

# SPOKE'N'WORD

*Cycling—the perfect synthesis of body and machine*

VOLUME 6. ISSUE 3

OCT 2001

## 2001 FCC Board

### BUZZ FROM THE PREZ



Warm weather cycling is but a distant memory of 2001. But snow riding is what makes Fairbanks cycling unique. Come out with the club and enjoy our Sunday Noon Rides at Ivory Jacks. The trails will be getting better each week. Our first 'official' ride is Sunday November 4<sup>th</sup> at noon. At 2:00 pm to 4:00 pm at Ivory Jacks is the FCC Membership Drive and Potluck Social. We will have FCC Board nominations and elections for 2002. I will be stepping down for 2002, partly because I am in the field for much of the summer when FCC activity is at its peak.

**Win a set of Snow Cat Wheels!!** People who join FCC for the 2002 season at the Sunday November 4<sup>th</sup> potluck are eligible for the drawing. Simon makes some of the finest wheels in the country and has repeatedly been flown south to build wheels for professional racing teams.

You must be present and sober to win. Be there.

Please consider a FCC Board position. New ideas and blood are good. If you can't volunteer your time to FCC please consider the rewards of another volunteer organization. Your community and your piece of mind will benefit in a unique and meaningful way.

Your 2001 Board worked hard for you. Tom Clark, Vice Prez is incredible: developing our active FCC website, maintaining the hotline, permitting the events through USCF and AK DOT (Alaska Dept. of Trucks!), promoting several races, and attending 90% of all FCC events; even talking his sweet wife, Sandy into helping us out.

*(Continued on page 2)*

*President: Rocky Reifentuhl  
455-6837*

*Vice Pres: Tom Clark  
479-3496*

*Treasurer: Kristine Kosnick  
452-5487*

*Secretary: Gail Koepf  
455-6837*

*Historian: Liam Wescott  
479-6745*

*Newsletter editor:  
Gail Koepf*

*Articles or items for the Spoke'n'Word are welcome. FCC members receive their copy in the mail or from the website. We go to press several times per season.*

## ANNUAL FALL POTLUCK & SOCIAL

### Ivory Jacks in Goldstream

Sunday—Nov. 4TH—2:00 PM

The Annual Fall Potluck will follow our first Sunday winter ride. Meet at Ivory Jacks at noon with fat tires and warm clothes to explore the Goldstream trails. What a way to build up an appetite for the potluck following! Bring a dish of your choosing. **Ivory Jacks** offers a selection of drinks, and purchasing these is your small thanks to them for hosting the FCC meeting.

If you are a fair-weather-road-weanie, be sure to come for the potluck and meeting anyway. Not only will you be well fed and get a chance to influence the 2002 season—You have a chance to win incredible door prizes that will be available thanks to **Beaver Sports, Great Land Sports, All Weather Sports,** and your humble bike club. (The prizes are a secret, but a little raven told me that one is a set of **Snow Cat Wheels!**)

**HOTLINE #  
459-8008**

Call Tom at 479-3496 to update

### INSIDE THIS ISSUE:

Buzz from the Prez	1-2
Equinox Clean-Up	2
Liam's Take on 2001	3
Tom Clark Gleanings	4-5
AK Bicycle Summit	6
..to Nome on 2 Wheels	7
Bike Rental/Tours	7
Alaska AIDS Ride	8
FCC Financial Report	8
Thank you letter to FCC	9

## MESSAGE (cont.)



Kristine Kosnick, Treasurer, kept our books in good order, and maintained her positive attitude after receiving the total chaos of paperwork and entry fees after FCC events. Event promoters must be better organized!

Gail Koepf, Secretary and Newsletter Editor, helped keep the club organized, legal, and in touch. Liam Wescott, Historian, documented FCC's year and graciously volunteered for numerous tasks and events. Liam also wrote about the epic Doug rides for those too timid to attempt these Tuesday night trail treats.

I tried to keep the FCC headed in a direction that continues promoting

responsible bicycling.

FCC is only as viable as its membership and volunteer base. They give the club direction. If you have ideas and the effort to see them through, FCC needs you and has the infrastructure to facilitate your event or plan. Contact your board.

We had a lot of great events this year and will create a 2002 Event Scheduling Committee, and set up a meeting time at the November 4<sup>th</sup> potluck. Once set, that date will be on our website... right Tom! I hope all your cycling is fun and safe. See you on our Sunday rides or elsewhere on the trails.

