Where My Ride Takes Me

In an occasional feature for the FBA Messenger, “Where My Ride Takes Me” highlights FBA members and staff doing stuff you like to do on your bike. If you have a high quality, high resolution photo you’d like to see published in full, living color (well anyway, the best we can do with our newsprint budget) send it to FBA Director Tim Bustos.

Becky Afonso stopped for this shot of her new bicycle and the old St. Petersburg Pier. The bike is a Trek 520 with Shimano components. The pier, built in 1973, officially closed this May to make ready for demolition and construction of a new structure, called “The Lens.” Initially, residents were divided on whether the new design should be built but the vote on August 27 settled the issue with a 63% vote to cancel the contract. The vote came at the end of two years of petitions, law suits and other civic action. The future of the old—or new—pier is still uncertain. The pier is on the North Bay Trail, part of the Pinellas Trail system.

Where My Ride Takes Me

FDOT Hires DeWayne Carver as new statewide bicycle and pedestrian coordinator

After an exhaustive search, the Florida Department of Transportation recently hired DeWayne Carver as the new State Bicycle/Pedestrian Coordinator.

Mr. Carver now fills a position that has been vacant for over a year, and we are encouraged by this new position for a variety of reasons.

For one thing, this position was lodged for many years in FDOT’s Safety office, which isn’t such a bad thing, but the new position is housed in the statewide Office of Roadway Design, which we feel is very appropriate.

Secondly, DeWayne brings a lot of unique background and skills we believe will be essential to improving conditions for cycling throughout Florida.

DeWayne grew up in east Tennessee, but has lived in Florida since 1993 (which makes him practically a native). He has been a transportation planner in both the public and private sectors. Prior to coming to FDOT, he worked for eight years at Hall Planning and Engineering preparing bicycle plans for public and private clients.

His wife, Jennifer, is a League Cycling Instructor (LCI) and former Bicycle and Pedestrian Coordinator in Tallahassee and Leon County.

As LCIs, both Carvers have taught bicycle education classes under the League of American Bicyclists (LAB) program, and DeWayne is also a Cycling Savvy Instructor (CSI) and, as such, has also taught classes under FBA’s program as well.

The Carvers’ two children, who attend neighborhood schools near downtown Tallahassee, sometimes travel via tandem bicycle.

DeWayne is a bike commuter and occasional bicycle tourist. He looks forward to working with FDOT, FBA.

Please see DeWayne Carver, page 6
Bicycle helmets, children and lawsuits

by Christopher Burns, Esq.

Bicycling in the US attracts 44.3 million children younger than 21. Most common cause of profound disability and death to cyclists. Helmets properly worn can prevent 88% of serious brain injuries.

**Question:** Ask the Attorney...

**Helmet Law:**

Hard shell bicycle helmets. Some argue that a mandatory bicycle helmet law would be discriminatory to these citizens. More minorities are unable to afford cars and depend on bicycles. They would be burdened by the law. In further support of this concept, some advocates point to studies in foreign countries where mandatory bike helmet laws have been passed, where data suggest bicycle ridership has then decreased.

**Helmet Lawsuits:**

Lawsuits have been filed against helmet manufacturers and bicycle shops have been sued for breaching their duty to sell defectively manufactured or designed helmets. Snell Foundation, that tests and certifies helmets, recommends that helmets be replaced every five years.

**Snell Guidelines:**

If you are in a crash and any part of your helmet is impacted, you should replace the helmet. The U.S. ANSI guidelines say any helmet in an accident must be destroyed or turned in to the manufacturer.

**Federal Law and Bicycle Helmets:**

There is no federal law requiring bicycle helmets and no state mandates bicycle helmet use for riders of all ages. A proposed law was considered by Maryland’s legislature this year, and was rejected. See the map of the states. The most common age limit for these laws is under 16 (view PDF at http://floridaicityclinglaw.com/blog/archives/state-bicycle-helmet-law).

My Thoughts on Bicycle Helmets

I encourage all cyclists to wear bicycle helmets. I wear one religiously myself. I support bicycle clubs who mandate wearing helmets on all club affiliated events. My low income and indigent people use bicycles as their only form of transportation. They often cannot afford a bicycle helmet. Some argue that a mandatory bicycle helmet law would be discriminatory to these citizens. More minorities are unable to afford cars and depend on bicycles. They would be burdened by the law. In further support of this concept, some advocates point to studies in foreign countries where mandatory bike helmet laws have been passed, where data suggest bicycle ridership has then decreased.

**Potentially dermatologic:**

Hair oils, body fluids, cosmetics and normal ‘wear and tear’ all contribute to helmet degradation.

**Helmet Regulations:**

The U.S. ANSI guidelines say any helmet in an accident must be destroyed or turned in to the manufacturer.

**Helmet Deterioration:**

Snell says that, "Hair oils, body fluids, cosmetics and normal ‘wear and tear’, all contribute to helmet degradation.” If you are similar to all the cyclists with whom I ride, you sweat — a lot! For this reason, Snell would suggest that you replace your helmet every five years. If you are in a crash and any part of your helmet is impacted, you should replace the helmet.

**Helmet Standards:**

The United States Code of Federal Regulations (CFR) requires helmets to have labeling that states, in part, that, “a helmet that has sustained an impact should be returned to the manufacturer for inspection or be destroyed and replaced.” CFR §1203.1.

**Helmet Standards:**

The Federal Law and Bicycle Helmets There is no federal law requiring bicycle helmets and no state mandates bicycle helmet use for riders of all ages. A proposed law was considered by Maryland’s legislature this year, and was rejected. See the map of the states. The most common age limit for these laws is under 16 (view PDF at http://floridaicityclinglaw.com/blog/archives/state-bicycle-helmet-law).

Potential Bicycle Helmet Lawsuits

There have been many recalls of defectively manufactured or designed helmets. Lawsuits have been filed against helmet manufacturers and bicycle shops have been sued for breaching their duty to sell a helmet that fits properly. Race organizers have been sued for failing to require hard shell bicycle helmets.

Conversely, a parent of a child who was injured while riding without a helmet has been held by a court as being negligent in causing the child’s injuries by knowingly failing to make sure the child wore a helmet.

HAVE YOU BEEN INJURED WHILE CYCLING?

(I have. That’s why I’ll fight so hard for you.)

Chris Burns is not your typical personal injury attorney. As an avid rider, he combines his experience on the road with his expertise and insight in the courtroom. This unique perspective provides cyclists across Florida with the representation they deserve.

Your race for compensation begins here.

904-632-2424
Advisory Board

David Henderson  
david3334a@aol.com  
Herb Hiller, Journalist  
herbhiller12@gmail.com  
Dwight Kingsbury, Historian  
dwightkingsbury@floridastate.com  
Henry N. Lawrence, III, Special Programs  
hnmcycle@gmail.com  
Laura Minns  
laura.67@gmail.com  
Roger Pierce, Touring Calendar  
roger@piecepages.com  
Carol Pulley  
popsypulley@yahoo.com

Louis Rossi  
lourossi@comcast.net  
Tina Russo  
tarussio@aol.com  
Robert Seidler, Filmmaker  
seidlerfilms@gmail.com  
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Is your area represented? Contact a board member today!
President's message...

