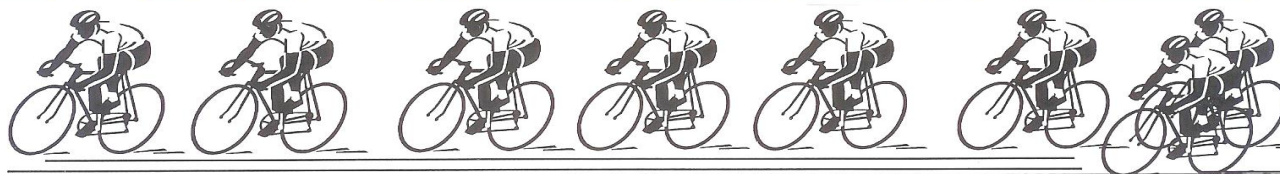


PACELINE



Newsletter of the Emerald Coast Cyclists

Volume 34, Numbers 6, 7, 8 & 9

Oct / Nov / Dec 2020 / Jan 2021

President's Line....

by Christian Notte

Happy Holidays are approaching; however, we're all aware of how challenging this year has been for many people. It's during times of challenge that we need to unite even more than ever as a country and as a club – **Emerald Coast Cyclists**.

For some, the only opportunity for a physical or a mental break is to go for a bike ride. For me this year, my bike has been more than a means to stay physically fit but to also remain mentally fit while witnessing many people go through physical or financial hardship. My hope is you share the **many benefits of cycling** with neighbors, friends, and family. You may save a life.

I want to thank the continued support of our board – Charlie Helms - Vice President, Annette Manuel - Secretary, Steve Fikar - Treasurer & Safety Officer, John Stamp - Director of Membership, and Megumi Jones - Social Chairperson. **I appreciate all of you.**

Also, I want to extend **my sincere appreciation** to those who have sent texts, cards, and flowers in support of my wife Sarah due to her cycling accident. I want you to know how much it means to us. It's a friendly reminder to everyone that the true value of a quality cycling club is not just in riding together but supporting one another during challenging times.

(continued on page 3)

SIGN UP FOR ECC Membership

ECC annual membership runs from **January** through **December**. It's time to sign up for 2021 ECC membership by going to the ECC website. There is an application available on the website at "www.eccyclists.com". How do you do this? It's easy - just fill out the membership application and mail it to the ECC P.O. Box listed on the application. We are working to allow you to join the ECC on-line. We will publicize that as soon as it is established.

We had to raise the membership fee to **\$25 per rider**. This means if you have two riders in the family/address the rate will be \$50 / 3 riders - \$75, etc. We held the old membership rate the same for at least 25 years. We can no longer do that. Insurance rates have gone up. Organizational membership (those we have to be associated with in order to get insurance; incorporation; etc.) have gone up.

Another reason to join the ECC, unless you are a **current** ECC member, you will **NOT** be covered by ECC club insurance on club sponsored rides.

You can then share in all the benefits of membership -- prizes; increased speed and stamina in your cycling endeavors. Well, at least you will receive discounts at bike shops.

Emerald Coast Cyclists Web Site: <http://www.eccyclists.com>

Membership: To join the ECC call John or Kathy Stamp at 850-897-6862

ECC GENERAL MEETINGS

The ECC general meetings are on hold for now.

Our location, date & time will be announced when we know when & where it will be. Keep an eye out for ECC meeting news. Meeting location and dates will be posted on the Facebook page of "eccyclists.com", so be sure to check there.

Join us for a good meal, fellowship, and some cycling talk. Find out what the ECC has in store. Start time is **6:30 PM**. Arrive early and order dinner.

FLORIDA BICYCLING
ASSOCIATION WEB SITE

Visit the FBA web site for the latest in Florida cycling news.

The web site is at: <http://www.floridabicycle.org/>

If you want to see any additional features let them know.

Is Your Range Pass Current?

