



*Spring City Cycling Club*  
Huntsville, AL – Founded 1892

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# The Spring Times

October 2004

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

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## Ride-a-Metric 2004 Concludes Successfully at SCCC Century

By Mike Bayler, SCCC Community Affairs Officer

The club earlier this year initiated the Ride-a-Metric (RAM) training program. The lofty goal was to help riders of any ability prepare to ride the SCCC All You Can Eat metric century. The RAM participants included riders who had ridden short rides with the club along with riders who had only spent time cruising the greenway. The series started in May with a meeting and a five mile ride. Rides gradually increased in length as the weeks went by and once we reached 25 miles the field began to thin.

The riders who remained after the peloton thinned learned to ride together as a cohesive group and began to enjoy riding on the open roads of Madison County. Each Saturday a different ride either increased the distance or added some hills to the distance of the previous week. This group also achieved a pace I never expected. On the last official RAM ride (Mini Coldwater), the group maintained a 16.4 mph average over 43 miles.

Although some riders were discouraged at times, many persevered and went on to ride the metric. On the day of the century at least seven riders who had participated in the RAM series showed up to ride in the century.

Those riders included **Paulette Bernstein, Anne Harris, Eric Schultz, Laura Schultz** (see her article in this issue), **Evan McDade, Keri Fletcher, and Don Watt**. Others may have completed the ride but these were the ones I managed to find in the flock at the start of the century.

Please congratulate those who completed the ride. Each had their own goals and each had their own success. This program has brought several new riders to the club and hopefully it will be continued in the future to help increase participation in the club and get more people into cycling.

Special thanks to those who helped out by leading rides or riding each week. You provided much encouragement and direction for these riders and I'm sure they'll remember\* this as they continue to grow as cyclists.

*They might drop you someday soon. Also, see the other AYCE stories in this fabulous issue. —Ed.*



**RAM riders fixin' to roll out for the metric (from left): Mike Bayler (program leader), Eric and Laura Schultz, Evan McDade, Keri Fletcher, Don Watt. RAMmers not pictured are Paulette Bernstein and Anne Harris.**

### Club Bids Farewell to Wayne Walker

A contingent of The Tribe gathered in the cozy, quiet atmosphere of Logan's Roadhouse to bid farewell to club member **Wayne Walker** on Sept. 24<sup>th</sup>. Wayne retired from Northrup Grumman (aka TRW) and has returned home to Las Cruces, New Mexico. Stargazer, expert caver, experimental airplane builder, intrepid rider—Wayne materialized in 2001 on temporary assignment to Huntspatch and was first spotted on the breakfast ride by Terry “T-man” Whitehead. Originally dubbed “Race the Train Wayne,” he rode with the club regularly and became known for his good nature and riding the Wheeler night MTB ride in 50 minutes.

Club members presented Wayne with a special SCCC cycling trophy and large color photo (with the club logo and signed by well-wishers) of him leading a paceline. Those of us who rode, camped and stargazed with Wayne will miss him and we wish him the best of fortune as he bikes New Mexico on road and trail. **For more, see story on page 2.**

## Reminder: Annual Campouts Fill October with Outdoor Delights

Remember riders — October is SCCC camping month. Mark your calendars for **Tims Ford** and **Joyce Kilmer**, air out your sleeping bags, and join The Tribe at these great outings. If you have not camped before with the club, you're in for a treat. Resist the impulse to say no.

The **12th Annual SCCC Fall Tour** is Saturday-Sunday, Oct. 16-17. We will ride from Sharon Johnston Park through beautiful Fall's Mill, where we will have a picnic lunch (bring bag lunch), then ride on to Tims Ford State Park in southern Tennessee. A gear wagon (not a SAG wagon) will be provided to bring up camping and cooking gear (a truck has been volunteered). We'll camp out that night in the state park and return the next morning via historic Lynchburg. To sign up or for more info: call Andy Brown, 325-8311, or [andy.brown@nasa.gov](mailto:andy.brown@nasa.gov) or [brownfalcon@knology.net](mailto:brownfalcon@knology.net). Sign-up is encouraged.

