

Spring City Cycling Club
Huntsville, AL – Founded 1892

The Spring Times

Novembrrrr 2004

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

Club Prepares to Elect New Slate of Officers for 2005

You thought Political Season was over? Never immune to politics or Topica tempests in a teapot, the SCCC is preparing to nominate and elect club officers in December for 2005. The officers below have hereby solemnly sworn to not run for 2005 offices. Officers not listed here have declared they will accept re-nomination.

Alex Harris, President. “El Presidente Alejandro announces he shall nor seek, nor accept, the office of El Jeffe Mas Grande for the coming year. El Jeffe Mas Grande must be able to herd cats, speak in tongues, and inspire The Tribe.” Duties include chairing the monthly general and officer’s meetings, working with officers and club members to guide the club’s direction in the community, and write a monthly newsletter column.

Andy Brown, Vice President. “I will not be running for VP again. Duties include: Putting together programs for 10 general meetings, coordinating the club’s main parties (St. Patrick’s day ride/party in March, Summer picnic/ride/party in July, and the Christmas party (see *announcement in this issue*) in December, and attending and contributing to the monthly officer’s meetings.”

Mike Bayler, Community Affairs Officer. “After five years of being an officer of the club I have decided (as I did last year) to not hold office next year. This position is focused on working with the community at large to improve its relationship with the cycling community. Often this includes getting involved with transportation planning and working with government officials to get cycling facilities included into the planning. This year I focused on citizens instead of worrying about the politics. I initiated the Ride A Metric (RAM) series and managed (with the help of several others) to help seven or eight riders grow from short distance riders to new roadies. Many of these completed the metric century and did it at quite a peppy pace. Hopefully this program will be continued as a way to grow the membership.”

Sharon Bayler, Rides Captain. “I will not be running for Rides Goddess for 2005. I’ve enjoyed my reign, but with graduation looming this May, I do not think that I will have the time next year to devote the attention to this

important post.” Duties: Coordinate standing rides and schedule monthly rides to suit the various desires and ability of the club’s riders. Coordinate with VP on combined parties and rides. Attend officer’s meetings and general meetings. (I also get quite a bit of contact from the community wanting to know about the club, either via email, or phone). “I want to thank the 2004 officers for being such a wonderful group of folks to work with. Thanks for taking time and talent towards making the SCCC a great cycling club!”

Tom Greer, Newsletter Editor. “I assumed the editorship in ’04 because I wanted to give a little back to the club I’ve enjoyed so much (and because Shirley Feaux inveigled me into doing it). Duties include soliciting articles and photos, editing copy while wearing a green eye shade, and working with the treasurer and Webmeister to get the monthly edition printed, mailed, and distributed via email link. You can spend as little or as much time as you like on each issue, and have godlike powers via the Press.”

Bicycles Etc. Under New Ownership

A mainstay among local bike shops for years, Bicycles Etc. is now under new ownership. Now at the helm is long time manager **John Price** who is joined by a former employee of many years, **Brandon Pinke**. **Brooke Pate** and **Tom Altrath** round out the seasoned crew and they look forward to serving you at 8100 S. Memorial Parkway. John and Brandon say most things will remain the same—only better. Former owners Gene and Suzanne have adopted a nomadic lifestyle, according to John. Bicycles Etc. will continue to sell and service Trek, Klein and Gary Fisher bikes and offer a variety of clothing and great accessories. (www.bicycletetc.us, Bikes@hiwaay.net, 881-6947).

Quartermaster John has graciously volunteered storage space for SCCC coolers, tents, first aid kits and related equipment which are available for club members to use for community bike or athletic events. Contact club VP Andy Brown for details at 325-8311 or brownfalcon@knology.net.

Cyclists Cited at Tims Ford; Allegedly Barred at Madison Mexican Joint

By Anonymous Staff Writers

Braving strong headwinds outbound and enduring a chilly rain inbound home, 25 cyclists participated in the SCCC Annual Fall Tour & Camp Out, October 15-17. Destination was Tims Ford state park in Tennessee. Roger Haley piloted the gear wagon from Sharon Johnston Park near New Market and shepherded the riders along the way, joining us for lunch by the pleasant waters of Falls Mill.

Intrepid rider Steve Chockley rode to the camp out on his fully loaded touring bike and dreamily counted the teats on a large, pink sow near Falls Mill: "I'm glad I'm not on the hind teat of THAT," he remarked. Those who rode leisurely enjoyed the scenery on the way up. After roaring in to the quiet campground like the feared biker gang in the Brando movie "The Wild One," a nearby camping fisherman trembled with fear, "I'm scared, *real* scared!" After setting up camp, a group of the biker gang fiddled around by the lake and took turns riding paddle boats.