**Disturbing trends in law enforcement**

As more and more people take to cycling in Florida, and as more and more learn how to drive their bicycles in a safe and law abiding manner, a disheartening trend is starting to emerge.

We are hearing of more and more cases in which law abiding cyclists are stopped by law enforcement, sometimes given citations, and some of those citations are being upheld.

Florida law is clear—well, clear enough if one reads it without bias. Bicyclists are not required to stay “as close as practicable to the right hand curb or edge” if the lane is too narrow to share, if the cyclist is preparing for a left turn, or if there is any condition or potential conflict that makes it unsafe to stay near the right edge.

In its “Green Book” standards the Florida Department of Transportation states that 14 feet is the minimum shareable width between cyclists and passenger cars; even more width is needed when buses and large trucks are present.

Most roadways without bike lanes have lanes between 10 and 12 feet wide, and of the few roads with 14 foot lanes, many tend to have significant truck traffic. Bicyclists are the only vehicle drivers who routinely have to defend themselves to an officer or judge for simply driving in a safe and defensive manner.

In the past few years I’ve been stopped three times by local officers here in Central Florida, and told a few other times by passing officers to get to the right edge (or even onto the sidewalk).

In all cases I was legally controlling a narrow lane.

I began using lane control in 1995 after reading John Forester’s Effective Cycling, and had not been stopped once from ‘94 to 2009.

Similar stories from other cyclists are becoming routine.

The source of this problem is a poorly written statute: F.S. 316.2065, section 5.

This language is not unique to Florida: it originated in the national Uniform Vehicle Code (UVC) in the early 1970s, when bicycling was starting to catch on again among American adults.

The few experienced cycling enthusiasts at that time understood the problems with the “far to the right” law; that it forces cyclists to ride where they are most likely to get squeezed and to suffer right hooks and other conflict-inducing movements.

Those cyclists managed to have exceptions added to the UVC so that cyclists can legally avoid such conflicts, but too often officers and judges only read “as close as practicable to the right-hand curb or edge” and go no further.

Or when they read “a lane that is too narrow for a bicycle and another vehicle to travel safely side by side within the lane” they assume they understand how wide is safe and wide enough.

Unfortunately, if they are wrong it’s the cyclist who suffers. “Self defense” has been a big topic in the news in recent months. The Florida legislature tells us it’s okay to “meet force with force ... if he or she reasonably believes it is necessary to do so to prevent death or great bodily harm.”

Bicyclists could (and should) demand merely to be able to control the space around us in order to protect ourselves from the carelessness of otherwise innocent motorists.

Rescinding the “far to the right” law is not an immediate goal for FBA—there is much ground work that needs to be done first—but eventually we will bring that fight to Tallahassee.

Your membership in and support of FBA will help us continue to fight for the rights and safety of all Florida’s bicyclists.

If a society punishes competence and peaceful self defense, where is it headed? Nowhere I wish to be.

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**FBA is your voice**

*by Dan Moser, Program Director*

Having a voice at the many tables of decision-making on the statewide level for policies, directives, actions, and law-making is important for anyone who wants to have an impact in the various forums where things that really matter happen.

It’s even more vital when the odds are stacked against a cause or interest, as is the case when it comes to Florida’s chronic propensity to keep as many cars and trucks moving and at the highest speeds as the plumbing will allow, usually at the expense of other users of our public rights-of-way.

For bicyclists — even if we also drive — FBA is an important ally that serves as the voice of all who believe non-motorists should have equal access and feel safe on our roads and pathways.

If you’re a member of FBA, you likely understand and appreciate this dynamic.

But who you may have picked up this newsletter at a bike shop or event where FBA was represented; I’m hoping you’ll take to heart the importance of becoming a member — or renewing if you let your membership lapse.

As a non-profit association with a staff of one full-timer (Tim Bustos, the Executive Director) and four part-time consultants (including me), our hands are full; Florida’s a large and diverse state.

And although we share a percentage of the Road vehicle tag fee revenue with Bike Florida, those funds can be used only for one of our core activities: public education and awareness.

For all of our other priorities and efforts FBA depends on membership funds.

FBA’s headquarters is in DeLand, a very nice small city north of Orlando that’s situated in a relatively central location to most of the state.

Tim Bustos travels extensively, including making frequent trips to Tallahassee, and serves on a number of statewide transportation and traffic committees, as well as many other activities and forums FBA’s involved in.

Also, when staff or board members are able, we try to be represented at organized bicycle events, conferences, and any event that will have us throughout Florida.

Many hours are donated by those who take on these tasks, but there are expenses nonetheless.

If you want to know more about the work of Florida Bicycle Association you can visit our website at www.floridabicycle.org.

To join or renew your membership please go to www.fbamembership.org.

Your support is vital and appreciated.

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**Membership Matters**

Change is usually difficult and sometimes resisted. FBA’s move to a fully computerized and self-managed membership program is a perfect example. After decades of using a variety of systems to handle this important aspect of our organization, we felt it was time to move into the 21st century.

Club Express was chosen because one of our member clubs uses it and for the benefits it offers to members and the organization alike. On our end, we’re still learning all the features and tricks but there is plenty yet to learn. For our members, it appears most have embraced it, although some are still having trouble managing their own account/profile or simply not interested in doing so.

We put everyone who was an active or past member into Club Express’s database so you if you fall into either category you already have an account/profile. If you’re not sure if you’re included, click on the login link on the top right of our membership home page (fbamembership.org) then click on the “Forgot My Username/Password” link.

Enter your name and email address. If the system does not find you, it might just mean we don’t have an email address for you, or the one we have is incorrect. Before creating a new member record, please contact the Membership Director. If your name is found, give us a current email address and we’ll update your record and send you a password reset.

Ideally, everyone will eventually buy-in and at least try our new system. But if you’re having problems or don’t have a computer, please don’t hesitate to contact Dan Moser at Membership@fbamembership.org or (239) 334-6417. FBA depends on your financial support to do our work so will make every effort to ensure you can successfully join, renew, or donate.
Executive Director's corner...

Fall brings out the best in us

It's finally fall — yay! As one of my cycling friends put it, Floridians tend to appreciate fall more than most people in the country — because we feel we deserve it! Already, the mornings are just a tad cooler, and the afternoons don’t feel quite as hot.

Yes, we do still have some hot weather in front of us before it finally cools down, but by the time this issue of the Florida Bicycle Association Messenger goes to print, most of the hot weather will be behind us, and the best cycling weather of the year will lie ahead!

Along with cooler weather comes shorter days. We still have a month and a half before we go off daylight savings time, but already the days are getting just a tad shorter, too.

If you don’t have one already (and you should, really), it’s not too soon to start thinking about getting a good bike light.