The **Annual SCCC Joyce Kilmer Fall Campout** is scheduled October 29-31. It's a car camping outing with opportunities to leaf-gaze and cycle a very challenging 62-mile course. Temps may get chilly, so bring your warm cycling kit and cozy camp garb. Plenty of hydration and carbo-fuel is recommended for the ride. Tentative plans are underway for supporting the ride and making this campout a memorable experience. For more info call Shirley Feaux 881-8479 or email [safeaux@comcast.net](mailto:safeaux@comcast.net).

Details on both outings will be posted on the SCCC Web and emailed to the SCCC Roadies Topica list.



## DIRT Corner: MTB Ride Info

**MTB Group Rides:** Trail rides every Wednesday at Monte Sano St. Park. Meet between 5:30 and 6:00 PM while sunlight lasts. All levels.

**Tuesday and Thursdays:** Morning rides. Meet at Land Trust parking lot; ride at 6:00 AM, back by 7:30 AM. Intermediate/advanced ride. POC: Richard, 348-2777

## So Long, Wayne Walker

By Terry Whitehead

Club member Wayne Walker retired on the 24th of September and returned to his native New Mexico. Wayne had been working a detail here since early 2001. Keeping his home in New Mexico, he would travel back five or six times a year to visit his wife and family. Wayne joined our club and enjoyed many rides and club outings.

The first time I met Wayne was on the Sunday morning easy breakfast ride. We were at Mullins and he was getting acquainted with everyone. He had mentioned a race out west called "Race the Train." He stated that he had done the race three times and had beaten the train once. Davy Haynes started calling him "Race the Train Wayne" and it stuck (well, at least for a while). The good sport that he is, Wayne took it in stride.

He was such a good sport the he became the butt of jokes because he always responded with a surprised, righteous indignation that just made people kid him good-naturedly about stuff even more.

Once, we were rolling at a pretty good pace to get back before dark. I was tucked in the back drafting as usual when I saw a rider on the side of the road; it was Wayne.

In standard, helpful SCCC fashion we rode right on by so I did, too. Something told me "you ought to go back and check on that guy." We fixed the flat and rode on in. After that, Wayne and I became friends. I'm honored to call him my friend. I am sure anyone else who knows him feels much the same. So long, Wayne... we'll miss you.

*No one but Terry volunteered to submit Wayne tales so The Editor will have a go at it. — Ed.*

On the 2002 AYCE Century, a few of us along with Wayne rolled out early. A big black dog ran out, Wayne ran over the dog and crashed, bloodied. The rednecks said they'd gladly pay for damages to his bike and torn jersey and shorts. He did the 90 miler and went back next day. They didn't pay; he called the sheriff. The deputy said, "Oh, THAT house. We know it well." Wayne never got any satisfaction out of the sub-imbeciles in the concrete block house but tried honorably to do so.

On a Joyce Kilmer ride, The Editor spotted a pickup parked on the roadside. A large woman in a small bathing suit was bobbing up and down in the bed. I saw Wayne's helmeted head behind the tailgate. "What the @\$%!" I said. He had dehydrated and was begging a Pepsi as the nice lady fished around in a cooler for the drink. Joined by Sharon Bayler, we nursed him along and we made it to the motorcycle haven at Deal's Gap, where he lent me \$20 for a Tail of the Dragon stainless steel flask for my Extra Old Cognac on camp outs.

On the 2003 club century, Terry Whitehead painted some Wayne messages around the course, such as "Little Chain Ring – Wayne" near the top of Marble Hill. And after a 35-miler that turned into an 80 because we didn't want to climb the back side of Cecil Assburn, Wayne readily helped me move an old, heavy console stereo into my mom's house. That's the kind of guy he is.

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## SCCC 20th Century is History!

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By Scott Bradley

The 20<sup>th</sup> Annual SCCC All You Can Eat Century 2004 goes down in history, once again better than the one before. My son, Austin, and I joined the club after experiencing the great camaraderie among the wide variety of riders in last year's ride while we nursed his 30 year-old bike (the one I bought when I was 14), through 25 miles.

This year we returned with him on a beautiful e-Bay Torelli and wish as we might to go the full century, I knew I was only good for 50. I still had titanium screws (like a Litespeed) in my hip from the crash we had right after Christmas, and had been "counseled" by my doctor as well as my wife not to overdo it. This year Austin was right at the front as the pack blasted away from Madison County High School.

