



Spring City Cycling Club
Huntsville, AL – Founded 1892

The Spring Times

May 2004

The Official Publication of the Spring City Cycling Club – Dedicated to providing “concerted plans and amusements for the bicyclist.”

May is Bike Month: Ride and Fix Your Head

...and it's Mental Health Month, too. So why not, as cycling author Wayne Lankford says, “don't use your head to fix your bicycle –use your bike to fix your head.” Or your waistline. Or help reduce pollution.

Those who cycle regularly, especially bike commuters and those who bike to the store or for other errands, are part of the solution. It's up to each of us to be good ambassadors for cycling.

Bike-to-Work Week is **May 17th - 21st** and Bike-to-Work Day is Friday, **May 21st**. Ride to work if you can, and if you can't, wear your club jersey to work. What else can you do?

- Encourage friends to dust off the old bike and go for a short ride.
- Tell someone how fun cycling is, and how it's made a healthy difference in your life.
- Write a letter to city, state or federal officials and voice your support of initiatives and legislation that promote a more bike-friendly America.
- Become a Day Sponsor on WLRH in observance of Bike Month. Call 895-9574 for info. The Holders and others have. Why not you?

Bicycling is part of the solution to many of our nation's problems: the obesity epidemic, traffic congestion, air pollution and more.

Some 64% of adults and more than 15% of kids are overweight today, resulting in 300,000 premature deaths and a cost to society of \$117 billion a year. Over 22% of all motor vehicle trips Americans take are less than one mile long, and 50% of the working population commutes five miles or less to work, an easily bikeable distance.

If the average person biked to work or shopping once every two weeks instead of driving, we could prevent the pollution of close to one billion gallons of gasoline from entering the atmosphere every year.

Robbie Webber, bike advocate and former president of the Wisconsin Bicycle Federation says: “In pitching bikes

and bicycling for a number of years, I realized that getting people who only drive or are sedentary to jump on a bike is a stretch. It's like trying to get people who live 20 miles from work to participate in Bike to Work Week –too big a jump. Instead of telling them to bike to work, I tell them to bike to the store during the week. In working with the health community, I am emphasizing that if we can get people to drive less, they will be more active in just going about their daily activities.

“But instead of asking them to haul the bike out of the garage (pump up the tires, oil the chain, don't be scared of traffic, remember how to balance, don't forget your helmet...), I say, “Try walking.” Once people start walking a bit, the idea of biking isn't quite so bizarre. Once people start demanding communities that are good for walking, bicycling will naturally be easier. But some times you have to start with baby steps and suggest walking 1/4 mile before you can work them up to biking 10 miles to work in the rain!”

For more info see www.bike-to-work.com and www.bikemonth.org. And remember to ride your bike.

Madison Cycles Cranks Up New and Improved Bike Store

Madison Cycles is now open at its new location at 8760 Madison Blvd. at the Spencer Square shopping center.

Owner Steve Swann says, “We outgrew the old location and have more space for bikes and accessories, plus a larger service area. The new storefront is more visible and accessible. And real air conditioning is also a bonus.”

The store began around 1998 as a one-man shop. In addition to Steve, three employees fix bikes and serve customers. Madison Cycles continues to specialize in road bikes and expert bike fitting appropriate to the rider and the cycle.

Long a friendly fixture at Madison Cycles, Maggie the dog still gets excited when she hears the UPS truck pull up or sees Steve inflating bike tires.

PAC Tour 04: Showdown in Tombstone

By Shirley Feaux

I remember many years ago when Terry Whitehead would appear at rides late in the spring sporting a new, colorful jersey with “PAC Tour” emblazoned on the back. When asked what the heck that was, he would describe a “vacation” he’d just taken in Arizona. As it turns out, Terry has done the annual March trip for six years.

Three years ago Charlie and I decided to see just what the camp was all about. We went and got hooked on the great riding, the learning experience, the scenery, and meeting fantastic riders from all over the country. We have decided that this will be our spring get-away.

This year eight cyclists from Alabama joined Terry on his “vacation.” They were Davy Haynes, Bob Crimi, Jeff Belote, Judy Mulkey, Anniston cyclist Roger McCully, and Charlie and lil ol stoker me. Alabama had more cyclists than any other state including the outdoorsy state of Colorado or the frenetic Californians. Oops, I just recounted—there were more from Minnesota than from Alabama.