As we ease into fall, a good light is needed both for those awesome early morning rides before work and for those good leg stretchers at the end of the day.

Before considering ordering a light online, please see the friendly folks at your local bike shop. They have a wide assortment of lights to fit your cycling needs, and knowledgeable staff to answer any questions you may have.

Considering you can pay anywhere from $20.00 to $400.00 for a decent bike light, having knowledgeable bike shop staff to answer your questions is a big plus!

For long time FBA members, and/or regular readers of the FBA Messenger (we actually hope you’re both), you know the Florida Bicycle Association offers many fine services and programs for its members. If you’re new around here, please extend to appreciate fall more than other states!

Florida Bicycle Law Toolkit: “Ask Geo” — This is a bicycle law enforcement column on our website (http://flbikelaw.org/) set up in a question and answer format [see page 11 of this issue for a sampling of the Q&A — Ed.]. If you have a question regarding bike laws and your rights on the road, this is the place to go. This part of our website gets more hits than any other part of our site — many of them from law enforcement officers, and many of them from out of state.

We are quick to point out — this is not “legal advice” in the strict sense of the word, but it is factual, up-to-date and, if you have a question, you will be directed to the appropriate section of the Florida Statutes.

Your host, George Martin, is extremely knowledgeable about the subject matter.

Legislative Programs:

Each year, FBA works with the Florida Legislature to improve conditions for cycling throughout the state. Examples of past successes include establishment of the “Share the Road” license plate (the first bicycle specialty license plate in the nation), which helps fund many of our safety initiatives; the “three foot law” which established a minimum safe passing distance; and clarification on those instances on when cyclists can legally leave the bike lane as part of the mandatory bike lane law.

For safety reasons, FBA is also working on getting the mandatory bike lane law repealed.

Other legislative priorities for the future include efforts to increase penalties for hit and run crashes, and getting funding approved for a cross-state bike trail (the “Coast to Coast Connector.”)

Published:

Florida Bicycling Street Smarts. This publication, which is basically “drivers’ ed for cyclists,” contains what every cyclist should have been taught from the very beginning, but never was.

In terms of how cyclists should ride, and where they should ride in the road-

As professionals, the board of directors and staff at FBA have a pretty good idea about what we need to do to help improve conditions for cycling in Florida, so we’re already on it. However, the Florida Bicycle Association is your organization, so we want to hear from you.

What needs to be done to make our roads safer for cycling in Florida? Is it better facilities? More bike lanes? Better education for motorists? Please let us know, and we’ll try to make it happen!

As usual, we do appreciate your support, but be careful out there!
BikeFlorida, and the many other excellent groups trying to make Florida a great bicycling state.

Although still very new to FDOT, and still digging into his new job, FBA staff was able to catch up with him at his office in Tallahassee where DeWayne graciously agreed to take a few minutes from his busy schedule for an FBA Messenger interview:

FBA: How long have you been with FDOT at this point, and what have your experiences so far?

DeWayne: I have been here exactly three weeks, and it’s been great, but I acknowledge I’m still very much in the “honeymoon” phase of my job.

What I’ve noticed is that it’s a large organization with so many responsibilities, that FDOT really seems to work hard at cultivating long-term employee retention so that there is minimal turnover, and that’s encouraging.

Additionally, everybody has been very friendly and professional.

Of course, the other thing I’ve noticed is that it’s a dramatic change from the three-person office I was working in, to the Burns Building where I currently work, which I estimate probably has nearly a thousand employees working in it!

FBA: What do you hope to accomplish as the statewide Bicycle and Pedestrian Coordinator?

DeWayne: One of the reasons I was interested in this job at this point in time is because it was moved into the office of Roadway Design, which is my area of expertise.

I’m very much interested in how we can safely and effectively incorporate bicycle facilities into the state’s transportation network, and I feel that, with my background, and what I’ve learned over the years as an LCI and CSI, I can help influence that process in a very meaningful way.

FBA: What do you see as your biggest challenge in the months and years ahead?

DeWayne: Well, as I mentioned previously, one of my biggest challenges, I think, is transitioning from a three-person office to a building with nearly a thousand people in it!

But seriously, we really have so much to do to improve the conditions for bicyclists and pedestrians in Florida, and we not only have to make physical changes to the roadway environment, but we have cultural changes we need to make within FDOT, and that will require a sustained effort over a long period of time for that to be effective.

FBA: Are there any specific skills or abilities you have that could help you overcome some of these challenges?

I think one of my biggest challenges is that I haven’t mentioned yet is also one of the things I’m actually looking forward to the most, and that would be working with, and providing leadership to the District Bicycle and Pedestrian Coordinators. And, yes, I feel that the knowledge and skills I’ve picked up in various jobs over the years will be an asset as I work with the district coordinators and others within the department. I know that working as a consultant for many years, I’ve had to lead many projects, meetings and initiatives that weren’t always easy—that frequently involved controversy—but I was almost always able to resolve issues and overcome challenges.

If you have any questions for DeWayne about the FDOT Bicycle Program, or if you simply would like to welcome him to his new job, his contact info is detailed below:

DeWayne Carver, AICP
State Bicycle/Pedestrian Coordinator
Florida Department of Transportation
Roadway Design Office
605 Swannnee Street MS 32
Tallahassee FL 32399
(850) 414-4322 direct
dewayne.carver@dot.state.fl.us

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dewayne.carver@dot.state.fl.us
Major bike/ped project funding: collaboration and persistence pay off by Dan Moser, FBA Program Director

The third time was a charm! After two solid but unfunded proposals that had been submitted to USDOT’s Transportation Investment Generating Economic Recovery (TIGER) grant program seeking significant financial resources to improve Lee County’s bicycle and pedestrian network, the third attempt paid off. US Secretary of Transportation Anthony Foxx made a surprise visit to Lee County in early September to announce an award of over $10 million.

For a county of less than one million people to win this level of funding specifically for bike/ped projects is relatively rare, but because of some serious collaboration between community partners, along with expert assistance in honing the application, it did indeed happen.

For a county of less than one million, this level of funding for bike/ped projects is relatively rare...

Based on Lee County’s Complete Streets initiative and MPO Bicycle/Pedestrian Master Plan, the project builds upon the infrastructure completed through the years to plan, design and build a safer, more accessible non-motorized transportation network in Lee County, and does so through coordination and cooperation among governments and organizations.

Having an advocacy group that works well with government and others is a vital element...

The Lee County Metropolitan Planning Organization (MPO), the official grant applicant, worked in coordination with the MPO Board (elected officials from all local governments), state and local departments of transportation, citizen advocates (particularly BikeWalkLee) and consultants to develop the three applications.

After each unsuccessful round, the proposal was refined but the basic components and goals remained the same.

One of the key individuals who was instrumental in this success is FBA’s 2010 Citizen Bicycle Advocate of the Year award recipient Darla Letourneau.

Darla’s background and skills as a former federal government policy analyst, dedication to cycling, unbelievable (and uncompensated) time commitment, and ability to work well within any governmental environment (including with their consultants), was a boon to those who took advantage of a resource that usually comes only with a hefty price tag.