*Rocky Reifenstuhl, el presidente*

## Equinox Trail Race/Clean-up



One of the ways FCC contributes to the community every year is cleaning the course after the annual Equinox Marathon. After about 500 people cover the trail on foot, there are various items lost or discarded along the trail, not to mention the trail markings that lead people over a very demanding course. FCC covers the entire 26+ miles gathering and discarding garbage and returning re-usable markers to Running Club North.

Depending on weather, this can vary between a very enjoyable ride to wet, cold, icy, and miserable. This year we were lucky and had great weather and a great turnout. More people turned out on bikes to clean the course than to race it, which may have had something to do with FCC offering cash prizes to those gathering the most garbage. The winners were Doug Stewart, Steve Clautice & Noah Mery.

Thanks to them and to all the other clean-up volunteers: Tommy Lokken, Corinne Leistikow, David James, Bob Perkins, Dan Patten, Tom Clark, Gail Koepf, and Sue Stewart. With so much help, cleaning the course was easily ac-



*Annual FCC Equinox Marathon Team—Doug Burnside supporting on bike/Rocky Reifenstuhl battering his body on foot.*

*Photo by Tom Clark*

complished.

In the hammerhead division, Jason Lamareaux, UAF ski team member, easily outdistanced Rocky Reifenstuhl and Kevin Petrone, who had run the race the previous day.

## The 2001 season according to Liam

By Liam Wescott

As I write this, the first snowflakes of the winter of '01-'02 are falling outside the window. Winter is on the way and so it is time for an end-of-season wrap up.

### *The Doug Rides*

I attended all but one (Colorado Creek) this summer. We racked up a total of around 320 miles spread across all 19 rides from May 1st to September 4th with thousands of feet of elevation gain, probably around 10,000-12,000 feet. Attendance was off this year, averaging around 10-12 riders per ride. The highest number for a ride was around 21 and the lowest was the four of us on the Vallata ride. Smaller group size was good in that we kept the rides together fairly well but bad in that fewer people were coming out for each ride.

### *The Golden Days Parade*

This year, we towed Tom's truck using a combination of our bikes, duct tape, bungee cords, and muscle power. We decked out the truck with extra jerseys to make it look float-like. Then we (mostly Tom, actually) laid out the bungee cords and hooked

them to the bikes. Once everything was set-up, we got going sometime close to 11. It was slow going, stopping and starting, but once we did get the truck going it was fairly easy to keep it moving. Basic physics at work on the Golden Days Parade. With four strong riders (me, Gail, Doug Stewart and Sue Stewart ) we kept the truck moving fairly steadily, when we were moving.

I lost count of the number of times people (including the announcer at the reviewing stand!) asked us if we were actually towing the truck. We assured them that we indeed were towing it by muscle power alone. I can assure you that from the staging area all the way over to Wilbur Street, that truck's engine was OFF. The best parts of the parade were when we'd let the group ahead of us get going, then build up a burst of speed as we sprinted down the road to catch up (though the guy right behind us with his VERY loud air horn wasn't too pleased!) I think our maximum speed was 11 miles an hour at one point.

Anyway, Doug Burnside, on his recumbent, and Dave Savage gave out lots of FCC bottles and we all had a lot of fun. Next year we plan to tow the Golden Days Jail through the parade!

### *Other activities*

We led the runners for the Midnight Sun Run on June 23rd and actually had a pretty good turnout. There were about six or seven of us all told. The only bad thing to happen at all was when Keely wiped out making the turn from Fairbanks Street onto Birch Lane when her handlebar got caught on the orange pedestrian netting designed to keep the spectators out of the race route. She was ok, but it wasn't exactly the FCC's finest hour. We also led the runners for the Williams Half-Marathon ride and put on a Youth Series race at the end of June (if memory serves). Finally, we did put on a few races and such. Not as many as in years past, but there were a few.