Do you ride on the Timberlake Pond Area, Ranger Camp Road, Range Road near Bluewater Bay, or any part of the Egin Reservation? You need a Range Pass if you ride anywhere on the Egin Reservation (this includes on Ranger Camp Road or any of the near-by off-road trails). You can get it at the Jackson Guard, 107 Highway 85 North in Niceville. Ask for the Fishing & Recreational Range Pass. The cost is **\$20.00** for 1 year. If you qualify as a senior (65 and up), you can purchase the pass for **\$10.00**.

Office hours are Mon-Thur 7:00 AM - 4:30 PM; Friday 7:00 AM - 6:00 PM; Saturday 7:30 AM - 12:30 PM. Call 882-4166 if you have any questions.

You can get your permit on-line by going to "eglin.isportsman.net" using a credit card or debit card. You can also get the permit by mail. The address is Egin Natural Resources Branch, 107 Highway 85 North, Niceville, FL 32578.



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MON-SAT: 9-5 PM
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2021 Club Officers

President: Christian Notte
Vice President: Charlie Helms
Secretary: Annette Manuel
Treasurer: Steve Fikar

2021 ECC Board

Social: Megumi Jones
Bike Safety: Steve Fikar
LAB Rep: John Stamp
FBA Rep: John Stamp
USA Cycling Rep:
Off Road Rep:
Ride Coordinator:
PACELINE Publisher: John Stamp
ECC Website:

You may notice that we have openings on the ECC Board. Please let any of the Board Members know if you are interested in any of these.

Like to cycle? Want to promote cycling?

Join us on our rides. Join the Emerald Coast Cyclists. Just fill out an [application](#) and send it in with the \$25.00 annual dues to the P. O. Box shown on the application.

SHARE THE ROAD!!!

"Share The Road" license plates are available where you get your Florida plates.

MERCHANT BENEFITS TO ECC MEMBERS!!

Several local merchants offer discounts and special offers to **current ECC** members. Merchants listed below offer a **10%** discount on all retail merchandise (excluding bikes & sale items). **\$ \$**

- ◆ Chain Reaction Cycles
- ◆ Truly Spokin'
- ◆ Big Daddy's
- ◆ Bob's Bicycles

Bob's Bicycles offer a **5%** bike discount. **Bob's Bicycles** offers mail order price matching on most items. **Current ECC member list** is sent to the above shops periodically. It is also posted on the ECC website (Facebook page).

**Chain Reaction Cycles –
formerly Alpine Bicycles.**

Sales • Service • Accessories
712 Howel Road
Niceville, FL 32578
850.678.8222



<p>MASSAGE THERAPY SPORTS NMT SWEDISH "HOT ROCK" massage</p>	<p>TRULY SPOKIN' your bicycle store www.trulyspokin.com</p>	<p>SALES SERVICE PARTS ACCESSORIES RENTALS</p>
<p>5172 Stewart St Milton, FL 32570 850-983-2488</p>		<p>6103 Tippin Ave, Ste A Pensacola, FL 32504 850-505-0092</p>

October has been a difficult month in our cycling community with three recent deaths – a woman on highway 87, a hit-and-run on 98, and an 11-year-old boy who wasn't wearing a helmet dying of head trauma.

I share this information for two main reasons:

One, to honor those souls who passed doing something they enjoy. I wish peace and strength to their families.

Two, to help remind all of us that we need to do everything we can to enhance the safety of our club, our friends, and our family. Please feel comfortable sharing information on where to ride, when to ride, wearing high visibility clothing, wearing a helmet and utilizing lights.

Recently, Sarah and I have spoken with parents of young children in our neighborhood regarding helmets. The result has been that more children are now wearing helmets and more parents are considering buying helmets for their kids.

As one of Sarah's wedding gifts last summer, I bought her a new Trek WaveCel helmet. When I met her at the Emergency Room, the paramedics and the receiving medical staff mentioned that the quality of Sarah's helmet **saved her life**. The helmet was destroyed in the crash. If you have a helmet that maybe years old, **please consider replacing it**. Recently, helmet technology has improved tremendously. A small investment in a new helmet, could save your life as it did Sarah's life. For great information, google **Virginia Tech Helmet Reviews** or www.trekbikes.com

Regarding lights, I've sent information out on Facebook on Trek lights which are very bright, have an intense flash and are inexpensive. Also, I've sent out information regarding the **Garmin Varia Radar** which not only has an intense flashing light but also warns cyclists of upcoming cars. Many of our club members have purchased the Garmin Radar, and they always tell me the same thing "I don't know how I rode without one?" It could save your life.

