East Ride (former Tour d'Chaires)
	31 B/C	YOYO with map provided	Summit East parking lot, Hwy 90 East just past I -10	Tour d'Chaires
10/3/2004 8:00 a.m.	23 C/D	Chris Lacher 385-7340	Bruegger's Bagel Shop parking lot, Carriage Gate Shopping Center	Bruegger's Ride - Short route a moderately paced "civil cycling" ride. All riders welcome and no one gets dropped!
	36 B/C	YOYO with map provided		
10/10/2004 8:00 a.m.	30 C/D	Al Hammock & Lisa Cashulette 877-1670	Chaires Elementary School	Chaires-Waukena-Wacissa Loop with shorter option
	45 B/C	Dave Beck 656-2797		
10/17/2004 8:00 a.m.	TBA C/D	Tom Butler 421-6966	Jefferson County High School	Quitman Ride with shorter option TBA
	55 B/C	Lee Berger 297-0448		
10/24/2004 8:00 a.m.	32 C/D	Warren May 878-0889	Miccosukee Day School	Parramore Fish Pond Ride with Miccosukee to Monticello as shorter option
	65 B/C	Jim Mann 422-0302		
10/31/2004 8:00 a.m.	25 C/D	Tom Strazulla 539-9598	Calvary, GA - North on Hwy 27 through Havana to Hwy 11. Turn right, then 3 miles	Calvary to Cairo with shorter option
	40 B/C	YOYO with map provided		
11/6/2004 8:00 a.m.	100/100K ALL	N/A	Miccosukee Community Center	21st Annual Spaghetti 100! See web site for details
11/7/2004 8:00 a.m.	23 C/D	Dave Crawford & Martha Cunningham 386-1805	Bruegger's Bagel Shop parking lot, Carriage Gate Shopping Center	Bruegger's Ride - Short route a moderately paced "civil cycling" ride. All riders welcome and no one gets dropped!
	36 B/C	YOYO with map provided		
10/14/2004 8:00 a.m.	TBA C/D	Dick Durbin 668-4336	Miccosukee Day School	Thomasville Breakfast Ride with shorter option TBA
	40 B/C	YOYO with map provided		

For information on out of town rides, visit the Florida Bicycle Touring Calendar online at <http://www.floridabicycle.org/fbtc/>

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Upcoming Events

October

- 10 NORBA State Championship Series
Mountain Bike Race - Tom Brown Park

November

- 6 Spaghetti 100 - Miccosukee



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 Pam Jackson at 980-3240 to ensure that you continue receiving your newsletter.