Liam Wescott  
FCC Historian

## Zen & the art of conscious Cycling

By Tom (Buddha-belly) Clark

### *My Favorite Trails*

In between organized rides and races, I like to get out for some evening rides or weekend rides that are fun, demanding and technically challenging in some places. (For those of you that are confused about the phrase “technically challenging”, it means that you make frequent UCE’s --Unscheduled Earth Contacts.) Lucky for me, I live quite close to a maze of trails. From my house on Gold Hill road, I get on the power line corridor and head west. Even this is a fun ride and has its fast spots, and a short section of very bumpy rooty trail that gets you out of the saddle. The power line meets Henderson road, which can be a good climb all by itself, though I almost always cross the road and continue on the power line. Starting about a quarter-mile further down the power line, there are no less than three trails heading up the hill. Each one is great fun, complete with sharp turns, a log or two across the trail, and many inter-sections that connect back and forth to other trails. If you continue up the hill, you’ll eventually find the mine up there, and it is best to go around it to the right, avoiding the mine completely. This brings you to a steep climb, and if you can ascend it every time without putting a foot down or making a full-body UEC, you are doing better than me. Wet conditions make it particularly tough. At the top of this climb there are any number of choices. Take the awesome single-track descent off to the right? Go straight and bomb down the hill to Henderson above St. Patrick’s? Veer left, just skirting the mine via some lovely trail, also ending up on Henderson?

**“...technically  
challenging”- means that  
you make frequent  
UCE’s --Unscheduled  
Earth Contacts....”**

Double back and descend some of the same trails that were just climbed? You really can’t make a bad decision because no matter what, you aren’t far from a trail that goes some-where. So, next time you need to stretch your legs, give these trails a spin. Perform less than two UEC’s for extra bonus points!

### *Why I Ride*

Why do I get on the bike and go for long, exhausting rides? There are all kinds of reasons, really. It is great exercise, and we all know about the benefits of exercise. It is both relaxing and stimulating for one’s mind. It’s a chance to enjoy the outdoors, and take in natural beauty and splendor, not to mention fresh air. Still, each of us has our unique reasons we get out and pound the trails or roads. Here are a couple of what I refer to as “magic ingredients”.

First, there is keeping the tire in contact with the ground. I love consciously doing this, and it gives me a sense of rightness; a sort of Zen awareness. There’s keeping your wheels under you, which happens anyway, and then there is deliberately keeping your wheels on the ground, and being keenly aware of what it is like at that moment at the interface between the tire and the earth. I picture a zoomed-in view in slow motion of the tire just barely keeping contact with the ground after going over a root, rock or ledge, kicking up a small puff of dust, then moving on. Moments later, the bike is gone and the patch watches me disappear into the dis-

tance. Thank you, little patch of ground. I don’t know that this makes me a better rider (ask Doug Burnside), but it’s a good exercise for my head.

Next, in stark contrast to the above, is getting the wheel off the ground. My favorite use of this is to pop the front wheel into the air to clear a muddy ditch. It clears the patch of mud, landing safely on the other side, while the rear tire stays in contact with the earth (see ingredient number one), providing power to make it through the mud and out the other side. When this maneuver (and ones like it) are properly executed, I feel quite satisfied and as though the bike and I are having a good conversation where we both understand one another completely. The ugly alternative to this technique is plunging headlong into the muddy ditch, front wheel first, frequently ending up as a trip over the handlebars. Invariably, Doug Burnside is nearby, ready to be bent over with laughter.

Then, there is the trail. The best rides feature hard-to-negotiate turns on narrow trail. Yes, wide trails are fun for blazing down, but bumpy, twisty, windy trails really keeps you on your toes, and offers the chance to incorporate magic ingredients #1 and #2. An excellent example of this is the trail from Murphy Dome road to Moose Mountain road, a short distance from the clubhouse. Indeed, there are tricky turns that require sudden climbing, leaning, front wheel popping, and serious power to the rear wheel, all at the same time. On the occasion that I actually accomplish all this without flaw, Doug Burnside is never there.

So, there you have it. The confessions of an off-road rider, admitting to the weirdo little quirks that really contribute to a ride. And I must say, when I do crash into the ditch, I appreciate that too!

## Tom's Post-Epic-Ride Recovery Meal

Never mind all that scientific crap about what enzyme to balance with some damn protein. Here's how to feast after one of those rides that leaves your body quivering with lactic acid shock:

### Grilled salmon, asparagus, Caesar salad and beer.

#### Time to prepare:

One cook: about 40 minutes/Two cooks: about 20 minutes.