I appreciate all those who have been supportive of my **Safety Initiatives**. As President of our club, I take it as my responsibility to help encourage and support behaviors that help protect all of us.

Due to Covid, we've had to cancel our **Christmas Holiday Party**. I'm disappointed that this has had to happen since we all enjoy the celebration with friends. Obviously, our club can't take the risk of just one person or family being affected; however, I've already contacted Fudpucker's in Destin and organized next year's event. We're on the books for Friday December 3, 2021!

December Dues.

We need everyone to mail in their 2021 ECC dues to John Stamp for \$25 as soon as possible. Our club insurance for 2021 will be due soon! Remember that our dues are about **two dollars a month** which provides both accident insurance benefits & legal benefits, allows you to receive 10% off many bike shops and helps keep our club in existence as it has been since 1988. Also, remember that dues are for **one calendar year** so the earlier you mail your dues the quicker you receive benefits.

For example, **if you aren't a paid member** in January and you experience an incident requiring accident and/or legal benefits then the entire cost of the incident is on you. Not our club. The address is **Emerald Coast Cyclists, P.O. Box 592, Niceville, FL 32588-0592**.

I've completed our **Club Collage and Business Card project**. Within bike shops across our Panhandle there are collages and our business cards. When you visit our local shops, please check to see if they need additional cards. If so, please contact me. Also, if you haven't received your allocation of cards to share with friends or those interested in cycling, please feel free to contact me. If you have any questions or suggestions, I'm just a phone call away.

I want to wish everyone **wonderful** upcoming holidays with friends and family. Also, for those adversely affected by the events of 2020, I wish you peace and strength.

Best Practices -- ECC Group Riding Guidelines

Background Information from USA Cycling

- Small group rides with close contacts are likely safe.
- Large group rides with people that you don't know are currently not recommended.
- The virus is primarily spread through direct contact and droplets. It does not appear to be spread by perspiration. Aerosolized spread may be possible but is much more likely in enclosed spaces.

Rules for Group Riding in the COVID-19 environment

- Do not come to a ride unless you have been symptom free for at least 14 days.
- Symptoms: Fever, Chills, Fatigue, Cough, Upper Respiratory Infection, Body Aches, Loss of Smell Taste
- Do not come to a ride unless you are free of all risk factors for contracting the virus in the past 14 days.
- Risk Factors include travel to an area with high incidence of COVID-19 and/or contact with known or suspected COVID-19 patients.
- Do not come to a ride if you have been tested for the virus and have not received your results.
- Before coming to a ride, conduct a temperature self-check before departing. Do not participate if your temperature is higher than normal for you.

Guidelines to Follow on Club Rides

- Assume that you may be contagious and take constant action to not spread germs to other riders.
- Practice social distancing
- Do not touch your face
- Consider a mask if you are closer than 6 feet to anyone, especially in convenience stores
- Cover coughs and sneezes no matter how close anyone is to you
- Do not loan bike pumps, share items, or give/take water or food to/from anyone.
- Provide these items for yourself 100%
- Bring small hand sanitizer and use it! Please.

When Riding

- Ride in sub groups of 6 people or less: A / A- / B+ / B / B- / C
- Attempt to maintain at least one bike length between riders, preferably more
- Reduce droplets: if you have to sneeze, cough, blow your nose, etc. then move somewhere so that no one is even close to your slip stream. Move out of the peloton.
- Ride side by side if conditions permit. This may only be possible on quiet roads.
- Bring a mask and hand sanitizer in your jersey pocket.
- Bring all necessary supplies (tubes, CO2/bike pump, tire levers, etc.) to support your ride and do not assist others in handling of their equipment while fixing any mechanical issue unless they cannot fix it themselves.

Respectful of Others

- While some people may not be that concerned over the risk of COVID-19, others may be very concerned. Please be respectful of all perspectives and do your best to adhere to our guidelines.