The Tribe prepared and ate dinner, and gathered round the ceremonial campfire for socializing and foul language with children present along with lewd and lascivious behavior—according to an anonymous rat in a nearby camp, said the Park Rangeress firmly.

Diplomacy immediately broke down and two of the group received free gift gratis citations for drankin' and carryin' on. The armed Rangeress was understandably nervous, faced with a wild bunch of psychopathic cyclists hell-bent on enjoying themselves at the expense of the innocent, but hid it fairly well.

She inspected coolers and "awarded" special citations to the two campers, which in this account shall remain nameless but undoubtedly will show up on the Terrorist Watch List, unable to ever board an aircraft again. She seized several bottles of beer, which could be picked up at the ranger's brig on the way out. (Since we rode out, no one took her up on her kind offer.)

Those nearly arrested and carted off to the brig tossed the citations on the fire in defiance. Although it was only around 9 PM, well before quiet hours began at 10 PM, folks drifted away from the fire and retired to their tents and dreams.

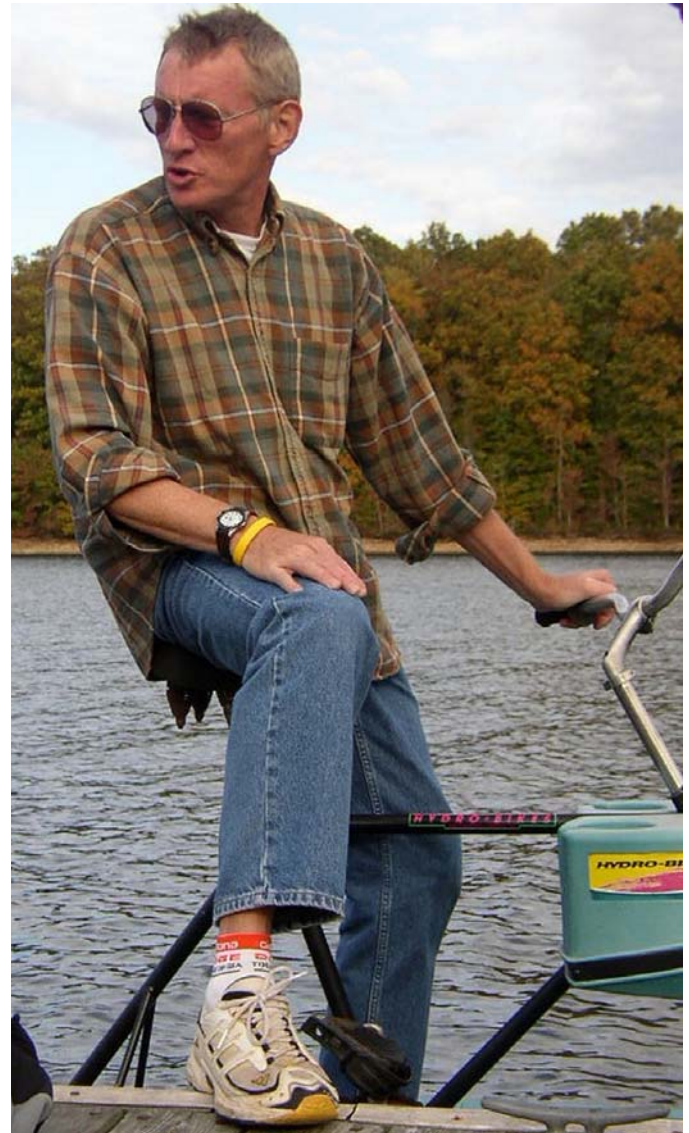
This Editor, who nonchalantly stashed his beer and extra-old cognac during the confusion, maintains that cooperation and diplomacy would likely have headed off a confrontation with The Authorities. But one can't tell cyclo-terrorists much of anything, even without Charlie Feaux around.

Next morning, we eyed all nearby campers suspiciously, wondering which of them was the complainant. The riders rolled out into the cool morning and rendezvoused at the Lexie Crossroads store to enjoy tasty country burgers and fries served by the friendly proprietress, who opened the establishment just for us. If only she knew the lewdness and loudness of the evening previous, she would have

kicked us out and forever banned cyclists from using the parking lot as Rest Stop 3 of the SCCC AYCE Century.

After departure and about an hour away from finish, the graying skies poured forth a chill rain that soaked the hapless riders who rolled into Sharon Johnston Park to change out of their wet kit and load their gear for home.

Thanks to Roger for the gear wagon (sorry about your keys getting locked inside the cab) and Andy Brown for organizing the event.



At Tims Ford, 2004 AYCE Century Director Dan Kruvand disembarks for a thrilling paddle boat ride.

Forever Barred at the Banned-ito?