#### Grilled Salmon:

1 red salmon fillet  
Teriyaki sauce  
½ onion, sliced thinly  
4 cloves garlic, sliced thinly  
garlic salt  
black pepper

#### Asparagus:

Asparagus, washed and bottoms snapped off

#### Caesar Salad:

1 head Romaine lettuce, torn into salad sized pieces  
4 cloves garlic, mashed into wooden salad bowl  
2 mashed anchovies or 1 tsp. anchovy paste  
1 egg  
¼ cup olive oil  
juice from ½ lemon  
1 tsp. balsamic vinegar

#### Croutons for Salad:

Whole grain bread, cut into 1" squares, about 3 or 4 cups  
½ tsp. salt  
1 tsp. garlic powder  
1 Tbs. olive oil

Preheat your grill.

Rinse the salmon, pat dry. Pour about a quarter cup of teriyaki sauce in the bottom of a baking sheet, and place the fillet flesh side down. Put

aside. (You are marinating the salmon.)

Pour olive oil into a frying pan, add garlic powder and salt. Stir, then add bread chunks. Put over medium to high heat. Try to get croutons evenly coated. As they brown, keep stirring. Season to taste. When croutons are toasted on a couple of sides, remove from heat and let cool.

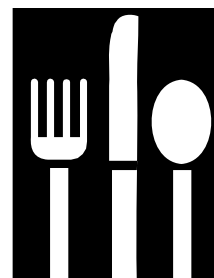
Crack the egg into a glass cup and add lemon juice. Stir. Put in microwave on high for about 10 seconds, remove and stir. Repeat process about 3 or 4 times, until mixture starts to get hot. Set aside. Mash anchovies into salad bowl (the garlic already got mashed in there). Add egg and lemon mixture, olive oil and balsamic vinegar. You can add a dribble or two more of the vinegar if you like. Stir, and set aside.

Turn the salmon right side up, sprinkle with garlic salt, pepper, sliced onions and sliced garlic. Put on grill and close lid. The salmon will cook for about 8-15 minutes. Know your grill. Alternatively, bake in a 425F oven for about 8-15 minutes. IMPORTANT: Use a meat or candy thermometer and test the thickest part of the salmon. When it is 120F, the salmon is done.

While the salmon is cooking, steam the asparagus in the microwave. Put it in a small covered casserole with a splash of water, and cook on high for about 8 minutes, or longer, depending on your preference.

When the salmon and asparagus are done, mix the lettuce and croutons into the salad bowl, and serve everything. A sprinkle of Parmesan cheese is good on the salad, and a nice baguette goes very well with this meal.

Bon Appetite! Enjoy your beer(s) and get some sleep.



## Alaska Bicycle and Pedestrian Summit

By sue Stewart

*September 13 & 14, 2001  
Attended by Doug and Sue Stewart  
Anchorage, AK*

The purpose of the summit was to learn about research, planning, and “state of the art” practice techniques that are designed to improve conditions for walking and biking. Improved conditions promote health and safety and make Alaska a better place to live.

Key speakers at the summit included Mele Williams of the League of American Bicyclists, Peter Moe of the National Center for Bicycling and Walking, Joanne Pruitt-Thunder of the Wisconsin DOT, and John Balicki, Maine Bicycle and Pedestrian Coordinator. Alaska Bicycle and Pedestrian Coordinator, Robert Laurie, Alaska Highway Safety Office, Alaska Division of Public Health, and the Institute of Transportation Engineers organized the summit.

Topics included “What works for Bicycling Safety—a Wisconsin Model”, “Use of Winter Pathways”, “DOT Scorecard, discussion pertaining to what Anchorage is doing”, “Economic impacts of Bicycle Tourism: Maine Study”, Physical Activity Partnerships between Transportation and Health”, “Safe Routes to School Program”, and “What’s next after TEA-21?”

The most important theme of the summit was related to advocates and agencies working together and issues surrounding TEA-21. Whether you are looking at winter use of pathways, impacts of bicycle tourism, presenting safe biking to kids, or safe routes to school there must be individuals willing to present needs and concerns. These individuals need to find or create organizations that can present to legislators who will hopefully identify with the needs and concerns of citizens. This is where TEA-21 comes in. TEA-21 (Transportation Equity Act for the 21<sup>st</sup> Century) sets the parameters for how Congress funds planning and construction of highways, streets, pathways, and sidewalks. TEA-21, which was enacted in 1998, strives to enhance the quality of life for all Americans by promoting