The camp was instituted to accommodate riders who were cooped up all winter in the Midwest on indoor trainers, with snow and ice preventing them from the real challenge of road riding. Lon Haldeman lives in central Wisconsin. He is the many time winner of the Race Across America. His wife, Susan Noterangelo, an Olympic racer and also winner of the RAAM, assists him in putting together the camp that focuses on long distance riding.

Arizona in March has perfect weather with temperatures in the 70 to 80 degree range during the day. The mountains give challenge and training opportunities for the participants.

The camp is five weeks long and participants can choose what week or weeks best suit their needs or schedules. We selected weeks two and three. Every week starts out in Tucson, but our first week was really centered in Sierra Vista. We had to ride the 90 miles to begin the educational week.

The daily rides varied from 40 to 90 miles and all began and ended at the same hotel in Sierra Vista. All rides were sagged and supported with good food and drink. Every day there were lectures by doctors, nutritionists, mechanics, and physical therapists. Each of them was a cyclist of note.

Workshop riders could be evaluated, if they chose, for bike fit and positioning by the famous Andy Pruitt from *Bicycling Magazine*. Andy suggested a new stem angle for our tandem and shims for Charlie’s cleats. My half of the bike was perfect (what else?)

Talks about calcium deficiencies among very long-distance riders surprised me. Being one of those women who must be careful of bone density, I took to heart the

latest findings of the physicians. Also of interest to me were the studies about salt in the diet being crucial and water alone as dangerous. All in all, the camp gave me great advice for my performance on the bike.

Our second week is known as the Mountain Week. The hills are bigger and the distances greater than before. It was point to point so we had to pack and change hotels daily. The distances were from 60 to 104 miles every day. By this time our legs had gotten used to the riding and our butts had become accustomed to daily abuse.

Mt. Graham was the highest point, both physically and aesthetically, at 9,000+ feet and, I am told, drop-dead gorgeous views. We did the first 12 miles up that mountain. It was 12 miles of switchbacks at 6% to 12% grades to the rest stop, where we got nourishment and the choice to proceed the next 13 miles to the top or we could turn around and continue the 70 miles into Wilcox. We chose the latter because we are soooooo slow up mountains. We had to be satisfied with Davy’s tale of how beautiful it was on top of Mt. Graham.

We saw: illegal aliens (not space beings) rounded up by the Border Patrol Agents...a carbon fiber Calfee tandem...exotic bikes and birds...cactuses at the Saguaro National Monument...old airplanes at the Pima Airplane Museum...and much other Arizona kind-o-stuff.

But the most unexpected incident was the question posed to me by one of the riders at the camp. She was a good athlete in addition to being a very rich and sophisticated kind of girl. Since this was her first experience at the camp she was apparently surprised to see ~~old ladies~~ [*sprightly, vivacious and gracious, mature cycling ladies – Ed.*] at gatherings such as this. She asked me, “What do your *friends* think about you riding bikes?” I had to tell her that *all* my friends ride bikes, too.



Showdown in Tombstone at the OK Corral —where shall we eat? Scattered among the unidentified cyclists, the Alabama peloton: beginning second from left, Charles Feaux, Roger McCully from Anniston, Shirley Feaux, “Six Time Terry” Whitehead, and Judy Mulkey. Mischief maker was Chris Klemick (far left) from Denver. Photographer was Davy Haynes.

Bike Advocates Lobby and Learn at National Bicycle Summit

By Marjorie Holderer, V.P. Alabama Bicycle Coalition

For the last four years, the League of American Bicyclists has held a three-day summit in Washington, DC, that draws cycling advocates from every state to expose them to national funding issues, provide them with inspiration, knowledge and contacts—and turn them loose upon every state's congressional delegation.

This year, three SCCC members and Alabama Bicycle Coalition (AlaBike) board members went to Washington March 3-5 to represent Alabama cyclists. Jamie Miernik, President of AlaBike, led the visits to offices of all seven of our U. S. Representatives and our two senators.

We visited Reps. Bud Cramer, Jo Bonner and Sen. Shelby and with staff of the remaining members. We got to observe the host of other interest groups making the rounds just like us. I thoroughly recommend having that experience at least once in a lifetime.