Thank you & Great Cycling, Christian

The 2016 Dirty Kanza 200 (4 June 2016)

By Jennifer Talley

The Dirty Kanza is a gravel race in the flint hills of Kansas. Hills that are constantly rolling up and down. Flint that is sharp enough to take down any tire. The challenge is to complete 206.1 miles between 6 am Saturday and 3 am Sunday. Around 1100 nut jobs and crazies sign up for this torture fest every year and are, in fact, so eager to try this challenge that those slots sell out in 1 hour. This year's route would take us from Emporia to Madison to Eureka and back to Emporia.

There is no support from the race. It is entirely self-supported and self-navigated. We pay a "crew-for-hire" service to take drop bags at the checkpoints and supply us with food and water at those checkpoints. We had to pack 3 bags for 3 different checkpoints spaced approximately 50 miles apart. Food, hydration, bike parts, extra clothes, chamois cream, other essentials all had to be considered for each leg of the race and packed into the appropriate place. In addition, we needed to plan to be out on an unmarked course after dark. Fortunately, I enjoy logistical planning and we had one year of experience under our belts.

Mountain bikes have an easier time on the descents, but cross bikes rule the uphill and flats and I again opted to take my CaadX, a road bike frame with mountain bike components. I ended up using Nano 40 tires again, running them tubeless with enough orange sealant to drown someone I don't like. I had a spare tube, tools, patches, air cartridges in a saddle bag, a spare tube, cell phone, salt pills in a top tube bag, a bottle of fluid and chain lube in a frame pack, my handlebars are taken over by my Garmin mount, spare old school computer, map holder, bottle holder, and light mount. A rule of the race is to start with both front and rear lights and I mounted small lights to front fork and rear triangle, and finally a small pump next to the water bottle cages. What was left to put in my pockets? My camera in the right jersey pocket, eye drops and map in center pocket, and food in left pocket. On my right wrist are my bands for the crew and my road ID. On my left wrist is my Garmin watch as yet another backup to measure time and distance. Ever feel like a Sherpa?

TJ (Klausutis) and I were prepared for a second attempt at this event and hoping for a faster and easier time because how could anything possibly compare to the miles of mud hiking of the year before? Kansas has not disappointed in nasty surprises for two years now. We decided to once again complete this event together as a team and stick together. I had heart surgery February 6 and had been taking blood thinners and a calcium blocker since then. I had also been given a 30-day heart monitor to wear. A week before the race I stopped taking the blood thinners. Wednesday before the race I took off my monitor. The race would begin just days shy of the four month post-surgery mark. I had no idea how my body was going to react.

We made it into Emporia Thursday night, only splitting the drive into two days instead of the three we had planned. This turned out to be beneficial in that we were able to unpack and stay unpacked. We joined the Friday morning social ride for 45 minutes and I felt better than I had in a long time! Then came rider check in, the rider's meeting, our bag drop off, and store shopping for souvenirs and handlebar bag bottle holders. We had decided it would be hot enough we'd want the ability to carry additional bottles. The word was that this was anticipated to be a fast race, the rock was packed into the roads making them similar to cement and the roads were dry. Hot and dusty and windy were what we were expecting.

It is difficult to sleep before big events, but I managed ok until the sounds of thunder at 3am. That was followed by rain which was followed by a downpour. Discussion at breakfast focused on how well the roads would drain and how much mud was going to be left. The local roller derby league holds signs for self-sorting according to the anticipated finish time. We chose just ahead of the 16-hour mark and started trading bathroom breaks. I realized I had forgotten chamois cream. This is bad! I have sensitive skin and I ALWAYS use chamois cream. Oh well, there was no time to do anything about it and I knew I had some in my drop bag at 50 miles.

The race started out in the usual jerky manner, stop and go, in waves behind the hundreds of riders in front of us. This year they managed the train schedule such that the whole pack of riders made it over the tracks without the guards coming down. The front pack turned onto the first gravel section and we could see the rooster tails of water behind the lead vehicle and the racers. Time to get wet! Which of course became a log jam of riders trying to slowly navigate gravel under water, everyone bottleneaking to the higher ground of the road center.