There are plenty of grants and other resources available that could have the kind of impact this TIGER grant will, but there are no guarantees that the time and effort put into the application process will pay off, so many governments and organizations don’t pursue them.

Most are very competitive, depend on cooperation among sometimes competing entities, and require skill in preparing proposals. All was the case with TIGER, but that did pay off for Lee County this time around.

For complete details of the proposed projects and background on the effort to obtain TIGER funding, go to BikeWalkLee’s blog at http://bikewalklee.blogspot.com.

Off the top...

Lost in the traffic LANE of time

by Robert Seidler

At age 60, by now I have experienced many difficult situations. I sit now in the traffic LANE unbirthing, concealed by biases and words that do not define the magnitude of issues associated with what is seemingly just simple travel.

I live surrounded by a National Wildlife Refuge, a place where 13-foot alligators eat 200-pound buck deer like the wind blows leaves.

Reminders of the magnitude of billions of years of evolutionary challenges are in eyesight unvisited now and tomorrow and are built of the yesterdays of time.

They are undeniably correct if you can focus on just the facts — not emotion.

The entire 4 billion years of pre-history are still unvisited and largely unchallenged outside my backyard.

For thousands of years there were people here, highly organized tribes that were very successful, part of the ecosystem. Their past histories lie on the shell mound islands now dotted with cedar trees and cabbage palms.

To be fully conscious we must redefine the LANE as a neutral ground with mutual respect, a new-formed civility and mindfulness

Most of these places see my feet making the first steps; theirs have long ago retreated back to grains of earth.

These people walked, boated and traveled for trade all across the southeast parts of North America (the tools are made of stones not of local origin).

These people persisted because of their nature. They arrived because of the footpath and desire and need to explore.

These paths, like the St Augustine trail between St Marks and St Augustine in the 1500s, are now highways laid on the footpaths worn by these people.

But even before these tribes realized their desires, animals walked to water and food on paths they wore so deep in time that no man could imagine why.

The tribal hunters waited here by the water and plunged spears and arrows into game as it crossed waters’ path.

The development of the LANE goes back even further to the early dinosaurs and the dry creek beds they explored for water and for food. There is a natural component to this travel and exploration that is essential to life itself.

The LANE is that place-mark now full of motorists clueless to its history or value as a place of discovery itself.

It is a celebration — or should be — of the early meaning of these linear corridors for people and goods and travel.

One could say the first goods moved were moving themselves and were the game that made the trails then became the meat of the trail and the tribe.

This primitive hunter and hunted point of view may still be playing out when it comes to the LANE and the path we take as drivers.

We are still only animals with millions of years of evolutionary development as primitive creatures trying to survive at any cost to others. We are now just out of the egg as conscious thinking and caring beings that have some regard for others, at times.

We still owe our life to the death of the other living creatures that we eat for our growth and energy. We are animals, we think and we guess at future outcomes.

The LANE may be the battleground, still, between food, exploration and dominance; dominance over our ecosystem and others that we can exploit for our needs.

Easy prey saves energy and time and the human-powered traveler is the easy game of choice.

To be fully conscious, finally we must redefine the LANE as a place for human activity, a neutral ground with mutual respect and a new-formed civility and mindfulness.

The hunter and the hunted must move from the paleo-brainstem of the past to the cortex of the future and logical thought must prevail. Highways must be redefined as humanways of travel and open for civil commerce as the early trails were open for survival.

It is a simple switch to pull and will transition our society into the future as we discover ourselves safe from the hunters and savagery of the past.

— Robert Seidler is a filmmaker, cyclist and nature-based guide who lives in Panacea/Sopchoppy Florida.
Cape Coral ‘Games’ set events for ages 50+ senior cyclists

The Florida International Senior Games & State Championships Cycling Championships return to the roads of Cape Coral in December, 2013.

Organizers have scheduled events for beginning to seasoned senior cyclists, age 50 and up, on road or recumbent bicycles.

Included in the slate are 5K and 10K time trials on December 10 and 20K and 40K road races on December 12.

Both courses are “off the beaten path,” and provide the opportunity for a safe racing experience.

Recumbent riders have opportunity to participate in the time trials events as a separate classification of bike.

The 20K and 40K road races will be held in the quiet Gator Circle neighborhood with easy access from the parking area to the course.

Florida residents must participate and qualify at one of the local senior games before riding in the state championships in December. Participants who qualify in one cycling event are eligible for all cycling events. A list of all fall local senior games qualifiers can be found at www.flasports.com.

Race organizers are seeking a large number of volunteers for the event.

For more information about competition or volunteering visit www.flasports.com, email games@flasports.com or call toll-free 1-866-254-3627.

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- Self-Guided Rides

Advocacy & Education Programs
- Be a Bicycle Friendly Community presented by the League of American Bicyclists.*
- Florida Traffic and Bicycle Safety Education Program in your community.
- Introduction to Cycling Savvy
- Hands on Bicycle Maintenance Classes

Networking
- Awards Dinner Banquet
- Friday night Social, Art Walk & Music
- Saturday Bicycle Parade

*AICP CM credit approved.
New board members appointed at FBA summer meeting

Originally from Sarasota, John Egberts has spent most of his life in Gainesville, where he currently resides.

After receiving a B.S. in exercise and sport sciences from UF in 2008, John began working on his master’s degree in sport management.

While obtaining his master’s degree at UF, he worked as the graduate assistant with the Florida Traffic and Bicycle Safety Education Program (FTBSEP) for two years.

Since graduating in 2010, he has served as the FTBSEP Assistant Director in a full-time capacity.

In this position, John works extensively with school districts, Florida Dept. of Transportation, Safe Routes to School personnel, school teachers and others to coordinate and conduct teacher training workshops and improve pedestrian/bicycle safety throughout Florida.

John is certified by the League of American Bicyclists as a League Cycling Instructor. In addition to working with the FTBSEP, John is a Ph.D. student (Health and Human Performance/Sport Management) and conducts research in the area of safety and risk management in sport and physical activity programs.

Ron Cunningham recently retired from a 36-year career in the newspaper business. Stepping down after nearly 30 years as editorial page editor of The Gainesville Sun, Ron accepted the position of Executive Director of Bike Florida.

He had previously served on Bike Florida’s Board of Directors for about five years. During his last 10 years at The Sun Ron commuted to work daily on his bicycle.

“I am pleased to have the opportunity to serve on the Board of Directors of our sister organization the Florida Bicycle Association,” he said.

“My goal is to work to improve the lines of communication and increase cooperation between our two organizations and more closely align the goals, missions and future plans of Bike Florida and FBA to more effectively advance cycling as a safe, enjoyable and practical means of transportation in the State of Florida.”

Ron continues to live in Gainesville, a silver-level Bicycle Friendly Community. In addition to his duties at Bike Florida, Ron writes a Sunday column for the Gainesville Sun and is also the Sun’s theater critic.