We both basked in occasional radiant warmth of the early morning sun when we darted out of the cool shadows. A fairly strong headwind developed, and it encouraged keeping up with the peleton. Once again there was a wide assortment of riders, even in the first group of 50 or more mile riders. We kept up pretty well, but an 11-year-old girl blew right by, as well as several individuals that were at least a few years senior to my 45 years.

The weather was simply perfect (except that wind, which did press steadily from the northeast before turning a full 180 degrees around noon). Wonderful clear blue skies. And it was dryer than a typical Alabama day.

The rest stops proved abundant with all the proper nourishment. Helpful staff plucked grapes, filled drink barrels, and even made tomato sandwiches. The last one, by Madison County Lake, even provided live music. I sat through several songs trying to regain an appetite before riding to the final meal. At least we left before that 11 year-old girl.

Of course it was just 10 miles to the end (and spaghetti, too). But there was a final challenge of a hill that certainly sent a lactic acid message to my thighs that 50 miles was challenging this year. While Austin and I ate ice cream sandwiches before loading up to head home, we discussed next year: "107? 100? Well, OK, 62 miles will be just right." There's always next year....

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## Join CFC Cycle and Walk Oct. 16

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The U.S. Army Corpse of Engineers will host the 2<sup>nd</sup> Annual "CFC Cycle and Walk for a Cause" ride and walk. It starts at 8:00 AM Saturday Oct. 16, at Kent Johnston Park, on Mountain Gap Rd. near Bailey Cove. Ride 10, 20, 40 or 60 miles or walk. All rides begin on the Greenway and the 40 and 60 mile options go out over Cecil Ashburn and return on Hobbs Island Rd. and the Greenway. The ride benefits the Combined Federal Campaign to unify fundraising within the federal workforce. Charities supported focus on children, individuals, and families such as the hungry, homeless, or mentally/physically challenged.

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## "Oh Lawd, I Need a Drink of Cool, Cool Rain..."

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By Chip Moore

Some days you just need to feel you are alive.

Hurricane Ivan's recent visit to Huntsville happened on a Thursday evening. I figured there weren't going to be any riders signing in for the weekly World Championship of Huntsville road race at Williams Elementary. A couple of die hard "all conditions" riders tried to persuade me for a few beers at a safe and warm pub. But I had a race on the weekend and really wanted to get in *one more* training ride. Maybe just one assault up Monte Sano?

I normally abhor starting a ride in the rain. I'll start dry and finish wet, but go out when it's already sprinkling? You can't wait until race day to gain experience in the wet. What better way to baptize myself to wet conditions than to go out in the remnants of a hurricane? After all, *the will to win is nothing without the will to prepare.*

Bowing to Bobke, I strapped on my helmet and rolled out into nearly gale force winds and rain as the brunt of Ivan was bearing down. I wasn't totally insane. With arguably the best light system around, a NightRider™ Blowtorch® HID headlight and high intensity LED taillight, I figured I would still be plenty visible to the few drivers that weren't home already hiding in their cellars listening to Dan Scatterfield welcome the Apocalypse.

As I danced on the pedals past the Land Trust parking lot, this ride became much more. It would keep the spirit of the Vuelta and Angliru alive in the absence of OLN. Just keep throwing up the spray like Ullrich in the '03 TdF final time trial. The climbs were rich with character building adversity ala Nozal and Voeckler. And the ascent up Burritt was strewn with leaves and tree limbs that I navigated like Armstrong through a sea of orange clad Mayo fans. But it was the descents that kept the pucker factor in the Beloki realm.

All was well until a tree limb made me do a slight Hincapie into a ditch. This limb was like a landing obstacle on Omaha Beach. Fortunately, the driving rain was enough to clean the mud out of my cleats and I could continue. Climbing the back side of Four Mile Post, a car actually slowed beside me and offered a ride. This was obviously a mistaken Fasso Bortolo *directeur sportif*. Without stopping, I asked myself, "what would Landis do?" I waved them on and enjoyed every rain soaked, wind driven minute.