After a recent Thursday night ride from Williams school, cyclists gathered at the traditional post-ride watering hole in bustling downtown Madison for brewskis, fantastically fast, high-quality service and...gourmet burritos. To make a short story even shorter, according to the extensive traffic on the issue from various Experts (some of whom were not even present) on the Topica Roadies list, allegedly the cyclists were politely informed by the staff to never return.

Chassay's Unexpected Cycling Adventure

By Roger Chassay

It all started innocently. I had been encouraged by a local, 70-year-old javelin thrower to enter the Tennessee Senior Games in July; he even sent me the forms. So I entered five swimming events, four running events, and two CYCLING events. Previously I had competed in similar events, so I thought I knew the drill—fairly intense but genteel racing by older athletes.

For the 5K cycling time trial, since I had twisted a knee four days prior to the race, I didn't go all out, although I did race moderately hard against the eight other competitors in my age bracket. As the awards were presented after the race, three bedraggled, old-looking guys, two of whom were overweight, stepped forward as their names were called to receive the gold, silver, and bronze medals in my age bracket. I was certain there HAD to have been a mistake, since my name had not been called, and I am considered by some folk to be a fairly strong cyclist for my age. I asked the officials to recheck the times. They confirmed I had finished a disappointing 4th place in the field of nine—three seconds behind the very unathletic-looking bronze medallist.

It took me a long time to get to sleep that night. How could three local yokels have beaten *me* out of a medal?

I showed up early for the 20K, pumped my tires and my spirits to the limit, and filled my water bottle to the top with Gatorade. I went for a warm-up ride so I would have a slight sweat at the start of the race. I was quietly very confident I would win a medal, perhaps even the gold. And I knew this was going to be fun race. The six cyclists in my age bracket were merged with about 35-40 riders in several other younger and older age brackets, so it was impossible for me to know who my strongest competitors would be. I knew it would NOT be the three old-looking guys who medalled the day before, 'cause they wouldn't be able to hold a fast pace for the longer 20K distance.

The race began at a rapid pace. I drafted near the back of the fast front pack for the first five miles, and was pleasantly surprised that I (at age 65) could hang with these 50-54 year olds. I then began to struggle a little and had to drop off the back of that pack of cyclists. I took a small quick swig of Gatorade and settled in at a fairly fast pace to ensure I remained ahead of my age bracket competitors.

Soon I was joined by three other riders and we evenly rotated the chore of pulling our small group of four cyclists for the next five miles. The fittest and youngest looking rider eased in next to me and quietly said he thought the two of us could drop the other two guys by sprinting. I was game, so I accelerated off the front—with him on my rear wheel. After a short distance I began to tire, so I let him take the lead while I drafted. He lasted longer at this 'sprint pace' than I had, but surprisingly the other two guys soon reeled us in and were now drafting behind us.

I asked my new 'partner' where the finish line was, and he said 'just a bit beyond the original start line' of this closed loop course. I was feeling pretty strong at that point, so I then pulled our group of four the entire 11th mile and a little ways into the final mile. Then, since these were 'genteel' cyclists, I thought I had done my duty and would rotate to the rear to rest up for the final sprint. I waited for the group to pass me. But no one did. Puzzled, I looked back and was shocked to see all three riders were still drafting behind me near the center of the road! Then I realized that a left curve was coming up, so they were obviously conserving distance by moving toward the centerline of the road. I was really getting tired by that point from my long ~1.5 mile pull, so I then moved to the right-hand lane to allow them to pass, and let me draft at least a short distance prior to the final sprint.

Again, no one passed! Again I looked back to see what was going on, only to see the three cyclists drafting closely behind me! By now I was frustrated and bewildered, so I moved back toward the center of the road and slowed even more—to below 18 mph. And again the three "velcro'd" cyclists followed.

Suddenly it occurred to me I had seen this very same slow-speed weaving phenomena during some of the cycling races on TV during the 2000 Olympics and the Tour de France, where the lead rider almost always loses the final sprint...Uh oh

By then I could see pylons, pickup trucks, and a few fans with video cameras ahead at the finish line. Not knowing what else I could do to enhance my chances of victory, I went into an all out sprint. Surprisingly none of the three could stay with me! Completely exhausted as I passed the pylons, I stopped pedaling—only to hear my 'partner' say the finish line is still ahead! I look further up the road and a very large contingent of fans were waiting at the REAL finish line. The three guys beat me by ~9 seconds.

Awaiting the award ceremony, I realized we had hammered the 20K so hard that my bottle of Gatorade was virtually untouched and had served merely as dead weight on my bike. Our group of four began chatting; we discovered that three of us were in the same age bracket, 65-69. Then my 'partner' began laughing loudly, telling his wife and I that he had lied to me during the race when he told me the finish line was "only a bit" beyond the original start line. I was having difficulty seeing the humor in this, since it may have cost me the gold medal. Then these three guys start talking about last year's U.S. Senior Olympics at Norfolk, Virginia, where one of them (the pudgy one) won the national championship gold medal in the 20K cycling!