His secret ambition is to circumnavigate the State of Florida on a bicycle while blogging about his Sunshine State adventures on two wheels.

According to FBA’s bylaws, “the Board shall consist of at least three members and no more than eleven members.” Currently, there are three seats available so if you are interested in getting more involved at the board or advisory board level, contact executive director Tim Bustos or board president Mighk Wilson. For a list of board members and their contact information, go to page 3. Is your area of the state represented?
You, too, can be an efficient fat-burning machine

Do you know that an ancient invention is the most efficient fat-burning machine available today?

Research published in the *Journal of Applied Physiology* has shown that fat is only burned aerobically and by moderate intensity exercise over a long term. It has been observed that low-power (exercise) carbohydrate oxidation facilitates fat oxidation, but that high-power carbohydrate oxidation actually inhibits fat use.

What is this invention that allows normal people to enjoy aerobic exercise at a moderate intensity for an hour or more? The bicycle!

Why does this single out the bicycle? Bicycles are very efficient machines and when properly fitted to you, are comfortable and easy to operate.

With this combination of features, the bicycle is a pleasant way to exercise at an easy to moderate effort level continuously for long periods of time.

It has been shown that vigorous exercise over short periods of time tends to burn sugars and carbohydrates, which leads to immediate feelings of hunger.

These hunger pangs along with the justification of having exercised lead us to "pig out" to satisfy our hunger.

As a weight loss technique we know this doesn't work because it is so much easier to consume calories than burn them off.

However, riding a bicycle for an hour or more will burn mostly fat and not cause extreme hunger pangs.

While it is difficult to continue most other types of exercise for an hour or more, on a bicycle it is quite easy.

On a bicycle, in an hour, traveling at an easy pace, you will travel 8 to 12 miles. You will see a lot of scenery and at this pace your breathing will not be labored and you should be able to carry on normal conversations with your riding companions.

Good exercise, good conversation, fresh air and a feeling of freedom; all while burning off fat and improving your circulation.

What's not to like?

Once you have done this for a while, you will find that an hour bicycle ride will not tire you and you will be energized for the rest of the day.

This method of replacing fat with muscle doesn't produce the dramatic weight losses claimed by advertisements for pills and miracle cures, but it does far more for you than any "magic pill" you might take.

Bicycling can lead you to an improved life style, with more energy, more enthusiasm and an improve view in the mirror as those rolls of fat just slowly melt away.

Here are a couple of suggestions. On the Internet check out one of the calorie management websites for some diet tracking guides. caloriecount.about.com, myfitnesspal.com and my-calorie-counter.com are just three of many.

These and other sites (some are mobile-friendly) will help you keep track of your diet/calorie intake and allow you to calculate your BMI (Body Mass Index) which will give you the number of calories you need per day to lose weight.

The other suggestion is to join one of the many weekend group rides (see the touring calendar on page 14 for some ideas) for a fun time with friends who are burning fat while they enjoy the sites around the state.


One example of a mobile App for keeping track of your calories is this one (CalorieCounter.com) designed for Android phones and available from the Google store.
Crosswalks and Right Turns

Q: David asked: I often ride on sidewalks with the flow of traffic though there is a bike lane. My question has to do with right turning vehicles: If I were to be struck by a vehicle in this circumstance, crossing in a crosswalk, who presumably would be at fault?

A: We can’t determine fault without all the details of a particular incident. Numerous variables could influence that, so that is the function of the courts. Briefly, bicyclists in a crosswalk have the right of way, yielding to most circumstances. One determining factor may be the speed of the cyclist.

Handguns on Bicycles

Q: B. Donah asked: Can I carry a handgun while riding my bicycle without a Florida concealed weapons permit (CWP), provided the weapon is stored in either a backpack, or saddle-bag?

There are no definitive statues that address bicycles and firearm transport. From what I gather, it comes down to the following:

(5) Possession in Private Conveyance – Notwithstanding subsection (2), it is lawful and is not a violation of s. 790.01 for a person 18 years of age or older to possess a concealed firearm or other weapon for self-defense or other lawful purpose within the interior of a private conveyance, without a license, if the firearm or other weapon is securely encased or is otherwise not readily accessible for immediate use.

Is a bicycle considered a private conveyance? I would assume so, as a bicycle and firearm transport. From what I gather, it comes down to the following:

Doughty v. State, 979 So. 2d 1048 – Fla: Dist. Court of Appeals, 4th Dist. 2008

In this case, we consider whether the private conveyance exception of section 790.25, Florida Statutes, permits the unlicensed carrying of a concealed firearm or other weapon in a zippered pack around the waist while riding a motorcycle. We conclude that it does not.

Under the facts presented, Doughty did not meet the statutory requirements of the private conveyance exception because, albeit he was traveling in a private conveyance and his firearm was securely encased, he was carrying the firearm on his person and did not have it within an interior compartment of his motorcycle. We therefore affirm the trial court’s denial of Doughty’s motion to dismiss.

s. 790.001 – Definitions

(17) “Securely encased” means in a glove compartment, whether or not locked; snapped in a holster; in a gun case, whether or not locked; in a zippered gun case; or in a closed box or container which requires a lid or cover to be opened for access.

While worn on the back, unlike a fanny pack, a backpack is unreachable. Also, backpacks have zippers. A pannier or handlebar bag is reachable while riding, but could its attachment to the private conveyance be considered an interior?

A: This is beyond the scope of traffic law and I won’t hazard a guess as to the intent of the laws about handguns. I suggest you ask one of the instructors for the concealed weapons permit classes for their opinion and an authoritative law enforcement reference.

Lights on a Sidewalk

Q: Quinton asked: Are lights still required at night even though you are riding your bike on a sidewalk?

A: When on a sidewalk, a cyclist is still operating a bicycle, which must be equipped with lights. The following statute applies:

s. 316.2065 – Bicycle Regulations

(7) Every bicycle in use between sunset and sunrise shall be equipped with a lamp on the front exhibiting a white light visible from a distance of at least 500 feet to the front. A bicycle or its rider may be equipped with lights or reflectors in addition to those required by this section.

Note that the statute does not limit the use of lights to bicycle in the roadway or any other location. When on the sidewalk at night, lights are required.

As a part of the Bicycle Law Enforcement Program, a website exists to provide a place to ask questions about the laws related to bicycling. This is a continuing series that addresses some of the questions and provide updates about FBA’s Bicycle Law Enforcement Program.

*DISCLAIMER: The purpose of this column is to inform about bicycling laws. The material provided here and through other means is for general informational purposes only and shall in no way constitute or be construed as legal advice by the officers, directors, agents or employees of the Florida Bicycle Association. If your experience in a court of law or on the streets differs from that presented, we want to know about it, but George Martin and the FBA are not accountable for a ruling contrary to our interpretation of Florida Law or other consequences of cycling. You should seek legal advice on a particular situation.
In praise of small wheels

by Tim Busstos

If only I had a nickel for every time someone said “Hey — where’s the kid you stole that bike from?”