I released the brakes causing the rain to sting my face unmercifully. Three hours after start, I rolled back into my garage cold and soaking wet with a big grin on my face. Thawing out in my new hot tub, I thought, pro blood dopers are paid to go out under these conditions, I chose to for free. How sick is that? *Quite ill, indeed —Ed.*

The next day, I got an invitation from those die hards to ride later if the conditions got better, the debris cleared and the roads dried.

Nope—today I think I'll just get a massage.

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## Ivan Leaves, Century Riders Take Over

By Dan Kruvand, 2004 Century Director

Hurricane Ivan certainly cleared the air for our 20<sup>th</sup> Annual SCCC All-You-Can-Eat Century. After a week of scary forecasts and dozens of emails and phone calls asking me about cancellation, Hurricane Ivan left as predicted on Friday. On Saturday, we had clear blue skies, cool temps, dry air, and a *refreshing* North wind.

The final attendance count was 344 registered riders. This is less than last year's 400, but considering the week's weather uncertainty, it was a good turnout.

T-shirt sales went well too; we've got about 40 shirts left out of 290. Get 'em at the club meeting on the 11<sup>th</sup>.

I want to express my heartfelt thanks to all the dedicated and capable volunteers. There were many who pitched in freely before, during, and after the event. Let me just mention the lead people here: **Morgan Andriulli** and team for course-marking; **Michael Holderer** for picking up and hauling rest stop tables and chairs; **Susan** and **Ernie Thomas** for rest stop supplies and provisions; **Ed** and **Paulette Bernstein** for registration; **Jamie Miernik** for setting the yellow course signs and rest stop transpo.

Our four rest stops were run capably under the lead of **Morton, Morgan, Randy McFarland, and Marjorie Holderer**. Expert SAG support was provided by **Steve Swann, Terry Whitehead, and Connie/Sam Russell**. The MCHS Girl's Soccer Team, under the leadership of **Trudy Prestridge**, provided outstanding support at the school all day long.

We had a fine communications net between rest stops, SAG vehicles and the school set up by the Huntsville Amateur Radio Club. They kept us informed when a rider crashed and when rest stop #3 needed more food. They helped a father locate his daughter, and found the lost spouse for a worried husband.

Thanks to **Tom Duncan, Tom Hatter** and all the other Hams who helped us sweep the course until the last riders were in.

All these volunteers and the many others I haven't mentioned made our event come off without a hitch. My sincere thanks go out to everyone who contributed their efforts and experience.

We've got a dedicated core group who makes this event happen year after year. It was truly a pleasure to work with all of you; you make the director's job easy.

Let me end with one email I received from a Birmingham rider: "...just wanted you to know what a great time our group had. We had a group of 10 that came from our area and really had a great time. Well put together and well organized. Rest stops were well stocked! Everything was user friendly! Thanks for all of your hard work and we look forward to doing this again next year."

Thanks again to all for the great team effort.

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## Slow and Not So Long at the 2004 Clarksville Century

By Willy Albanes

Friday night, 10 September, seven club members and one admirer met at Clarksville, Tennessee (NNW of Nashville, at the Kentucky border) for early dinner to carbo-load for the next day's century. Suuure we ate carbos...and lots of fats, and even a little protein. Ray and Geanine were going to do the 100, whereas Ned, Mat, Carolyn, Dawn and I would be very satisfied to do the metric. Our club century's metric has one humongous hill at the top, and an even worse one for the century distance, so most of us had not attempted anything past 50. We may sound like a bunch of wussies to the hardbutts of the club, but everybody has different challenges in life.



**Clarksville centurions enjoy the pause that refreshes on the rainy but smooth farm roads in Kentucky.**

Early the next morning we carbo-loaded AGAIN at the free Hampton Inn breakfast with muffins, pastries and waffles. Ned organized this group and billed Clarksville as a no-hills ride, since he had done this metric last year and found it quite doable. We went to the local high school and found gobs of cyclists there already. We waited for several minutes until the mob raced off and we had elbow room to ride comfortably. Five miles in, Ray and Geanine split off. Dawn and I went a little ahead, where Ned, Carolyn and Matt progressed at an even more relaxed pace.