Out of the water, I knew TJ was behind me and I kept looking back for him. Later he told me he thought I was behind him and he was slow pedaling looking back waiting for me. I hit a muddy section and people scattered. The chains and derailleur's breaking were sounding on both sides. Some guys were breaking chains to make single speeds, some guys were in ditches of water trying to wash mud out of drive trains. A few were walking back to town carrying a broken bike. The single speed category tripled in those first 10 minutes. My chain started skipping and I got off to walk and wait for TJ. He finally rolled up and I got back on and slow pedaled with him until most of the mud had been flung off. My shifting came back but TJ had issues for the rest of the day -- he'd probably bent his derailleur hanger and had to baby the drive train on all the climbs to avoid snapping it off completely. The rest of that first leg was fast and smooth for us. But I had to keep telling TJ to back it off as I felt I was going out too hard, trying to keep my heart rate down below sub-threshold. We made it into and out of the first checkpoint at the Madison High School pretty quickly. Lube the chain to prevent further issues and broken chains. I took another 4 bottles of fluid plus a small bottle of coke and drank a small soda at the checkpoint (running tab of fluids 192 fl oz + 2 sodas). Heckler with a megaphone called me the "bagged cyclist" -- I had so many things hanging off of my bike.

During the second leg from Madison to Eureka, the morning was leaving and the air started to become dry and hot. I ran low on fluids and even begged a quarter bottle off someone else. A nice gravel downhill had me going a bit too fast and I started braking, controlling speed, just as we passed a wrecked rider looking very banged up. He was already surrounded by people and a truck was there so we didn't bother adding ourselves to the mix. The winds turned from tail wind to cross wind because the course zigzagged, the cross wind strong enough to push me into the ditches on the side of the road. TJ could horse the up hills a bit more than me but I could generally catch him on the down hills. Twice I caught him too closely almost wrecking as I braked and slid to avoid running into the back of him. We pulled into Eureka bone dry and hot, getting heckled by that same man with a megaphone. We took some extra time to rehydrate. And we saw Ted, a fellow cyclist we'd met at a race in Costa Rica who turned up at a rest stop in Kansas. The world is small! I drank 4 bottles of ice water sitting there (240 oz + 2 sodas), ate a subway turkey sandwich and decided to take 6 bottles for the next leg (384 oz + 2 sodas). This was a pivotal decision. TJ and I had only planned on four bottles, but after

evaluating the conditions (dry, hot, headwind) decided to be more safe than sorry and packed up as much liquid as we could carry. This one decision mattered the most for our overall performance.

The third leg became a struggle against the elements and tired bodies. At the top of a hill there was a truck handing out water and I grabbed one and whatever they would put into a water bottle (408 oz). Later, another truck was handing out cans of Pepsi and red bull and I slurped one down (3 sodas). The guys told us there was no water left in the stores within a hundred miles. Somehow a baby cow had gotten into the road between fencing and was obviously frightened by all the cyclists passing. Poor thing leaned as far into the barbed wire as it could away from us. The wind never quit and seemed to build with the heat through the afternoon. Baked riders were laying and sitting in whatever shade they could find. Some riders just laid out in the full sun next to their bikes. Many riders were stopped and shaking out cramps. Most were looking at their maps and you could almost see their thoughts. How much longer? And then came my 10 miles of hell. Around mile 134 I started having trouble breathing. I couldn't breathe deeply at all and even shallow breathes hurt. Crying made it worse and I didn't need to lose water through tears and told myself to suck it up and shut up. In a perfect storm of misery my stomach turned horrible. Nauseated, I felt so terrible. I told TJ to turn on his mapping function and leave me. He didn't want to hear it and made it clear he wasn't leaving me out there by myself and that I wasn't quitting. He quoted Rebecca Rusch, just bike for 5 more minutes. I tried to focus on that rather than the 2 hours we had left until the next checkpoint. The water crossings became a blessing. I didn't chance riding through them. No reason to take chances with the drive train getting wet and then dusty when it had already been abused. Also the cold water felt marvelous flowing over my feet and legs. My breathing eased finally and my stomach started working again. Just in time because TJ's 10 miles of hell began shortly after that. His stomach shut down, turned off, it took a vacation.