For the sake of transparency — it’s true, I do like small wheeled bikes. In fact, I truly love small wheeled bikes.

There, I’ve said it in front of God and everybody, including throngs of grown-ups on road bikes with 700c tires, and mountain bikes with 29-inch tires, and lovers of all things titanium and carbon fiber and big.

“Why” might you ask when there are so many high quality “big” wheels to choose from?

Well, “big” isn’t always better, and “small” doesn’t mean it’s for kids, and there really are a lot of reasons small-wheeled bikes appeal to a lot of people.

When I say small-wheeled bikes, I refer primarily to folding bikes, but this also applies to some recumbents and other bikes known as “compact” bikes, such as the venerable “Moulton.”

The Moulton bicycle, now made by Pashley Cycles of England, was a design pursued by Dr. Alex Moulton beginning in the late 1950s, when Dr. Moulton sought to re-design bicycles from “scratch.”

It should also be pointed out that Dr. Moulton invented the rubber cone suspension system for the BMC mini automobile, an innovation he included in the design of the Moulton bicycle.

This put Dr. Moulton way ahead of his time, since suspension wasn’t common on most bicycles until nearly 30 years later (although, technically, suspension on bicycles actually dates back to the early “safety” bicycles of the 1880s)

Dr. Moulton also felt the conventional diamond frame used on most bikes was cumbersome, difficult to mount, hard to adjust for different-size riders and did not suit both genders equally.

He was able to design a smaller frame using the smaller wheels, and he was able to make the frame still lighter by employing a “space frame” design, which is a truss-like frame with interlocking struts in a geometric pattern.

Aside from being very lightweight and strong, some of these bikes are stunningly and technologically beautiful.

However, one of the greatest, yet simplest innovations Moulton used for his bicycle “re-design” was the small wheel.

Smaller wheels are substantially lighter, and they provide much faster acceleration.

This latter feature is particularly useful for racing and urban cycling conditions. One of the biggest misconceptions about small wheeled bikes is that they are slower. I have even been asked multiple times if I have to “pedal faster” to compensate for the smaller wheels, but it couldn’t be further from the truth.

Wheel size hasn’t been a function of speed since the days of the “highwheel” bicycles — speed is now a function of gear ratios (if you ever see someone riding a folding bike, check out the size of the front chaining!).

Currently however, with the resurgence in interest for bikes of all types, folding bikes are going through a type of renaissance as well. They are now lighter, faster, and higher tech.

Depending on your wants or needs, you can spend anywhere from $200 for a low end Dahon, all the way up to $3,000 for Riese & Mueller full suspension folder designed for touring.

I’ve ridden most of the folders currently on the market, so I’ve prepared a summary of what I think are the “best of the best” from what’s currently available.

If you’re looking for a good, functional folding bike, it’s probably in one of the groups below:

Riese & Mueller
My favorite folder is the Riese & Mueller “Birdy, that starts at about $1,590 (although you can spend more for more advanced models).

It’s very light — at 21 lbs., it’s one of the lightest folders available, yet very comfortable due to its full suspension. It’s also one of the fastest folders out there (12-15 seconds).

The only downside is that since they’re not real common in the U.S. (they’re huge in Germany, England, and Australia), you may have to special order one.

More info about the Riese & Mueller Bikes Can be found here: http://newb.birdybike.com/?Shop

Bike Friday
Then there’s Bike Friday, which makes a full line of very nice made-to-order travel bikes, and a great little folder called the “Tikit.”

You can find out more info on the Tikit line here: www.bikefriday.com/tikit

Brompton
Another favorite folder with a huge following is the Brompton, a British offering.

Bromptons are a tad on the heavy side, but they make up for it with a very clever, extremely compact fold, and little wheels at the back of the rack, which, when folded, act like the wheels at the bottom of a suitcase.

You then pull the bike around with the elongated stem. Very handy, very clever.

The Bromptons are also very well supported, and they have a full line of accessories. You can even order the “suitcase/trailer kit,” which you can use to carry the bike on a plane, and the kit has wheels you can add that turns it into a bike trailer!

More details at: www.brompton.co.uk/

Dahon
Another popular folding bike is the Dahon. This is mainly due to the sheer size of their line with many models to choose from, and the fact that their lower end bikes are very affordable for most people.

On the other hand, it does appear they have brought new designers on in recent years, and some of their high end folding road bikes are very nice and worth a look. http://dahon.com/mainnav/

Folding bikes are something I think every cyclist should have in their stable of bikes regardless of their regular cycling interests. A good folding bike can help you avoid that hefty airline fee — the one I have will fit in a conventional suitcase, so the airlines can’t charge you extra. You can also bring them on a bus or in a train, which is why I call them a great “inter-modal link.”

For those of you who are performance oriented and still skeptical about the efficacy of a folding bike, consider this: one of my close friends once rode Paris-Brest-Paris on a Bike Friday! As a side note, it wasn’t all that long ago that folding bikes were considered obscure, and at best “dorky” (I refer you back to the first paragraph of this article).

However, as they’ve become more and more useful, and more prominent in places like the West Coast, and large East Coast cities, they have actually established a large cult following.

Ten years ago, in what started as a tongue-in-cheek challenge, a good friend and I predicted that folding bikes will be the next “fixies” among the urban hipsters.

Oddly, that’s actually starting to happen, so there’s still time for you to be in the vanguard!
Share the Road Celebration of Cycling brings bicycle advocacy, education and rides to DeLand

by Ken Foster

Looking for a cycling event that benefits cycling? Attend the Celebration of Cycling in DeLand, the weekend of October 25, 26 and 27.

FBA and Bike Florida are partnering with the League of American Bicyclists to host the premier of what is intended to be an annual event; the Share the Road Celebration of Cycling in DeLand.

This weekend-long event will blend education, advocacy, riding, entertainment and networking to help better promote safe cycling in Florida.

The Florida Bicycle Association strives to improve cycling in Florida through bicycle education and legislative activities. Its partner organization, Bike Florida, works to improve cycling in Florida through elementary school level bicycle education and by promoting the economic benefit of bicycle touring.

LAB Program
Friday and Saturday, the 25th and 26th, the League of American Bicyclists will conduct the “Be a Bicycle Friendly Community” program.

This program is American Planners Association AICP CM credit approved for 3.5 credits.

Friday’s program is intended primarily as an information session for local government officials, government staff, planners and engineers, although the general public is welcome.

Saturday’s presentation of this program will be oriented toward the general public and focus on what individuals and bicycle clubs can do to encourage their local governments to apply for the Bicycle Friendly Community designation.

Saturday Events
Saturday events include a presentation on Cycling Savvy, a traffic cycling course developed by the Florida Bicycle Association and oriented toward adults.

A basic bicycle maintenance class is also being offered along with several self-guided rides in and around Historic DeLand.

Another program on Saturday presented by the University of Florida and Bike Florida will focus on the Florida Traffic and Bicycle Safety Education Program and how to bring it to local elementary schools across the state.