We rode through huge Mennonite farms. As far as you could see, it was corn or tobacco. Traffic was very light... except for the huuuge corn shucker that came at us taking up more than the entire road (we got off the saddles and went for the ditch). Yes, we saw the horse-drawn buggies, and the muddy young kids with no shoes (and feet bigger than mine). Farmhouses and barns were in immaculate shape. **Continued on Page 5....**

...Continued from page 4

Rest areas were frequent and stocked well, even to the point of having mechanics at every one of them. There were several SAG wagons, and the lead group (the racers) were escorted by a lead car.

But then it started to rain, and rain it did. It poured cats, dogs and pigs, too. We got soaked before we found a machine shop on a main road outside a farm to sit it out for a while. Of course, it did not stop, so after what seemed an eternity, Dawn and I braved it and rode on in the rain.

Neither of my brakes worked at all on my old '71 Schwinn with original brake pads, so I was a little apprehensive and looked for SAG to haul me outta there.

But of course, there was no SAG when you needed it, since I suppose that many of us were thinking along the same lines. Our slower metric group caught up with us and we rode mostly together for the rest of the metric, in the rain.

We got so soaked that Dawn's cell phone failed. So wet that we were miserable and felt stupid, because every one of us left out emergency ponchos at the cars.

"Ray and I did finish the 100 miles at Clarksville; it was Ray's first century and my third. We had an enjoyable ride and even got to see an eight-horse team pulling a working cornpicker," noted Geanine Lehmann.

There were masseuses back at the school and Dawn and I availed ourselves after a hot shower (no cold water!) and after the no-taste spaghetti lunch.

We never did see Ray and Geanine. Although Carolyn stayed to wait for Ray, the rest of us skeedaddled outta there. As we headed home, we were satisfied and proud of our accomplishment.

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## Calming Wild Traffic for Safer Roads

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By Marjorie Holderer

I have been talking with Officer Mark Roberts, community affairs officer for the Huntsville Police Department. In addition to the neighbor who passes cyclists with just inches to spare, topics included traffic calming devices, traffic signals, costs, and other issues.

He asked me to get the word out to the cycling community about a special presentation about traffic calming options for the public at **Grissom High School, on Bailey Cove Rd., at 6:00 PM, October 7.**

Officer Roberts said that the Huntsville Police wholeheartedly support getting people outside and having environments that encourage outdoor activities such as biking, walking, and running.

More on the dangerous near-miss neighbor later....

### Welcome New Members...

Chris Susic

[csusic@aol.com](mailto:csusic@aol.com)

Don Watt

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## How to Ride in a Group

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By Fred Matheny of [www.roadbikerider.com](http://www.roadbikerider.com)

Pacelines are organized. They have specific rules. But in big groups like you find in centuries or charity rides, things will be disorganized. This can intimidate even experienced riders.

Sooner or later you'll find yourself in a big group amid some riders with sketchy skills. It pays to learn how to survive (and also make yourself welcome) in a crowd.

**Look for Risky Riders.** These are the unsteady people who wobble, appear nervous, have a tense grip on the handlebar, and frequently grab the brakes. Avoid them! Move up to keep them behind you, or slide to the other side of the road.

**Stay at the Front.** This is easy to say but hard to do in some groups. At the front you have more control over your destiny because most crashes occur in the rear two-thirds of the bunch. It may take a bit more work to reach the front and stay there, but it's worth the effort.

**Watch the Wind.** Wind direction determines on which side the greatest draft is found. If the wind is from the right side of the road, smart riders move to the left of the wheel in front of them for greater protection. If you're doing this, beware of overlapping wheels with inexperienced riders. They may swerve and take out your front wheel.

**Be Wary on Climbs.** A major cause of group crashes is riders who stand abruptly. They slow for a second, causing the rider behind to hit their rear wheel and spill. To avoid this danger, let the gap open a bit on hills or ride a foot to either side.

To avoid being the one who causes such a crash, pull your bike forward as you leave the saddle. Don't lunge and make a hard pedal stroke. Keep your speed steady. When sitting again, push the bike forward a bit.

Cycling isn't a contact sport, but it's not uncommon to have your arm brushed when riding near others in a group. It pays to learn how to bump into other riders without swerving or falling. It's easy when you practice this drill used at the Carpenter-Phinney Bike Camps.