As a result of those meetings, Bud Cramer - Huntsville and Spencer Bachus – Birmingham, have joined the House Bicycle Caucus. Beyond that, there was a wealth of intelligence we gathered that will aid us in advocating for state wide funding for bicycle and pedestrian friendly programs in our future.



From left, Alabama advocates visit the capitol: Morgan Andriulli, Jamie Miernik, and Marjorie Holderer.

Since our visit, I have received a letter from Rep. Spencer Bachus stating that the House and Senate “has passed the Re-authorization of the Transportation Equity Act for the 21st century (TEA-21). Funding was continued and increased for bicycle-friendly transportation programs such as enhancements, Congestion Mitigation and Air Quality (CMAX), the Transportation, Community

and System Preservation program and Recreational Trails. In addition, a new category of funding entitled the Safe Routes to School initiative was also included.”

This is a direct result of advocacy and the interest people have in working toward a better environment in which to live, work, and play.

Marjorie Asks: Why Advocate for Cycling?

Why bother advocating for cycling in Alabama, right now? The unspoken sentiment is so that many other places are so much better for cycling and this place is so hard to change. The best personal reason to advocate for cycling is that talking about the things you love is personally energizing. People respond. They get a sparkling hope in their eyes for something they wish to do themselves. The experience of speaking with others connects us together. It's something pleasant to share. You walk away feeling better. You get to have a better day or at the least, an instructive one.

Speaking about things important to us improves our ability to distinguish the elements of what we want to say. Even the conversations are meaningful in which we are unprepared to effectively counter hard points. They teach us what we must learn in order to involve others in our futures.

When we are silent nothing happens and we get no money to fund our desires. There are 600+ political action committees divided into 34 categories of transportation interests. None of these are cycling interests.

We can bet money those organized interests get many things they ask for. They not only get their share of the pie but due to our own silence, we get ours too. Now, *that* motivates me!

Cycling infrastructure is primarily funded by our governments: federal, state, county, and city. We must be politically active before our agendas can be served. We have to go to our political leaders and get onto *their* agendas. Groups get a better shot at being heard.

Cyclists have a heritage of being radicals for something 'new and different.' In the 1900s, hundreds of thousands of cyclists spearheaded the 'better roads' movement. Once we moved out of the mud ruts we got pushed off in favor of motor transportation. We truly have the RIGHT to be on the roads. Let's take it back.

Our leaders and our citizen advisory committees are shot down as individuals when there is no public organization to add the political weight to their efforts. Since all other transportation groups have political voices, our own silence is deafening.

While political things don't change overnight, they flat out won't change at all if we remain unheard. That's the big reason for why and here now. This decade has more true opportunities for healthy, safe, skilled cycling than we've seen in our lifetimes. It's not a matter of if but when, and whether we, as individuals, choose to play and how much we do so.

A Taste of RAAM

By Vern Gibson, Survivor

Where did they go? Last time I saw them was outside Ragland. We had put this thing together rather hurriedly, and we all knew there would be lots of learning involved. I'll try the radio again: "Deliverance, this is Banjo Boy, come in *please* (static sssssssss)." No problem, they just made a wrong turn, they will figure it out.

This is the Heart of the South 500, a last minute RAAM (www.raceacrossamerica.org) qualifier. Our plan was to take one hour shifts, try to run a 20 mph average, and hopefully get back before dark Sunday afternoon. So far, we had done pretty well before this little navigation snafu. We were chasing the five solo riders, who had left five hours earlier. I was feeling pretty good and I would like to know WHERE ARE THEY? A lady on the right has a yard sale and gives me a wave. I double back.

She brings me water and news that a rider has gone by about an hour ago. I thank her profusely and get back into the head wind on the way to Centre, and ultimately to Leesburg where I hope there will be a time checkpoint, officials, and a way to get in contact with my crew.



From left, Dirt Dog, Vern Gibson, Hardwick Gregg

We get back on the road, almost two hours behind schedule. I spot a brilliant shooting star, a spark flyer, and point it out to Dirt Dog, who is following behind. I hear rushing water down in the canyon. This is what it's all about. It is the experience that is the point, not so much the contest. There is absolutely no traffic through the canyon except for the only female solo rider and her support vehicle. Its yellow flashers appear like a harbor buoy in the darkness and gives us some comfort that we are making progress.