Banquet Dinner
The banquet dinner on Saturday night features guest speaker Mr. Billy Hattaway, Florida Department of Transportation District One Secretary, with a possible introduction of Florida’s new State Bicycle/Pedestrian Coordinator, DeWayne Carver.

A silent auction to support cycling safety in Florida will conclude Saturday night’s activities.

Sunday Rides
Sunday’s fully supported rides begin at 8:30 am. Participants can choose a 25-, 45- or 65-mile ride through the rural areas of West Volusia County.

Support includes marked routes, food and rest stops at local parks.

Participate in one or all three days of the event at various fee levels. All three days cost $75.00.

Friday and Saturday or Saturday and Sunday fees are $55.00 Friday only is $25.00 Saturday is $45.00 Sunday is $45.00.

FBA Messenger Discounts
FBA Messenger Discounts Expire on October 15th. Register now and save on entry fees by entering:
- FBA1 for $5.00 off any 1 of the 3 days
- FBA2 for $10.00 off any 2 of the 3 days
- FBA3 for $15.00 off all 3 days

Additional information on the event can be found at BikeFlorida.org or by contacting Bike Florida’s Associate Director and Share the Road Coordinator, Ken Foster at 352.224.8602 or Ken@BikeFlorida.org.

BikeFlorida
Nonprofit Bike Florida Inc. was formed in 1994, as a fund raising event and organization to help supplement the Florida Traffic and Bicycle Safety Education Program (FTBSEP).

Our mission is to promote safe and responsible bicycling through, education, public awareness, and bicycle touring.

As an organization, Bike Florida is dedicated to making a positive economic impact in the regions and communities that support our tours and programs. More information can be found at http://www.bikeflorida.org.

Add your voice for the future of bicycling in Florida.

JOIN ONLINE at www.fbamembership.org
Membership includes the FBA Messenger!
October 6 (Sun) Lake Mary CF Cycle For Life Ride begins at 7AM. Fundraising Minimum is $150 The CF Cycle For Life is a one-day tour where hundreds of men and women come together to participate in an event to find a cure for cystic fibrosis. Participants have the choice to ride 35/62/100 metric century through Seminole and Volusia Counties. The bike tour is a fully supported journey with stocked rest stops, 12-15 miles, support and (SAG) vehicles, on-site medical services, and much more. This unique event empowers participants to take action and demonstrate their fight in finding a cure in a tangible, emotional and personally powerful way. Participants under the age of 18 are not permitted to participate in the American Lung Association Challenge with a helmet. www.cf.org/ Chapters/elcands/index. html?n=2385&event=52385

October 6 (Sun) Inverness RiTo Trails of the Withlacoochee 14-100 miles. Early Registration online through 7/9am at the Inverness Trailhead, 315 Apopka Ave. T-shirts, picnic lunch, camping included at the beautiful Lake Inverness State Trail. Lunch in Inverness. Century 28/14 Florida Bicycle Association minimum is $150 The CF Cycle For Life. Don’t miss out on a great cause party with lunch after the ride. Group ride certificates. Two bikes plus door prizes. See website Ride Application. http://rtaurorsionline.com/

October 6 (Sun) St Petersburg Cycle for Life Join us for our fourth annual cycling event as we ride some of the most scenic roads in Pinellas County. 10/25 miles or 62 mile metric century. Fully supported and well-stocked rest stops (with some of the most creative volunteers you’ve ever seen!), bike mechanic, rest stops, and refreshments. Tail-sweeps with lunch after the ride provided by BJ’s Restaurant & Brewhouse. Don’t miss out on a great ride for a great cause! www.ridecycleflorida.com

October 13 (Sun) Sarasota PTP 4 LIFE, THE RIDE BIBB Take it to the LEVEE for a CURE! PINKE’S Promotions & Events. A mountain bike, hybrid bike, and family bike friendly event. Riders will complete a 26.2 mile scenic loop on the levee located in the Everglades. PTP 4 LIFE will donate the net proceeds to support the ongoing cancer research projects with the American Cancer Society which will help fund life saving research projects. $1.50 Markham Park Entrance Fee. Pre-registration opens 8/24 through the event registration page at www.bikeflorida.net. on-site registration opens at 8:30 am. **PTP = Push Those Pedals!

October 20 (Sun) Vero Beach Galloway Cross Country Club Galloway Cross Country Club will host the 2013 Cross Country season. This unique 5k race is a beautiful 5k route through the pine flatwoods in and around North Port. $40 online registration closes 10/17. Pre-registration is open through the race website. www.freemindsperform.org. On-site registration opens October 18. Check-in/on-site registration/$54 for all riders begins at 7 AM. To register, visit www.freemindsperform.org. More information at www.freemindsperform.org. The Scout House,Dallas White Park, 5000 Deerwood Ave. North Port. Presented by People for Trees, Inc.

October 20 (Sun) Torquay Cycle for FORCE A spinning cycle event at SOHO Cycling Studio in Torquay. Cycle for FORCE: Facing Our Risk of Cancer Empowered (www.faceraceuk.org). The money raised will fight against breast and ovarian cancer. Riders can dedicate their rides to a friend or a loved one. Breakfasts will be served after the ride for all participants. FORCE has an invaluable resource for cancer survivors. We need riders to fill 40 bikes and to participate in this worthwhile cause. www.firstcycling.com/cycleforcecycle/active

October 25-27 DeLand Share the Road Celebration of Cycling Bike Florida. Share the Road and FBA presents the first annual, Share the Road Celebration of Cycling, a multi-day event to celebrate cycling in Florida, networking and riding on October 25, 26 & 27 of 2017. Presentations will include on-site medical services, and much more. Participants under the age of 18 are not permitted to participate in the American Lung Association Challenge with a helmet. www.newspaper.com/index.php?N_webcat_id=52

November 2 (Sun) Daytona Beach RAAM Florida Cycling Challenge A weekend of fun: 3 non-competitive rides (30/60/120 miles), 2 endurance races (200/400 miles), an expo and post-event party with awards, entertainment, food and drink. This year’s event will be a “Gran Fondo.” The one-time spring break party capital of the U.S. has quietly turned itself into the healthy outdoor sports capital of the South. The Lake Country of Central Florida offers some of the best cycling in the state. The Daytona Beach Cycling Challenge is the last race event in the RAAM Challenge Series. You’ll want to be here! See website for more information. http://sundaycyclingchallenge.com

November 2-3 Miami Gardens Dolphins Cycling Challenge 10 Rides throughout Miami-Dade, Palm Beach & Broward counties ranging from 13-170 Miles. All ride raised funds are donated directly to U Miami’s Sylvester Comprehensive Cancer Center for cancer research. http://www.miamidolphinscc.org/ Active.com online registration