First, go with a cycling friend to a large grassy area like a soccer field. Ride side-by-side at a walking pace. Keep both hands on your bar. Start by gently touching elbows, then shoulders. As you gain confidence, lean more vigorously on the other rider. Soon, you'll be bumping each other with abandon and throwing in a few head butts for fun, all without going down. (Of course, always wear your helmet just in case.)

Riding relaxed is the key to absorbing contact without swerving. Have slightly bent elbows, a firm-not-tight grip on the bar, and loose arm and shoulder muscles. If you're relaxed, your body can absorb the shock before it gets to the handlebar.

Subscribe to the RoadBikeRider Newsletter at [www.RoadBikeRider.com](http://www.RoadBikeRider.com). No cost or obligation!

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## RAM Rider: My First Metric Century

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By Laura Lockhart Schultz

Two years ago I bought a bicycle. My husband rides some and I thought this was something we could do together even though I wasn't in very good shape. I thought I'd ride on the greenway or around the neighborhood, and maybe a dirt road or two. I bought a hybrid/comfort bike, and that's exactly the kind of riding I did. Before this summer, my idea of a long ride was from the south Huntsville Greenway entrance on Mountain Gap to Ditto Landing and back (maybe 10 miles).

I got a little more active this year and wanted to run a race or two, but sprained my ankle. So I started riding my bike a little more frequently. I was poking around on the Web one night and came across the information on the Spring City Cycling Club's Ride-A-Metric (RAM) training series.

I wasn't sure that the later longer rides were something I would really be able to do, but I thought at least I'd get more comfortable riding on the road with traffic and meet some new people. So I showed up. I had missed the first meeting and ride, but the second ride was well within my abilities.

I was given a training schedule showing how much biking I should do during the week, and the distance of each Saturday group ride. On one hand I thought if there's a schedule, it must be doable; but on the other hand, 100 kilometers is a LONG LONG way. But I thought I'd follow the schedule, keep showing up for the rides, and see how it went.

The first couple of rides were really easy. Then there was a 14 mile ride with WIND. And we were trying to average a specific speed. That was a whole lot harder! But I kept working at it, riding at the gym during the week, and riding with the RAM group on Saturdays. As the rides got longer and the pace got a little faster, I had more trouble keeping up, but the ride leaders were good about dropping back to check on us. I got my husband to come ride with the group sometimes, so he could drop back and ride with me, too. To say the least, the rides were getting challenging; every Saturday became my new "longest ride ever."

After really struggling through a 30-plus mile ride on a hot July morning, I was feeling discouraged. I was worn-out and still hadn't been able to keep up. The solution turned out to be a new road bike with a lighter frame, taller but skinnier wheels/tires, and lower handlebars.

Wow – what a difference! Sort of like going from driving a semi truck to driving a sports car. It was so much easier and best of all, I could keep up on the rides again, even though they had been opened up to more experienced riders. My confidence soared and it was starting to look like the metric century was actually something I would be able to accomplish.

I kept doing the mid-week rides at the gym, but I was wishing I got off work earlier – riding inside is nothing at all like riding outside with people to talk to and scenery to look at. I dragged myself out of bed every Saturday morning and napped a lot Saturday afternoons. The rides were fun, even if waking up early wasn't.

The longest ride before the metric century was 51 miles, and then we started slightly shorter distances so us newbies would have some energy left for

the big ride. I started getting nervous since this would be some 13 miles longer than my longest ride. Would I be able to do it? I took it really easy the last couple of days before the ride, and took the opportunity to eat big slices of cake on the premise that I'd need all that extra energy.

The morning of the metric century ride was beautiful with postcard-blue skies, but it was also chilly and windy. Oh no! Even with the road bike, the wind is tough for me. Our little RAM group got together at the start so we could ride as a group. I took the opportunity to get behind someone bigger than I am so the wind wouldn't wear me out. After the first 20 miles, I was tired already.



After a few snacks at the first rest stop, we were ready to go again. Not only was there wind, but there were a few more hills. I fell behind my group a little, but I kept going

and made it to the next rest stop. We all rested a little longer at this stop than the previous before going again. The big hills were still to come. We had met them on one of our earlier training rides and I had been reduced to walking up one of them.

This time, I made it up the big hills without having to walk. I was so proud. At this point, I knew I could go the whole distance. The next rest stop was so very welcome, even though there were only a few miles left. Shade trees and a little music, refreshments and conversation were great and it was hard to get going again to finish the course.