The Tennessee 20K award ceremony was somewhat anticlimatic. My 'partner' had been edged out by six inches for the gold by the reigning national champion. Sure, I had only won the bronze, but I had raced neck and neck with a couple of the best 65-69 year old cyclists in the entire country. And all three of us beat all but one of the 60-64 year old cyclists as well as one of the 55-59 year old medallists in that Tennessee race. And...the bike racers shore ain't very genteel up there in Tennessee.

Kruzing the Katy Trail

By Mike Bayler

This summer Sharon and I were trying to figure out what to do for our vacation. We were interested in doing a bicycle vacation and the thought of a bed and breakfast touring trip appealed to us. Many years ago I had done the Moonlight Ramble in St. Louis and thought that combining that with a few days on the Katy Trail might be a welcome escape from the standard vacation fare.

I purchased a few books about the Katy Trail and began planning the trip. Basically we had to work backwards determining how many miles we wanted to ride each day and find towns that seemed to be good places to spend the night. Some research on the Internet helped us find what we thought would be a great set of B&Bs.

Another thing that we had to consider was what equipment we would use on this tour. Sharon already owned a Raleigh touring bike, rack trunk, and panniers so she was pretty set for the trip. I had converted my Centurion fixed gear into a rack-wielding touring bike but found out that it would not accommodate the tires that I felt we needed to do the Katy Trail. I had been eyeing the Long Haul Trucker touring frame on the Surly web site and thought that it would be a good solution. I was concerned about availability since it had just been released but Steve at Madison Cycles was able to get me one within a week. After moving all of my components from the Centurion to the Surly and purchasing a Topeak rack trunk with fold-out panniers I too was set for the trip.

On August 24 we headed to St. Charles, Missouri, to catch the shuttle we had arranged to take us to our starting point in Rocheport. We had been watching the weather and were concerned about the forecast of daily showers and thunderstorms. While we were being shuttled we encountered a total downpour and began having major concerns about our well-planned vacation.

As we stayed in the railroad-inspired B&B (complete with box car residence) we contemplated the upcoming weather and became well aware that we would have to ride our planned daily rides regardless of the conditions. The next morning was fairly cool and the ride was quite scenic with many animals and points of interest along the way. We rode to Jefferson City and called our innkeeper to get shuttled across the Missouri River. After a 90-minute deluge that dumped four inches of rain, Sharon and I set out on the town to do a little sightseeing. As the capital city of Missouri, Jefferson City has a beautiful capitol building and several monuments surrounding it.

The next day we set off for Hermann. This day was the longest mileage of our ride and definitely was our toughest day. The rain the previous evening resulted in many washed out places along the crushed limestone trail bed and about 10 trees that were down across the path. Add two cut sidewalls, a fall in the washed out areas, and a heat index of 105 and it became a long day. That night we stayed in Hermann, a small German town built around

winemaking. We awoke to a beautiful view of the valley in which Hermann resides.

On day three we rode back across the bridge over the Missouri River and headed out on the trail again. On that day we finally found a bicycle shop that was open and purchased an extra tire just in case we had further problems. We arrived at Augusta and found our B&B. This was definitely the most inviting of the places we stayed, as the owners had gone to great care to make sure the rooms portrayed the period in which the house was built.

Sharon found a brochure for massages in the room and we went for a well-deserved rub down. On the walk to the massage we encountered another downpour and got wet for the first and only time on the trip. After we revived ourselves from the relaxation of the massage we headed to the Augusta Brewing Company. This was a nice microbrewery that had some excellent ribs and great wine



that provided the best meal on the trip.

On the last day we got up and headed to St. Charles. This day was quite a bit cooler than the previous two (the heat index was only about 98) and we were only riding 30 miles. Given the short distance and

the cooler weather we cranked it up a notch to get back to St. Charles as soon as possible. We ended up averaging 13 mph that day – our fastest day on the trip. After we bummed around historic St. Charles and got a bite at the Trailhead Brewing Company we headed in to St. Louis to prepare for the Moonlight Ramble (photo above). Following a stop at REI to get some new (most importantly clean) cycling shorts and a stop at Mesa Cycles to acquire some lights we headed downtown to stay at the Omni Majestic Hotel. The Omni is an old hotel on the National Historic Register and was only a few blocks from the start of the Moonlight Ramble.

At 11:00 PM we left the room and headed for the Ramble. We got a spot close to the front of the pack of over 10,000 riders and waited for the midnight start. The ride wound through the streets of St. Louis, which were for the most part closed to automobile traffic. This year's route passed many of the historic and cultural sights of St. Louis. We finished the 22-mile route as we rode past the Gateway Arch and headed back to our hotel.