My next shift is one of the hardest, due north, right into the wind, it is cold but I am working hard enough to be wet. We do another set of shifts, turn into the time check point, fill the SUV and get a fresh crew who relieve Dirt and Fast. They have experience with 24 hour races and they prepare me like a NASA astronaut before I set out again. The next set I turn over to Hardwick who starts the eight mile climb. Hardwick does not quite make the top, and virtually at gun point they get me out of a warm auto to relieve him.

The climb reminds me of Neals Gap on the Six Gap Century. It's nothing outrageous, just long with lots of switchbacks. We're about 225 miles out on the course, around 3,000 feet up and it will be light soon. The wind is howling and I almost suffer a knockdown just before I spot KOM written on the road in front of me. I plead for all the clothes I can get before starting the descent. I would have really enjoyed it if my body temperature had been something above cadaver.

By the time we leave Elijay it is full light and I have recovered somewhat, but I know it is just a matter of time before the plug is pulled. We are way behind schedule, not even near the hardest part (Cheaha). We set a new goal to make 300 miles and we ride the last 20 miles in unison before heading back to Birmingham. Of the five solo riders, only one finished, in 37 hours. I heartily congratulate him.

We learned a lot. We were already talking up a four man relay next year and hope Tom Robertshaw (www.heartofthesouth500.com/index.htm) puts it on again. My thanks go to the crew, Dan "Dirt Dog" Watson, Eddie "Fast" McElduff, Derrick Seys, Terry Glenn, my girl friend Sue Lawson, and of course Hardwick Gregg for having me as his team partner.

It is a wonderfully grueling race, but a safe one, and loaded with opportunity for legendary stories.



SCCC Covers the TdG

Pro Cycling Excitement in Alpharetta

By James Dawson

The U.S. cycling community got a real treat when elite professional bicycle racing returned on a level not seen since the Tour DuPont. The Dodge Tour de Georgia was held in central and northern Georgia April 20-25, finishing to massive crowds in Alpharetta. The TdG drew tremendous attention to the sport of bicycle racing within the state of Georgia. The excitement was fueled by the announced participation of Lance Armstrong. I joined an estimated one million cycling fans in taking positions along the roads of Georgia for a rare glimpse of European-style racing.



The final stage began in Dawsonville, totaling a scant 88 miles. I was unable to reach Dawsonville prior to start of the stage, so I detoured to the small town of Ball Ground, after encountering road closures as I approached Dawsonville. The town really turned out for the

event, and other than a noisy procession of Georgia Highway Patrol cars, there was little fanfare and no hand-out information given to the spectators. As the racers were only in sight for a few brief moments, the crowd seemed disappointed there was so little to see.

After fighting the traffic jam, I made my way to Alpharetta. Not knowing the exact location of the finish area, I parked near the Maxxis bonus sprint line. After the riders passed, I walked about two miles to the finish area. Despite poor visibility due to the overwhelming crowd, I captured images of noted celebrities, such as Bob Roll (above) on digital video. I'm hopeful the event continues next year although it is unlikely to rekindle the hype from this year's event. For more photos, see home.hiwaay.net/~jadawson/tourdega.htm.

Thrilling Downhill Finish at the TdG

By Dan Kruvand, SCCC Century Director

Figuring that the TdG would be a reasonable substitute for the TdF, I went to Rome, Georgia, April 22 to see the Stage 3 finish. By chance, met up with Ray Mulcahy, Caroline and Rob that morning at the Scottsboro MacDonald's. We headed over the mountains together, arrived in downtown Rome, and by 11 AM had set up our chairs behind the barricades, about 50 meters before the finish banner. Was surprised to find Matt and Paul from SCCC had picked the same viewing spot.

A jumbotron was set up at the finish line with live coverage of the final hour as the race headed into town. There were a couple of breakaways, but they were

caught by the time the peloton arrived a few minutes before noon, right on schedule. After crossing the finish line the first time, there were three more laps of the downtown 2.5 mile circuit, including a steep climb up Tower Hill, before the final sprint finish.

Since the finish was slightly downhill, speeds were high. It was a real rush to see 120 riders from the 15 pro teams come by at 30 mph plus. The peloton stayed pretty tight, except for two or three off the back. I snapped a few photos as the pack went by, but really couldn't pick out Lance, Chippeo, or anyone else.