Little did I know, but there was another big hill near the end. I was afraid that after all the work, and all the miles, that I wasn't going to make it up that hill. At three miles per hour, I was fighting to make the cranks turn and was ready for my bike to tip over at any time. I wanted to get off and walk so bad. But I wanted to make it up the hill without walking—and I did!

Just a few months ago, I would have never imagined that I would be able to ride 100+ kilometers. On the AYCE century, I did. And it was even fun.

**“I really had a good time with the RAM rides and the metric century. You really did a great job encouraging us. Thank you!”**

**For latest information:**  
 Sharon Bayler, Rides Captain  
 Phone: 653-9244  
 E-mail: [sharon@bayler.us](mailto:sharon@bayler.us)  
[www.springcity.org](http://www.springcity.org)

# Spring City Cycling Club

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

## October 2004 Rides Calendar

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Easy Breakfast Fast Breakfast Afternoon Rides		Intergraph Ride Arsenal Ride		Williams Elem. Ride	1	2 Trail Day Monte Sano
3 Easy Breakfast Fast Breakfast Afternoon Rides	4 5 Pints of Life Ride Officers Meeting	5 Intergraph Ride Arsenal Ride	6	7 Williams Elem. Ride	8	9 Matt's New Hope Ride
10 Easy Breakfast Fast Breakfast Afternoon Rides	11 General Meeting: SWAP Meet – buy, trade, sell, giveaway	12 Intergraph Ride Arsenal Ride	13	14 Williams Elem. Ride	15 Newsletter deadline	16 Tims Ford Camp Out Cycle for a Clause
17 Tims Ford Camp Out EZ, fast Breakfast Afternoon Rides	18	19 Intergraph Ride Arsenal Ride	20	21 Williams Elem. Ride	22	23 Bass-Ackwards Gurley-New Hope
24 / 31 Kilmer Kampout (31) EZ, Fast Breakfast Afternoon Rides Fall Back- reset clocks	25	26 Intergraph Ride Arsenal Ride	27	28 LAST AFTER WORK RIDE (Bah!) Williams Elem. Ride	29 Depart for Joyce Kilmer Kamp Out	30 Joyce Kilmer Camp n Ride Killingsworth Cove

### 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](mailto:jamorgan10@comcast.net)

**Sunday E-Z 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](mailto: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:wallace@mae.uah.edu)

**Tuesday and Thursday MTB Morning Rides – 6:00 AM.** Land Trust parking lot; back by 7:30 AM. Intermediate/advanced. **Ride Contact:** Richard, 348-2777.

**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](mailto: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](mailto:dean.della.pella@intergraph.com)

**Wednesday MTB Trail Rides – 5:30 - 6:00 PM** while sunlight lasts. Monte Sano St. Park. All levels.

**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](mailto:cfeaux@comcast.net)

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

**Every day - 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

**October 2 – Fayetteville Frolic.** Pick your banjo, blueberries and your distance – 21, 42, 52, 62 or more! Starts 8:30 AM Fayetteville courthouse. Ride from square to square through the quaint burghs of bygone era. Lynchburg, Baird Mt., Belleville, are lovely stops. See SCCC Web for details. 35 minutes drive north on the Parkway from University. Ride Leader: Chip Moore 536-3231 h, 651-5415 c, [Lmoore31@comcast.net](mailto:Lmoore31@comcast.net)

**October 4 - Five Points of Life Ride 2004.** Escort Five Points of Life cyclists. **Info:** [www.aabb.org/Pressroom/Five\\_Points/2004/fivepoints.htm#](http://www.aabb.org/Pressroom/Five_Points/2004/fivepoints.htm#).

**October 9 - Matt's New Hope Ride,** 12-14 pace, 30 miles, flat as pancake. Starts 9 AM Publix Hwy 431 Hampton Cove. **Ride Leader:** Matt Bucca, 882-9798.