Despite hot weather and a few incidents on the trail, we had a great time. This will definitely be a tour to remember and one of the "must do" cycling adventures we can check off our list.

SCCC Income Statement for 9/1/04 - 9/30/04

Submitted by Ed Bernstein, Treasurer

The following is a detailed club financial statement provided in the interest of full disclosure and financial transparency.

Beginning Balance 8/31/04 **\$4,333.07**

Income

Century Registration	\$4,282.00
Century T-Shirt	\$1,840.00
Membership	\$18.50
Atlas	\$20.00
TOTAL Income 9/1/04 - 9/30/04	\$6,160.50

Expense

Tellini's - Century Catering	\$1,638.52
Phil Williamson - Century Entertainment	\$150.00
Dan Kruvand - Century Supplies	\$72.72
Morgan Andriulli - Paint	\$148.63
ErnieThomas - Rest Stop Food & Supplies	\$236.40
Dan Kruvand - T-Shirts	\$1,670.00
TOTAL Expense 9/1/04 - 9/30/04	\$3,916.27

Ending Balance 9/30/04 **\$6,577.30**

Century Income Statement:

Income

Century Registration	\$5,509.00
Century T-Shirt	\$2,240.00
TOTAL Century Income	\$7,749.00

Expense

Insurance	\$675.00
Printing	151.20
Mailing	160.48
Catering & Soft Drinks	\$1,673.52
Facilities	700.00
Restrooms	204.53
Paint	148.63
Entertainment	\$150.00
Supplies	\$31.43
Rest Stop Food	\$240.85
Gas (Estimated)	90.00
T-Shirts	\$1,670.00
TOTAL Expense 9/1/04 - 9/30/04	\$5,895.74

Profit **\$1,853.26**

Extra Donation to School 300.00

Net Profit **\$1,553.26**

The Pre-Joyce Kilmer Joyce Kilmer Trip Report

by Davy Haynes

Terry Whitehead and myself hatched a plan for a pre-emptive 170 mile 3-dayer in the guise of helping Joyce Kilmer patriarch Charlie Feaux prepare for his upcoming Peruvian climbs. We set forth with plans for three days of training rides in the North Carolina and Tennessee mountains, on two of which we'd be carrying baggage.

We drove up to Kilmer on Thursday and setup camp at Horse Cove, elevation 2020 ft. The weather was awesome and the campground was in great shape. We even visited our old friend the firewood vendor and for \$12 fetched back nearly a truck full.

Friday morning we packed our panniers and headed up over Santeetlah Gap (2660 ft.), and then onto the Cherohala Skyway. The leaves had not quite reached peak color, but the weather was perfect for climbing and we had an uneventful climb up to the peak at 5360 ft.

Along the way, Charlie and I ran into a couple from Huntsville as well as a local good 'ol boy who as it turned out had ridden his bike across the country. Uncharacteristically, we also had several motorcyclists giving us the thumbs up/high-five sign as we met. (I wonder if it was because we were carrying baggage and obviously touring.) Of course, we still got buzzed by a few crotch rockets trying to 'set the record.'

Dropping down the long but disappointingly slow descent into Tellico Plains, I opted to go exploring, attempting to find a cutoff to route 210. Fortunately, after a few false starts I found the road I was seeking and it was even paved! This short one-lane road dropped me down to the Tellico River on 210 about two miles from Bald River Falls. I took in the falls (worth the side trip), then turned around and headed back down 210 to where it runs into the Skyway. This is a beautiful road right along the river—meaning if you run off the road, you're going to plummet *into* the river!

In Tellico we opted for lodging at the Magnolia House B&B that we'd used before. After cleaning up, we remounted bikes and pedaled back out the Skyway 2 miles to eat at the newly renovated Bistro on the River. Truly fine dining, as well as the only place in Tellico where one can enjoy a beverage with their meal—I highly recommend the Bistro.

Saturday we did our usual breakfast stop at the Downtown Café and then headed for the longer climb back up the Skyway (Tellico is only at 920 ft.). However, I did manage to convince Charlie and Terry to detour onto 210 and check out Bald River Falls. The weather was overcast and cooler, with an occasional spit of rain. We reached the TN-NC state line surprisingly quickly, and more or less together.

After that, I split off to take advantage of my touring bike's fat tires and headed down a dirt road leading from Stratton

Meadows (4420 ft.) down to the Santeetlah River, eventually climbing back up to Santeetlah Gap. The upper section was a beautifully remote route with lots of wicked descending—I had to stop twice to let my rims cool (and my arms/hands rest). This is a good route for anyone considering a fat-tire ride at Kilmer.

Sunday we sallied forth again, this time on the traditional Joyce Kilmer-Robbinsville-Fontana metric century loop that includes Santeetlah, Stecoah and Deals Gaps, as well as some rather attention getting climbs into Fontana Village and behind the Santeetlah Dam.