On the final sprint, George Hincapie moved over to pass Ivan Domiguez within two feet of where I was hanging on the rail. As they went by, I noticed another Postie on the other side of Ivan, and soon learned from the screaming announcer that it was Mr. Armstrong himself who had just won in a photo finish. Lance finally slowed down on his cool down lap and I was able to snap this photo.

It was a great adrenaline rush seeing these guys come by four times. I left after the podium ceremonies, but the rest of the gang was staying on to watch the individual TTs (Stage 4) which started at 4 PM. Later I learned on Cyclingnews.com that Armstrong had won the hilly TT handily, putting him in the leader's jersey and setting him up nicely for the overall win.



**MADISON CYCLES**

461-9963

See What's New at Our New Store

— 8760 Madison Blvd. —

Lights Helmets Hydration

Summer Clothing New Stuff

Kestrel & Felt Bicycles

Mavic Wheels Vittoria Tires

www.madisoncycles.com

steve@madisoncycles.com

Welcome New Members...

Bill & Jeannette Seitz

jthebiker@knology.net

John Kerish

jkerish@hotmail.com

Evan McDade

emcdade@hiwaay.net

2004 Litter Patrol Marches On

By Marjorie Holderer

We have completed our first pickup session (See *Spring Times* April issue) of this season and that junk has all disappeared. The first patrol for 2004 met at the top of the Cecil Ashburn Drive pass March 27 and spent a couple of hours collecting more than a dozen bags of junk. Several people rode their bikes to the site and then topped it off with another ride afterwards.

Our next patrol will meet July 10 at 8 AM at the top of the pass and Michael Holderer will be the session leader. For more info or to sign up for this session (it's only two hours, folks), please contact me at 883-9982, mjholderer@knology.net. I will also be doing my pickup for that session earlier that week. Anyone who wants to do a group ride afterwards and dine together, give us a shout and we'll figure out a way to make it work for you.

We still need three pledges for July and a session leader for November 6.

Pledges to pickup on other dates count so if you'd like to help but that date doesn't work, alternative dates are good too.

If you have some civic bones in your body wanting to get moving, then please pledge and join us. The Litter Patrol is one way SCCC members can help the club gain greater civic visibility—and actively contribute to a cleaner, more scenic stretch of Cecil "Assburn" Drive.

See Springcity.org for program details.

Anniston Race Report

By Mark Slone

A pre-race carbo-loading dinner was held the evening before the race on the day of the Cheaha Challenge ride in the street opposite the finish line; great atmosphere for a bike race, lots of spectators.

The Masters 30+ race was the first race, starting at 4:00 PM with Ron Daniel, Hugh Sharp and myself starting. I was active at the front for the first several laps, a little nervous after three cars pulled onto the course during my warm-up.

After several laps riders began attacking hard on the finishing hill, and several small breaks traded time off the front.

Hugh and some of the stronger riders worked themselves into two breaks. Toward the middle of the race it got really tough and the two breaks and the pack were separated by bridgeable gaps. It was the moment in the race where I could see the selection being made, but I didn't have enough (or didn't push myself hard enough) so the moment passed and the breaks re-established their gaps.

Hugh later reported one of the other two riders was not working well in the front break, attacking them, so he and David LeDuc (a well known national-level masters racer)

worked together to drop that rider, who moved back to the second break. Hugh and LeDuc then worked together well to hold off the second break. With five laps to go I thought the second break was within reach, so I went to the front and pulled, hoping to energize the field, but no one else wanted to work that close to the finish.

They offered a "suicide" prime at two laps to go, and I got a small gap hoping the field wouldn't chase, but they did, two riders with Ron in tow. Unfortunately Ron didn't get the prime and the effort to stay with them left him out of the finish.

Hugh made a hard attack to get away from LeDuc on the last lap, but LeDuc bridged and Hugh ended up with a well-earned second place.

A rider from Decatur who sometimes rides our training races, won the Cat-5 race with an impressive sprint, and will probably be racing the Cat-4's soon.

Next, Ron and I did the Cat-3 race, which started at dusk, and was the first race in the dark. Luckily the streets were well-lit. By this time I'd figured out my cornering problem, sliding far back on the saddle to keep the rear wheel from hopping out, to compensate for my more forward position on the short top-tubed frame. I felt good at the start and stayed near the front, but worked too hard and ended up wearing myself out.