High points included NOT blindly following a single speeder who missed a turn and went off course. In this race you never assume someone knows where they are going. Another good moment was THE HILL. It is steep, but short, and last year I walked it. This year I rode it and passed a walker lamenting that the hill had gotten the better of him for three years now. My quads were just on the edge of cramping but I was able to keep them just this side of ineffective.

Finally, we rolled into the third and final Madison checkpoint. We took quite a bit of extra time. We were not close to making it in under sundown so there was no reason to hurry. TJ changed Garmin's so he would have mapping function when my battery ran down, which it did shortly after leaving this checkpoint. We both added additional lights and cleaned mud from the lights we had been carrying the entire time. A nice volunteer re-lubed my chain. I drank another bottle of water and a Coke (432 oz + 4 sodas). We chatted with Al who was waiting for Patti. We hadn't seen them since Costa Rica. We took 6 bottles again, of which I drained two completely and drank parts of the others (at least 504 oz + 4 sodas).

We cycled through feeling good and bad and traded pulls. At the bottom of a hill a girl had wrecked and was being tended to by her crew. The sunset was beautiful both for the color and because as the sun faded so too did the wind die down and we picked up speed. I joined TJ in walking one hill, not because I had to but because I wanted the break for my back and my butt. I had lost some depth perception because of my right dry eye going fuzzy and the shadows under the trees did not help any. We were periodically joined by cyclists that didn't know their way in the dark. We were relaxed, knowing that soon the pain would be over. We would make the finish line with plenty of time to spare. 10 PM was still a good goal and we didn't dilly dally either. Coming into town was amazing. The crowd was huge and loud and cheering. The lights were on, the beer was flowing, and TJ and I crossed the finish line together.

We put the bikes away, changed clothes, and joined the block party with beer and food trucks and people everywhere. We tried to go for pizza. I had been dreaming of greasy pizza for hours now, but the restaurant had already closed. We found a Mexican food truck and I started to shake from cold and lack of calories waiting for our order. I ate the biggest burrito they made without tasting any of it. Rebecca Rusch shared her celebratory whiskey with me and I warmed right back up.

We were both lucky and prepared. In the end I drank almost 4.5 gallons of fluid myself and didn't pee once the entire day. No kidney shut down and no rhabdomyolysis, but I think I was walking a very fine line. Salt lines covered my cycling clothes underneath the mud. I had tried Infinite, which is liquid fuel until my GI shutdown. I need to alternate this with water, especially in the heat. All day we passed people changing flat tires. Running enough sealant and taking enough care and being lucky combined to mean no flats for either of us for two years in a row now. We absolutely need derailleur hangers to carry for next year. The last two years we were told have been the most difficult years according to the race officials and according to the count of people that dropped out and didn't finish. Most of the riders laying down during the third leg were waiting to be picked up. Not all. A tandem team we passed while he was face down and looking dead enough that another rider stopped and asked after him, and she was laying down next to him. They later finished because they made the podium. Someone else got disqualified that was going to get a podium spot, we found out that he had violated the self-sustainment rule on course and was getting water and food passed to him out on the course.

The Dirty Kanza event will see us next year. The whole town is welcoming. Not just the athletes and athlete families but almost everyone in town. A young girl in a wagon being towed away from the block party was telling her mom she wanted a bike. They congratulated me and I told her she looked like a 2030 finisher to me. Several older couples stopped to talk to us while we were loading bikes, asking where we were from and thanking us for coming so far to visit their town. All over the course we saw watching parties in the middle of nowhere, cheering every rider, even into the dark. There were water coolers filled outside people's houses and signs inviting riders into their house for water. We will be back next year because the event is well organized, the scenery is beautiful, it's an impressive challenge, the people are beyond friendly, and it's got to get easier -- right?

Oct/Nov/Dec 20/Jan 21 Ride Schedule



<u>Local Road Ride Scale</u>		
<u>Pace</u>	<u>Group</u>	<u>Speed (mph)</u>
Fast	A	20+
Intermediate	B	17
Moderate/Casual	C	15

PLEASE REMEMBER: ALL
RIDERS MUST WEAR A HELMET
AND NO MUSIC DEVICES!!!