safety, protecting the environment, and expanding opportunity. Some of the things TEA-21 has done include expansion of accessibility to sidewalks and paths to comply with the American Disabilities Act, construction of and planning for bike/ped pathways, and driver safety programs. TEA-21 has made bike/ped issues a given in planning processes although there are still loops for those considerations to fall through. As TEA-21 is up for reauthorization in 2003, it is important for individuals to voice support for what has been gained thus far. Support by Alaskan’s is especially important as Don Young is both our Congressman and Chair of Transportation and will make the final determination on reauthorization. To learn more about TEA-21 please check out [www.fhwa.dot.gov/tea21/](http://www.fhwa.dot.gov/tea21/). To bring the significance of TEA-21 home, consider yourself to be an advocate on some level if you are a cyclist using public roadways. Your engagement in cycling may be for health, to avoid excessive use of fossil fuels, or simply to put a face on transportation. All of these reasons support the general objectives of TEA-21 and our value for choice; if there is no opportunity there is no choice. Here in Fairbanks it is easy to be aware of the need for better bike lanes, shoulders, road surfaces, and general accessibility – if we don’t speak up our needs will never be heard.

To learn more about advocacy check out [www.bikeleague.org](http://www.bikeleague.org) and [www.bikefed.org/](http://www.bikefed.org/).



*This looks like the place for the editor’s plug. Its not only important to let your voice be heard in this process, but also to act on your words. The more we get out there and use bikes for transportation, whether it is commuting to work or to the store or just for enjoyment, the more visible we are and the more valid our input. Be creative. If your commute is too far or you don’t want to ride downtown, combine the bike with a bus ride. The buses have a bike carrier up front to allow this. I do, and I enjoy both exercise and a chance to read & relax and leave the winter driving to the experts.*

## Dawson to nome on 2 wheels

Excerpted from Ed Jesson's Journal by Andy Sterns

He was the one-speed wonder of the North; a fixed-gear phenom with a serious case of gold fever. In the winter of 1900, Ed Jesson, like many men, gave up a successful business to make the arduous and uncertain trek north to face the more uncertain prospect of striking it rich at the latest and greatest gold rush on the beaches of Nome. But unlike any of the stampedeers before him, Jesson decided there must be a better way to make the trip than by dog team. He would travel the 1,000 miles from Dawson City to Nome on a bicycle.

Jesson came to Alaska in 1896 to prospect for gold around Cook Inlet, then went to the Yukon after the Klondike strike and ran a trading post at Star City, 120 miles down river from Dawson. When the Nome gold rush began in 1899, Jesson saw many exhausted men and dogs pass by his trading post on the trail to Nome. "By the time these stampedeers reached my place they were worn out, dogs and all, having left Dawson overloaded," wrote Jesson in his diary. "They had sprained ankles, sprained

knees and were allstove up."

Jesson was determined not to follow in their limping footsteps, but he was going to Nome nevertheless. "I had been getting the stampede fever," wrote Jesson. "I'm telling you my fever was to the breaking point."

Jesson took his four best dogs to Dawson and for \$150 worth of gold bought a bike at the Alaska Commercial store. "I could not ride it and I began to think I was a little off mopping up the streets of Dawson trying to learn to ride it," wrote Jesson. "I had to stay in Dawson eight days to learn that wheel to stay inside of an 18 inch sled track and I took about 25 headers into the snow." But five weeks later Jesson came wheeling into Nome.

*I'm prone to something more akin to spring fever than gold fever, but the symptoms are similar to the stampede fever" that afflicted Jesson: a restlessness to travel and to get out and see some new country. In February two friends from Vancouver and I will attempt to follow in the tracks of Jesson.*

## NEW BICYCLE RENTAL & TOURS BUSINESS OPENS

By Larry Katkin

Tour buses loaded with predominately elderly people have become a common sight during the summer months. These reoccurring images were the motivation for starting a local business focused on providing an alternate means to experience the Fairbanks area.

So was born Alaska Outdoor Rentals & Guides LLC. The business focuses on providing Bicycle, Kayak and Canoe rentals & tours.

The great challenge on the Bicycle Tour part of the business is coming up with some great rides a tourist would enjoy. Think about it, what bike ride would you take someone on visiting Fairbanks? Keep in mind, the really fit riders are going to want to rent a bike and do their own thing. So you're looking for a ride that is not technically challenging or requiring any type of real fitness level but must provide an experience to remember.