However, this ride is fairly mellow, with the too longest climbs (Santeetlah and Stecoah) both being only 2 miles long. One thing we each noticed with how much less traffic there was than on Saturdays when we usually do this ride. Note to self: we need to figure a way to always do this ride on Sunday. Of course, given that it was Sunday and lunch on this route is always iffy, we picked up a Subway in Robbinsville and simply carried our lunch with us.

There was some discussion of deviating over Yellow Creek (20% grade), but Terry vetoed that, plus we didn't want to short-cut the ride. We stopped for lunch at the Fontana Marina but it was a waste—next time I'd opt for one of the roadside tables overlooking the lake. We rolled up the short climb to Deals Gap, where there were 2,856 motorcycles, less than usual, but hey it was Sunday. The rest of the return was uneventful, save for a final 5 mile race to the barn by Terry and I.

In summary, it was another fine Joyce Kilmer outing, albeit a bit of a sneak attack on the scheduled group trip.



Welcome New Members...

Justin Locke

lockejm@email.uah.edu

James Jenkins

jjenkins47@direcway.com

Malcolm Parsons

maparsons@camber.com

George Cash

george.cash@us.army.mil

The Perfect Ride

By Morgan Andriulli

I never recall ever having to wear a long-sleeve jersey in August, but some freaky-cool weather blew into Alabama and that Saturday was more October than August. The ride was dubbed the "Payback" ride as it was my first long ride since jumping back in the saddle in June after a 12-week orthopedic sabbatical.

Slamming the pavement in March removed every last vestige of fitness by June. I wanted to give anyone who has ever suffered on one of my rides the opportunity to return the suffering before the flab evaporates, lost muscle returns and the legs get shaved.

To my dismay, the Payback Ride attracted a good turnout. We had Sam, Vern "The Burn" Gibson, Mark Slone, Ernie, Jeannie "Longo" Mackay, Mike Moran, John, Boris, and Good Spouse Jamie. They turned out for the Paint Rock Valley loop from Madison County High School. It is possibly the most scenic and rural ride in our area. At 75 miles in length, the remoteness of the loop is matched only by its beauty. From Elora, Tennessee, all the way to Highway 72, the roads represent the best spinning for cyclists in the state. These roads are the ones those of us with boring day jobs daydream about during those long droning meetings. This ride stays with you long after it's finished.

Ten miles from the school, we lose Vern early when, as usual, riding off the front, he misses the turn onto Mountain Fork road and continued on to parts of Madison County unknown. Jamie attempts to chase and whistle him down, but to no avail. The wind from the north was strong and Vern's hearing was probably not so good in the whistling winds.

We get to the only store in Elora to find all of the dry goods out in the parking lot at fire sale prices. Actually it is a tornado sale. A twister came through in May and ripped the roof off the Phillips 66 Station/Grocery. Vern reappears and we manage to snag enough bottled water and Gatorade to prevent a 7-mile detour to Huntland.

I notice that Mark Slone has no bottle cage bosses on his super aero Trek bike (Bottles aren't aero, he says.) and only a single Gatorade bottle in his jersey. I had no idea how he stayed hydrated until I noticed a small tube sprouting from the collar of his jersey. He must be using the new evaporation field-distillation recovery hydration system mentioned by Bob Roll during the Tour.... Or a Camelback shoved down the back of his skinsuit.

Sam, Vern, Ernie and Mark take advantage of the theme of the ride and drop me on various occasions. Mike, Jeannie, Jamie, Boris, John and I ride comfortably with a strong tailwind all along 97 and 65 down to the final stop in Hollytree. This is the best part of the ride with long stretches of smooth two-lane through tunnels of dark shade trees next to a creek. It is made all the better thanks to nearly traffic-free roads.

On the final tailwind leg back from the start, I get some payback of my own by jumping on the GSX (Gibson-Slone Express) for a 6-mile tow down 65 at 30 mph. I was hoping to hang on another six miles until Highway 72, but they shed me like a rocket stage and I ended up cruising to the highway to wait for the others. We rode it in together, but lose Mike Moran temporarily due to the high winds followed by a wrong turn. Mike starts a second lap before realizing his mistake.

Once regrouped at the school, we descend on Mary's Pit BBQ to cap off our visual feast with a literal feast of chicken, pork, ribs and, of course, beans.

We lollygag in the early afternoon sun enjoying our food on the picnic tables at Mary's and rehashing the ride. Vern, who works part of the year as a tour guide and assistant on the America by Bike Tour, said that of all the days (60 or so) they rode all across the country that they never once had a day like that on roads so good. All this right here at home.