31 OCT 8:30	36-65 miles A, B	Defuniak Springs. Park beside the Walgreens at the Northeast corner of Bob Sikes Rd and Hwy 331.	Take 280A east of Defuniak, turns into 280 and then 183S. Left to Knox Hill and loop back past the ball fields near Douglas Crossroads. Straight out and back is 35 miles; loops can be added for more distance.
7 NOV 8:30	33 miles & up A, B, C	Freeport. Park at Regional Sports Complex in Hammock Bay. Go 1.5 miles south from Hwy 20 on Great Hammock Bend, turn left on Victory Blvd, drive 1/2 mile, park near ball fields.	Ride east on Hwy 20 to Bruce or take Black Creek Rd to Bruce. Return or go north on Hwy 81 to Red bay or further to Knox Hill.
14 NOV 8:30	Various A, B	Mossy Head. Park in the field behind the basketball court of the Mossy Head Community Center, located on Hwy 90 ~ 2 miles east of Hwy 285.	Various ride options north and east of Mossy Head.
21 NOV 8:30	60 miles A, B	Baker. Park in the rear parking lot (near the ball field) of Baker High School at 1369 14th St, Baker, FL 32531.	Hwy 4 west from Baker. Left on Lewis Rd just before Berrydale. Jog right 1/2 mile on Neal Kennington Rd to the gas station on Hwy 87. Head west on Springhill Rd, cross Munson Hwy and jog right to Red Rock Rd and take Bryant Bridge Rd to Holt; take 90 West to Galiver cutoff Rd back to Baker.
28 NOV 8:30	38-70 miles A, B	Niceville. Park behind the What-a-Burger in Bluewater Bay (4450 E. Hwy 20).	Ride goes east on Hwy 20 to Freeport and return (38 miles); Hwy 20 to CR 83A through Hammock Bay to Freeport & return via Hwy 20 (42 miles); Hwy 20 to CR 83A south loop to Freeport & return via Hwy 20 (46 miles). Add trip to Black Creek Road (70 miles).
5 DEC 8:30	60 miles A, B	Crestview. Park at Twin Hills park about ¼ mile East of the intersection of 85 and 90.	West on 90 through Crestview to Old River road. Turn right on 189 north of Baker and turn right onto Hwy 2 at Blackman and jog left onto County Rd 602 to get to Laurel Hill. Take 85 North to 393; turn south on 393 back to Hwy 90 and go west back to start.
12 DEC 8:30	33 miles & up A, B, C	Freeport. Park at Regional Sports Complex in Hammock Bay. Go 1.5 miles south from Hwy 20 on Great Hammock Bend, turn left on Victory Blvd, drive 1/2 mile, park near ball fields.	Ride east on Hwy 20 to Bruce or take Black Creek Rd to Bruce. Return or go north on Hwy 81 to Red bay or further to Knox Hill.
19 DEC 8:30	Various A, B	Mossy Head. Park in the field behind the basketball court of the Mossy Head Community Center, located on Hwy 90 ~ 2 miles east of Hwy 285.	Various ride options north and east of Mossy Head.
26 DEC 8:30	60 miles A, B	Niceville. Park behind the What-a-Burger in Bluewater Bay (4450 E. Hwy 20).	Ride goes east on Hwy 20 to Freeport and return (38 miles); Hwy 20 to CR 83A through Hammock Bay to Freeport & return via Hwy 20 (42 miles); Hwy 20 to CR 83A south loop to Freeport & return via Hwy 20 (46 miles). Add trip to Black Creek Road (70 miles).
2 JAN 8:30	36-65 miles A, B	Defuniak Springs. Park beside the Walgreens at the Northeast corner of Bob Sikes Rd and Hwy 331.	Take 280A east of Defuniak, turns into 280 and then 183S. Left to Knox Hill and loop back past the ball fields near Douglas Crossroads. Straight out and back is 35 miles; loops can be added for more distance.
9 JAN 8:30	33 miles & up A, B, C	Freeport. Park at Regional Sports Complex in Hammock Bay. Go 1.5 miles south from Hwy 20 on Great Hammock Bend, turn left on Victory Blvd, drive 1/2 mile, park near ball fields.	Ride east on Hwy 20 to Bruce or take Black Creek Rd to Bruce. Return or go north on Hwy 81 to Red bay or further to Knox Hill.
16 JAN 8:30	60 miles A, B	Baker. Park in the rear parking lot (near the ball field) of Baker High School at 1369 14th St, Baker, FL 32531.	Hwy 4 west from Baker. Left on Lewis Rd just before Berrydale. Jog right 1/2 mile on Neal Kennington Rd to the gas station on Hwy 87. Head west on Springhill Rd, cross Munson Hwy and jog right to Red Rock Rd and take Bryant Bridge Rd to Holt; take 90 West to Galiver cutoff Rd back to Baker.
23 JAN 8:30	60 miles A, B	Crestview. Park at Twin Hills park about ¼ mile East of the intersection of 85 and 90.	West on 90 through Crestview to Old River road. Turn right on 189 north of Baker and turn right onto Hwy 2 at Blackman and jog left onto County Rd 602 to get to Laurel Hill. Take 85 North to 393; turn south on 393 back to Hwy 90 and go west back to start.
30 JAN 8:30	60 miles A, B	Niceville. Park behind the What-a-Burger in Bluewater Bay (4450 E. Hwy 20).	Ride goes east on Hwy 20 to Freeport and return (38 miles); Hwy 20 to CR 83A through Hammock Bay to Freeport & return via Hwy 20 (42 miles); Hwy 20 to CR 83A south loop to Freeport & return via Hwy 20 (46 miles). Add trip to Black Creek Road (70 miles).
6 FEB 8:30	36-65 miles A, B	Defuniak Springs. Park beside the Walgreens at the Northeast corner of Bob Sikes Rd and Hwy 331.	Take 280A east of Defuniak, turns into 280 and then 183S. Left to Knox Hill and loop back past the ball fields near Douglas Crossroads. Straight out and back is 35 miles; loops can be added for more distance.
13 FEB 8:30	Various A, B	Mossy Head. Park in the field behind the basketball court of the Mossy Head Community Center, located on Hwy 90 ~ 2 miles east of Hwy 285.	Various ride options north and east of Mossy Head.
20 FEB 8:30	33 miles & up A, B, C	Freeport. Park at Regional Sports Complex in Hammock Bay. Go 1.5 miles south from Hwy 20 on Great Hammock Bend, turn left on Victory Blvd, drive 1/2 mile, park near ball fields.	Ride east on Hwy 20 to Bruce or take Black Creek Rd to Bruce. Return or go north on Hwy 81 to Red bay or further to Knox Hill.