Hanging on at the back I was gapped several times as riders got dropped and I had the honor of being the last rider dropped by the field.

Ron did well, positioning himself perfectly for the finish on the last lap, but a group of riders attacked on the far side from him and the riders in front of him moved him out of contention. Had I been there to help I'm sure he'd have finished well.

Hugh then raced the Pro-I-II race, in a big field with a lot of well-known names. Hugh held his position in the race, a mostly single-file high speed event, until the rain started falling halfway through and he pulled out.

Most of us will take a few weeks off racing to recover and build; looking forward to the Brighton Bank Omnium in Memphis, June 5-6. Get the flyer at www.mmwccycling.com. We hope a good number of SCCC racers will compete—maybe in our new jerseys.

10th Annual BAMA Ride Announced



BAMA, Alabama's premier bicycle ride, is June 5-12, 400 miles from Meridian, Mississippi, to Anniston, Alabama.

For more info: Morton Archibald morton@bikebama.com or on the Web at www.bikebama.com

For latest information:
 Sharon Bayler, Rides Captain
 Phone: 653-9244
 E-mail: sharon@bayler.us
www.springcity.org

Spring City Cycling Club

May (Bike Month) 2004 Rides Calendar

Weather policy
 If the weather is questionable before the start time, call the ride leader to confirm whether the ride will take place.

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
2 Easy Breakfast Fast Breakfast Afternoon Rides	3 Officers Meeting	4 Intergraph Ride Arsenal Ride	5	6 Williams Elem. Ride	7	8 Matt's New Hope Ride Scottsboro Ice Cream Ride
9 Easy Breakfast Fast Breakfast Afternoon Rides	10 General Meeting: Cycling New Zealand	11 Intergraph Ride Arsenal Ride	12	Williams Elem. Ride	14	15 Tim Nave's Natchez Trace Century
16 Easy Breakfast Fast Breakfast Afternoon Rides	17 National Bike-to-Work Week Begins	18 Intergraph Ride Arsenal Ride	19	Williams Elem. Ride	21 Nat'l Bike-to-Work Day	22 Dawn's Birthday Ride Goshen Hollow Ride
23 Easy Breakfast Fast Breakfast Afternoon Rides	24	25 Intergraph Ride Arsenal Ride	26	27 Williams Elem. Ride	28	29 Grassy Mountain 50
30 Easy Breakfast Fast Breakfast Afternoon Rides Memorial Day Ride						

Standing Rides

Sunday Fast Breakfast Ride - 8:00 AM 43 miles, 17-19 mph pace (Sometimes Harder. Sometimes Not). Starts at Mullin's Restaurant.
Ride Contact: Morgan Andriulli 536-7190, jamorgan10@comcast.net

Sunday Slow Breakfast Ride - 9:00 AM (9:15 AM) 18 (10) miles to Mullins Restaurant and back @ low mph. Post-breakfast Monte Sano option. Starts at Grissom High School (Winn Dixie - Airport & Whitesburg)
Ride Contact: Willy Albanes, 883-0685, albanes@att.net

Sunday Afternoon Ride - 1:00 PM. 40 miles (32 and 22 mile options) at 16.5 to 17.5 mph. Starts at Williams Elementary School.
Ride Contact: Don Wallace, 859-3019, [wallace@mae.uah.edu](mailto:w Wallace@mae.uah.edu)

Tuesday Arsenal Ride - 5:30 PM, 22 miles, fast & slow groups. Starts at Building 5400 south parking lot (badge, government ID or escort required).
Bring lights. Ride Contact: Don Lovelace, 539-9008, lovelaced@msn.com

Tuesday Intergraph Ride - 5:30 PM. 32 - 38 miles. Starts at the "new" old Intergraph at the truly new Wellness Center parking lot. **Ride Contact:** Dean Della Pella, 730-3679, dean.della.pella@intergraph.com

Thursday Williams Elementary Ride - 5:30 PM. 25 - 35 miles or more depending on route. Starts at Williams Elementary on Zierdt Rd. Slow, fast groups, typically fast. **Ride Contact:** Charles Feaux, 881-8479, cfeaux@comcast.net

Alternate Thursday Night Ride - 5:15 PM. Starts from Boeing Recreation Center. Various routes (12-22 miles) and speeds. **Ride Contact:** Geanine Lehmann 313-0631 at work, or cell 256-655-6385.