Later, Mark sends me an e-mail message: "It was a fantastic ride, I thought back to it often during the work week. Wonderful weather, quiet roads with great riders and scenery. It was like drugs for the soul!"

For myself, after six weeks in a wheelchair and another six on a walker and in physical therapy, the joy of being able to move freely and see the outdoor world I missed so much made it a good ride. Add in the weather and good riding companions and you have the perfect ride.

SCCC, Riders Get Good Ink in Mag

A smiling mountain biker with nice legs (yes, she's a she) explodes off the cover in the October issue of *Initiatives*, a publication of the Huntsville-Madison County Chamber of Commerce. In the cover story, "Exploring North Alabama," the SCCC gets a welcome plug and a URL, thanks to Eric Shultz and Mary Anne Zollar. The article promotes the area's excellent opportunities for biking, hiking, fishing and other outdoor activities, as well as the crucial role of The Land Trust in preserving the scenic beauty of North Alabama. The article features an action photo of an MTB rider, and Eric and Mary Anne enthuse about our excellent mountain biking trails.



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steve@madisoncycles.com

SCCC Membership Application

NAME _____ PHONE (H) _____

ADDRESS _____ (W) _____

CITY _____ STATE ____ ZIP _____

E-MAIL _____ *I want to receive the newsletter by E-mail only.*

Interest Group: Touring, Recreational Riding ____ Race Division ____ Mountain Bike Division ____

Mail this application to:

Spring City Cycling Club / PO Box 2231 / Huntsville, AL 35804.

2004 Half Year Membership (July – December):

Individual ____ \$6.50 (email newsletter) _____ \$9.00 (USPS newsletter)

Family ____ \$8.00 (email newsletter) _____ \$10.50 (USPS Newsletter)

TOTAL (Check Payable to SCCC): Paid

Release of Responsibility: The person signing this document certifies that he/she has examined the information on this release form and membership application and that all information is complete, true, and correct. For the sole consideration of being allowed to participate in Spring City Cycling Club (SCCC) activities, the undersigned hereby releases and forever discharges SCCC members, agents, officers, volunteers, personal representatives, their heirs, successors and all other persons, firms, and corporations liable or who might have claimed to be liable (all and each "Released Person") from any and all claims, demands, damages, actions, causes of action or suits of any kind and nature whatsoever, and particularly on account of all future injuries both to the person and property which may have resulted, or may in the future, develop from participation in or traveling to and from SCCC activities or SCCC sponsored events. I fully realize, acknowledge, and assume the risks of the hazardous nature and dangers of participating in any club activities, including by way of example and not limitation, the following: collisions with pedestrians, vehicles, other riders, and fixed or moving objects; safety hazards, equipment failure, inadequate safety equipment, and weather conditions; and the possibility of serious physical injury associated with cycling (each and all of which shall be referred to as 'Injury'). This release has been completely read by or to the undersigned and the terms hereof are fully understood and voluntarily accepted for the purpose of releasing each Released Person from any and all claims, disputed or otherwise on account of any injury.

Participant's Signature: _____ **Date:** _____

(Signature of Guardian, if under 19)

For latest information:
 Sharon Bayler, Rides Captain
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Spring City Cycling Club

November 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
Easy Breakfast Fast Breakfast Afternoon Rides	¹ Officer's Secret Conclave	² Arsenal Ride	³	⁴ Arsenal Ride Wheeler Ride	⁵	⁶ Ancient Ones Ride
⁷ Easy Breakfast Fast Breakfast Afternoon Rides	⁸ General Meeting: Mike 'n' Sharon do the Katy Trail	⁹ Arsenal Ride	¹⁰	¹¹ Arsenal Ride Wheeler Ride	¹²	¹³ Fantastic Fayetteville Redux
¹⁴ Easy Breakfast Fast Breakfast Afternoon Rides	¹⁵	¹⁶ Arsenal Ride	¹⁷	¹⁸ Arsenal Ride Wheeler Ride	¹⁹	²⁰ Simpsons Point Lunch @ Lake Ida
²¹ Easy Breakfast Fast Breakfast Afternoon Rides	²²	²³ Arsenal Ride	²⁴	²⁵ Arsenal Ride? Wheeler Ride?	²⁶ Twin Turkey Rides	²⁷ Two Cold Ones (Coldwater rides)
²⁸ Easy Breakfast Fast Breakfast Afternoon Rides	²⁹	³⁰ Arsenal Ride		Arsenal Ride Wheeler Ride		December 4 CHRISTMAS PARTY

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 Easy Breakfast Ride - 9:00 AM (9:15 AM) 18 (10) miles to Mullins Restaurant and back @ easy pace. 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 17 - 19 mph. Starts at Williams Elementary School. **Ride Contact:** Don Wallace, 859-3019, 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