Emerald Coast Cyclists
P.O. Box 592
Niceville, FL 32588



www.eccyclists.com

More Rides!! (Please note that the rides sponsored by the ECC are indicated by **)

Every **Saturday at 8:00 or 9:00 AM**, there will be a ride from **Truly Spokin'** in Milton, FL. The ride starts at the bike trail. Distances and speeds vary – with trips through the Blackwater Forest. For more info, contact **Mark Woolson** at “trulyspokin.com” or call **(850) 983-2488**.

**** Tuesday and Thursday at 4:45 PM at Ranger Camp Road** just off Lewis Turner Blvd. The more moderate ride starts at 4:45 PM and the faster ride starts at 4:50 PM. Distances range from 17 to 39 miles. Make sure you have a **current** Range Pass and photo ID with you.

**** Saturday at 7:30 or 8:30 AM.** Posted Road Rides shown on the ECC Facebook page. Also in the Paceline.

**** Sunday Rides on Rattlesnake** off road route. Check rides on the ECC Facebook page for time and distance. Make sure you have a **current** Range Pass and photo ID with you.

Remember – you **must** be a **current (paid up) ECC Member** to be covered by **ECC Club Insurance**.

◆ *In Memory Of Sean Livesay* ◆

“Most people never run far enough on their first wind to find out they’ve got a second. Give your dreams all you’ve got and you’ll be amazed at the energy that comes out of you.” -- William James