Everyday - M.D.'s Lunch Ride - 12:00 PM. 10 to 18 miles, 13-14.5 mph pace. Starts at Big Spring Park Duck Pond.
Ride Contact: M.D. Smith, 536-8521 x103, 527-8521 (Cell), call ahead

Saturday Rides

May 8 - Matt's New Hope Ride - 30 miles, join Matt Bucca for a lovely ride over very FLAT terrain. Starts at Publix on 431 9:30 AM. 12 - 14 mph "social" pace. **Ride leader: Matt Bucca, 882-9798.**

Scottsboro Ice Cream Ride - 62 miles, 15-17 mph pace. No maps, ride as a group with lunch on the square in Scottsboro and ice cream after from a real, old fashion ice cream parlor. Starts 9:30 AM at Publix on 431. **Ride Leader:** Steve Chockley, 837-5509.

May 15 - Tim Nave's Natchez Trace Century - An unsupported, out and back 100 miler on the Trace. Water available, but bring own food. 30 and 70 mile options also available. See www.springcity.org/rides.html for directions and further info. **Ride Leader:** Mike Lackey, 837-1545.

May 22 - Dawn Creed's Birthday Ride - Join Dawn for a Birthday Tour de Northeast. 30 ish miles, 12 - 15 mph pace. Lunch at Old Hickory BBQ after. Starts 9 AM at Central School, Ryland Pike. **Ride Leader:** Dawn Creed, 682-1347, cyclist67@hotmail.com

Goshen Hollow Ride - a fantastic 75 miles, start from Woodville High School (25 min from Huntsville), 9:30 AM, meet in parking lot behind the gym. See SCCC Web for details. Bring lots of water and cash, last two rest stops don't take credit cards. See www.springcity.org/rides.html for directions and further info. **Ride Leader:** Josh White, whitej@email.uah.edu, 426-4311 cell, 325-4998 home.

May 29 - Grassy Mountain 50 - 9AM, starts from Publix on 431 for a 50 mile scenic ride over Grassy Mountain to Grant. The climb of 600 ft averages a 10% grade, but it's the only real climb on the ride. **Ride Leader:** Dan Kruvand, 880-9347, dkruvand@aol.com.

May 30 - Memorial Day Ride - Starts at 7:45 AM from Wilson Morgan Adventure Park, Decatur. Distances 30+, 60+, 80+ and 100+. The route will be marked on this unsupported ride. Several stores along the way for rest stops. **Point of contact:** Esco Olinger, escolinger@hiwaay.net, 256-351-7247; or Sharon Bayler sharon@bayler.us, 653-9244.

SCCC GENERAL MEETING

Monday, May 10 - El Camino Real (University Drive)
Program: The Hitts Cycle Beautiful New Zealand

Spring City Cycling Club Rides Policy

All rides free and open to the public. Helmets mandatory. Choose a ride appropriate to your ability. Properly maintained equipment highly recommended.

Newsletter Deadline

Deadline for the June newsletter is **Friday, May 21**. Please send submissions to Tom.Greer@Intergraph.com. Members are beseeched to submit articles, pictures, and useful links. Members may also run free bike-related classified (non-commercial) ads. "The Spring Times AIN'T The New York Times," the gruff, cigar-puffing, XO cognac-sipping, hard-bitten Editor-in-Chief is fond of saying. Submissions should be in decipherable but not perfect U. S. English. For updated ride and club info, always check www.springcity.org early and often.

May Program: Join Us for Cycling in New Zealand

Barbara and Gary Hitt will present a stunning show on their bike trip to New Zealand, land of the Hobbit, at the General Meeting May 10 at El Camino Real Mexican Restaurant, 4116 University Dr. The Hitts are global bike travelers and have cycled Australia, Tahiti and all across the U. S. They are also bird-watchers extraordinaire, so you can expect some great bike'n'bird photos.



Barbara and Gary gaze at the dark hills of Mordor.

Inside This Exciting Bike Month Issue...

- Use Your Bike to Fix Your Head in May • PAC Tour Training Camp Report
 - 2004 Litter Patrol Marches On • SCCCers Swarm Tour de Georgia
- A Taste of RAMM • Bama Bike Advocates Lobby on The Hill • Anniston Race Epic