**October 16-17 - Annual Tims Ford Camping Tour.** Saturday – 44 miles, Sunday 52 miles. Hilly terrain, maps provided. 9 AM Sharon Johnston County Park. See reminder this issue and SCCC Web for details. **Leader:** Andy Brown, 325-8311, [andy.brown@nasa.gov](mailto:andy.brown@nasa.gov) or [brownfalcon@knology.net](mailto:brownfalcon@knology.net)

**October 16 - Cycle For a Cause (CFC), 8 AM** Kent Johnston Park, Mountain Gap Rd W of Bailey Cove. 10, 20, 40 or 60 miles or walk or stroll. **Contact:** Jamie Miernik, [jamorgan10@comcast.net](mailto:jamorgan10@comcast.net)

**October 23 – Bass-Ackwards Gurley-New Hope Ride,** 62 miles, 17-19 pace. Starts 9 AM Hampton Cove Publix on Hwy 431. With Keel climb option. **Ride Leader:** Jeannie Mackay, 536-9318, [mackayj@uah.edu](mailto:mackayj@uah.edu)

**October 30 – Killingsworth Cove,** 39 miles, 15 to 17 pace. Starts 9 AM at Publix in Hampton Cove. Last chance to see the newly annexed McMullen area before 1,000 homes are built there. **Ride leaders:** Kathy & Tom Fillenwarth, [bikepath@comcast.net](mailto:bikepath@comcast.net).

**October 29 - 31 – Joyce Kilmer Camping Trip** - Joyce Kilmer Memorial Forest, North Carolina. Only a ~4 hr. drive. See reminder in this newsletter. Challenging 65 mile course. **Contact:** Shirley Feaux, 881-8479, [safeaux@comcast.net](mailto:safeaux@comcast.net)

### Black Hole of Winter to Swallow Up Precious Cycling Daylight

Alas, precious daylight is waning and will be sucked up into the depressing Black Hole of winter on Oct. 31. The last after-work ride is Thursday Oct. 28. **Start using your headlights, blinkies, reflective clothing for safety's sake. See and be seen.**

### Regional MTB: Even More Dirt!

**Oct. 22-24:** Chillowee Challenge & Festival - [www.sorbachattanooga.org](http://www.sorbachattanooga.org)  
**Nov. 13-14:** IMBA Epic Ride - Tanasi Tr, Ocoee, TN - [www.teamevergreen.org](http://www.teamevergreen.org)

### SCCC GENERAL MEETING

**Monday, Oct. 11 – El Camino Real, 4116 University Dr.**  
**Program: ANNUAL SWAP MEET**

### 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.

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## Saddle Up and Get Shifty at Annual Swap Meet Oct. 11

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The program for the October general meeting on Monday the 11<sup>th</sup> at 7:00 PM is the **famous annual SCCC Swap Meet**. Join us at the luxurious El Camino Real Mexican gourmet eatery 4116 University Drive; eating and drinking begin around 6:30 PM.

Bring your old bicycle shtuff – Stella Azzurra carbon handlebars, vintage Suntour derailleurs, seat bags, shifters, training wheels, water bottles, suicide lever brakes, cassettes, pedals, cranks, saddles, stems, true or untrue wheels, jerseys and shorts (clean please), bottle cages, seat posts, bells and horns, front derailleurs, handlebar streamers, partially used tubes of Phil Wood grease or Chamois BUTT'r, Mavic Ksyrium SSL (black anodized, Shimano hubs) front and rear wheels free for The Editor, skewers, playing cards and clothespins, cyclocomputers – Buy, sell, trade. Price items with a sticker. Yes, we still have All You Can Eat 2004 Century T-shirts...a steal at only \$10 each. Bring your best negotiating skills – you'll get some deals of a lifetime!

  
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www.madisoncycles.com  
email: steve@madisoncycles.com

Despite the scores of photos taken at the 2004 AYCE Century, no one bothered to send in an interesting shot for the back page. Thus, The Editor decided to run an ad here. Remember: *Shop your LBS first!*

### Inside This Exciting October Issue...

- Clarksville Centurions Complete Circuit • Camp Out Info • AYCE Century Ride Stories •
- RAM 04 Program Concludes • No Exciting Photos • RAM Rider's Experience •
- CalmYe, Wilde Traffick • RAM 04 Concludes • Farewell, Wayne Walker • How to Ride in a Paceline •

  
Spring City Cycling Club  
P.O. Box 2231  
Huntsville, AL 35804