Thursday After-Dark Wildlife Ride - 6:00 PM, 12 mile loop, 1 to 1.5 hour ride time. Lights required. Fat tires and warm clothing highly recommended. Starts at Wheeler Wildlife Refuge Handicap Parking Lot. **Ride Contact:** Terry Whitehead, 721-1032, tlwman@hiwaay.net

Thursday 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

Saturday Rides

November 6 - 3rd Annual Ride for the Aging. 8:00AM, Hartselle High School. \$20 registration includes Kiwanis Club Pancake Breakfast beginning at 6:00 AM. 32, 62, 100, or 125 miles. Fully supported rest stops. Gourmet sack lunch provided for all finishers. Long sleeve T-shirt \$10. **Information Contact: David Borden,** 256-318-8651, or 350-0089

November 13 - Fayetteville Ride Redux Redux - 9:00 AM from the courthouse in Fayetteville. 21, 42, 52, 62, more. **Ride Leader: Chip Moore** 536-3231 hm, 651-5415 cell, Lmoore31@comcast.net.

November 20 - Simpsons Point Ride - Publix Hwy 431, 9 AM. 57 miles, pace 17-19 mph. Climbs Simpson's Point in Grant. **Ride Leader: Jeannie Mackay,** 536-9318, mackayj@uah.edu

Lunch at Lake Ida -10:00 AM at Geanine's house at 107 Bordeaux. 35 miles, 12-15 avg. Bring \$ for lunch at Lake Ida Deli Athens (excellent salads and sandwiches). Route rolling, few small hills. **Ride Leader: Geanine Lehmann,** 864-2591 hm, 313-0631 wk. Gean31356@aol.com. (Take Hwy 72 N past Wall Triana to right on Balch, left on Bordeaux.)

November 26 - Banned-It Turkey Rides - Both 9:30 AM Madison Gazebo. Burn off that turkey. **Option 1 - 55 miles,** 16-18 avg., flat to rolling, looping out to Nuke plant and back. **Ride leader Sharon Bayler,** 830-5956, sharon@bayler.us **Option 2 - ~ 35 miles,** 14-16 avg. Meandering Madison/Mooresville loop. **Ride leader: Mike Bayler,** 830-5956, mike@bayler.us

November 27 - A Couple of Coldwaters - Start Sparkman Middle School, 1 mi. N of Highway 53 on Jeff Road. **Option 1:** 10 am, 16-19 mph, 62 miles. Great ride up into Coldwater TN, with some of the area's prettiest scenery. **Ride Leader Jeannie Mackay,** 536-9318, mackayj@uah.edu. **Option 2:** 10:00 am, 14-16 mile pace, 40ish miles. Ditto on above scenery, a great downhill. **Ride Leader Mike Bayler,** 830-5956, mike@bayler.us.

Jiggle Bells, Jingle Bells - It's Party Time!

The annual SCCC Christmas Party is set for **6:00 PM, Saturday, December 4th**, at Mike and Marjorie Holderer's. Bring a covered dish, dessert, BYOB. If your company has a party on that date, boycott it and get into the real spirit of the season with your SCCC comrades instead. It's reputed that Dirty Santa will again visit, so stay tuned to the Topica email lists for the minutiae. The details as of press time:

- **Annual SCCC Christmas Bash**
- **4116 Huntington Road SE**
- 256 883-9982 mjholderer@knology.net
- No park rangers present to harass The Tribe

SCCC GENERAL MEETING

Monday, Nov. 8 - El Camino Real (University Drive)

Program: The Baylers Ride the Katy Trail Cycleogue

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.

Editorial Disclaimer

The Editor says there are numerous typos and sins of omission throughout this issue but he's happy anyway.

Nov. 8 General Meeting: Purty Pair Do Katy

See the fabulous photos and hear the tale of the Katy Trail vacation ride this summer done by lovely cycling couple and soon-to-be former SCCC officers **Mike** and **Sharon Bayler**.

Route, equipment, eateries, B&Bs, St. Louis Midnight Ramble, weather, friendly innkeepers, sweltering heat, downed trees, torrential rain, benefits of fenders...yes, folks, it's all presented just for you in living color.

This issue's article on the ride just doesn't do it justice, so plan to drift in to the luxurious El Camino Real Mexican eatery 4116 University Drive and find out the exciting details. Program starts at 7:00 PM; eating and drinking begin around 6:30 PM.



Mr. Bucca, right, visits with some of the Five Points of Life riders on their cross-country jaunt promoting blood donation awareness. SCCC and other riders joined the cyclists under HPD escort.

Inside This Exciting November Issue...

- Officers B(l)ow Out • Joyce Kilmer Preview Ride Report • *THE* Perfect Ride • Kruze the Katy
- Cyclists Busted on 12th Annual Fall Tour to Tims Ford • Exciting Photos • Chassay's Tale •