November 3 (Sun) Sunrise Follow the Leader Adopt-a-Bike Ride RESCHEDULED from November 7. Markham Park, Begonia & Pineapple. Register early for preferential seating. Raftles & Continental Breakfast included. Register & details on the web site below. Six Ride Levels starting at 12mph - 22 mph. Helmets required. All donations to Adopt-a-Bike Foundation are 100% tax deductible. Please visit website or call 386.243.0115. www.sunnsweepebike.org/ftr.htm

November 3 (Sun) Lakeland Ranch Sarasota Manatee Bicycle Club Gulf Coast Cyclfest One full day of superb cycling in beautiful southwest Florida. Riders may choose fully mapped and supported routes 100/65/21 miles. A family friendly event for cyclists of all abilities. Breakfasts will be served by Polo Grill & Bar. Registration 6:45AM. Routes close at 3:00PM. This year will feature high quality performance prizes, massages, photos and much more for participants. Performance shirts to first 75 riders. Active.com online registration

November 3 (Sun) Sarasota Spacecoast Freewheelers Intracoastal Waterway Century Cocoa Village, 100/63/28/14 miles. Registration opens on Saturday from noon to 5pm at the Cocoa Village Civic Center on Delano Ave in cocoa Village. Day of ride registration opens at 6am at the same location. Mass start at 8am for the 100/63 mile, followed by the 28/14 mile solo start at 9am. Riders will pass through the Kennedy Space Center going near Space Port USA. Quiet tree-lined roads, beautiful views of Waterway and downtown beautiful River Road lined with turn-of-the-century estates. Roots and 5 rest stops with plenty to eat and drink, roving SAG support, an after ride meal, t-shirts, and a parking pass. Contact Stephen Rooks, 321.536.7653 www.spacecoastfreewheelers.com/ exmasculo Active.com online registration

November 3 (Sun) Marineland Seabrook & Sapelo Friends of AAI SCenic Cycling Event RESCHEDULED from October 28, 2012. Added routes this year: 100/70/35 southern tours. Mass start 8am, with an optional 7am start for century riders. Come ride along the beautiful and scenic AAI Byway and Historic Byways through Flagler and St. John’s Counties. Fully supported with SAG vehicles and Rest Stops. Join us for a cook out at Marineland to finish your ride. For reservations and additional information, registration open NOW. www.sccainc.org, day of registration available. No pre-registration until November 2nd. $35 day of registration. Includes T-Shirt for first 250 cyclists. http://seabrookainc.org/

November 9 (Sat) Tallahassee Annual Spaghetti 100 Multiple options for cyclists of all backgrounds and levels. Road riders will have the choice of a 100 mile, 100 kilometer, or 55 mile route. Those that will participate will to participate in the Dirt Metric Century (65 miles) and the Dirt Metric Century Short (42 miles) with rest stops, and 20 mile Metric century. Both routes include rest stops, marking and SAG support. The Spaghetti 100 leaves 7:30 am at the Capital City Center, and ride north through scenic North Florida and South Georgia. The first 30/60/100/100/100/100 riders through Thomasville and Boston in Georgia and then through Monticello in Florida. The dirt routes are non-technical, following the beautiful canopied clay roads through the heart of classic Red Hills plantations. For more information, visit www.ccyclists.org/spaghetti100/ http://www.ccyclists.org/spaghetti100/

November 10 (Sun) Boca Raton Tour of Boca Come join the fun with the 2013-2014 Tour of Boca, sponsored by the Boca Raton Bike Club and the City of Boca Raton and recreational services. Registration: 12:30PM; Ride starts: 1:00 pm; Registration fee $20. For more information, call 561-391-6109 or visit www.bocaratonbikeshop.com

November 15-16 Miami The SMASH Gravel Century 2013 2 day, 165 mile ride from Miami to Key West to raise funds and awareness for cystic fibrosis. Registration Opens November 14, Day 1 (Monday) November 15, Day 2 (Sunday) November 16. Fully supported ride plus 2-night stay, lunch, and overnight accommodations at Hawk’s Cay Resort. $95 registration fee and fundraising commitment with 100% of the fundraising dollars given to the benefitting agencies. www.smashmtb.org

November 16-17 Clermont Horrible Hundred and Cycling Expo 35/70/100 routes. For 35 years, this has been the most challenging ride in Florida. Rides will have the choice of riding the Dirty Half Century (50 miles) and the Dirty Century (100 miles) plus Rest stops. Expo both days. Major bike manufacturers, local bike shops and other vendors will be on hand for pre-registered riders. Several events will be scheduled for Saturday and lunch. On Sunday included in registration. Saturday food trucks available. Registration opens August 15. Updates on-line. Twitter: @horriblehundred

November 18-22 Cross City Cycle Fall Night Lights Night Tour Package consists of 5 days and four nights cycling on Florida’s beautiful Gulf Coast, other adventures include a visit to Historic Yulee Sugar Mill, see the Mermaids perform at Weeki Wachee, enjoy a visit through Seminole and Volusia Counties. Watcher Springs, and see the Manatees at Crystal River. www.gulfcoastevents.com/

Florida Bicycle Association
Mini Grants available
by Ken Foster

Bike Florida and Share the Road invite your organization to apply for a Share the Road Mini Grant.

Through the sale of "Share the Road" specialty license plates, and sponsoring partners like BILL BONE BIKE LAW, Bike Florida and Share the Road can make these funds available to cycling organizations, city or county governments and school parent teacher organizations (PTOs) or just about anyone actively promoting safe cycling or cyclist and driver education.

Some of the most common awards fund new bicycle purchases or repairs for organizations administering education programs, especially those teaching the Florida Traffic and Bicycle Safety Education Program.

We have also funded requests to purchase Share the Road signage in communities around the state.

If your Safe Routes to School program needs event funding, we might be able to help! Infrastructure projects may also fit the funding parameters.

- **What is the funding range?**
  $2,000.00 maximum

- **Who can apply?** Non-Profit Organizations and Government Agencies

- **When can you apply?** Applications are received continuously

- **When are grants awarded?** Quarterly

Visit ShareTheRoad.org for an Application and Terms of use.

Share the Road welcomes BILL BONE BIKE LAW as our newest Mini Grant sponsor.

Like Bike Florida and Share the Road, BILL BONE BIKE LAW is dedicated to the bicycle safety message.

It is rare to see an organization with this much passion for cycling.
Good News, Mr. Smith! The IRS now allows your employer to give you a tax-free reimbursement of up to $20 per month for reasonable bicycle related expenses as a qualified bicycle commuter.*

We can keep you up to date with the latest rulings affecting cyclists everywhere, offering quality tax and financial accounting services with the confidence and solid reputation that comes from over 30 years of quality service to the Central Florida business community.

We’re proud to support FBA and its mission to promote good health and well-being in our communities through bicycling.

**Scearce, Satcher & Jung, P.A.**
CERTIFIED PUBLIC ACCOUNTANTS

Kenneth L. Scearce, CPA  
David A. Satcher, CPA  
Carla M. Hansen, CPA  
243 W. Park Avenue, Winter Park, FL 32789  
(407) 647-6441 Office  (407) 645-0099 Fax  