Presently I am working on a tourist brochure that will provide "The Ten Best Rides in Fairbanks". If you have ideas regarding local bicycle touring please contact me at [larryk@akbike.com](mailto:larryk@akbike.com).

If you have friends or relatives visiting and would like to rent a bike during the summer we have Kona, Raleigh, Mongoose and Dyna bicycles available 24 hour a day at the Fairbanks Hotel downtown or at Pikes Riverfront Lodge.

If any FCC members are interested in experiencing winter biking we have Kona Mountain Bikes setup with snowcat rims. FCC member will receive a 20% discount on their first rental and 10 % on all subsequent rentals.

For more information visit our website at [AK-Bike.com](http://AK-Bike.com) or give me a call at 457 BIKE.

## AIDS RIDE NOTES

BY Simon Rakower

In this years Alaska AIDS Vaccine Ride, 1200 cyclists rode from Fairbanks to Anchorage via the Richardson and Glen Highways. Twelve mechanics, nine of them from All Weather Sports, went along to help keep the bikes on the road. We worked eighteen hour days fixing flats, adjusting gears, making parts and doing whatever else was needed to keep the riders going. As tech support manager,

I took care of the mechanics so that they could concentrate on taking care of the riders. I arranged their work schedules, made sure they had supplies and food and served as "reference mechanic" for particularly tricky repairs.

The riders were wildly appreciative of our help. They brought us food, bought us coffee and other drinks and came up to us individually and in groups to thank us throughout the event.

I enjoyed working on the ride so much that I talked a couple of

Alaska Ride veterans into flying to the east coast with me the following week to work on the Canada-US AIDS Ride.

There won't be an Alaska Ride next year, but they plan to return for 2003. I'm looking forward to working on the ride in Europe and on one or two US rides next summer.

For information about AIDS Rides, look at:

[pallottateamworks.com](http://pallottateamworks.com).  
You can reach me at:  
[montelll@hotmail.com](mailto:montelll@hotmail.com).

## FCC Financial Report

Budgetary figures by kristine kosnick

The FCC is in excellent financial shape currently with about \$6,000.00 in the club account. This may not seem like a fat account, but writing from many years experience with the club, believe me, it is. FCC has never attempted to carry much savings from year to year. We figure the supporters of the club in a particular year deserve to have their money spent when they are active and participating. This year's excess will hopefully help make the Fall Potluck a bigger event than normal. So do come and celebrate with us!

There are several reasons that we are approaching the end of the season with more funds available than usual.

Kristine did a great job as treasurer. This can be frustrating at times due to the not-to-bookkeeper-standards paperwork and funds thrust her way after some big event. She also cautioned the FCC Board not to spend money on anything we

weren't sure would be fully supported by the membership.

Sue Stewart did an excellent job with the FCC Jerseys. She not only designed and took charge of all communications regarding the jersey order, she also raised the funds from sponsors represented on the Jersey.

The FCC Bike Swap was very successful and raised funds while performing a service to the local biking community. This event takes a lot of dedicated volunteers, but is well worth the clubs energy.

And finally, the club had fewer expenses because it put on fewer races which require more insurance and prizes and what-not.

Following is a list of FCC expenditures for 2001. We don't budget for expenses each year, but it is in the club's best interest for all members to review this and give us input on what activities you would like to see the club support financially.

### Expenditures:

- 191.40—Hotline
- 396.00—Storage
- 80.00—P.O. Box Rent
- 200.00—Banner for Chena Hot Springs Ride
- 200.00—Donation for winter trail maintenance
- 345.00—Timer
- 76.72—Course markers
- 55.00—LAW membership
- 502.00—USCF
- 25.00—Cabin rental for White Mtns. Ride
- 55.00—Parade entry fee
- 761.02—Ride snacks/prizes
- 89.60—Ad for Bike Swap
- 4440.00—Cost of Jerseys
- 318.54—Newsletter copy expense & postage



# Fairbanks Cycle Club

P.O. Box 83424  
Fairbanks, AK 99708

**HOTLINE: 459-8008**

*Cycling: the perfect  
synthesis of body and  
machine.*

WE'RE ON THE WEB!  
[WWW.FAIRBANKSCYCLECLUB.ORG](http://WWW.FAIRBANKSCYCLECLUB.ORG)

**FCC  
2001  
SPONSORS**



**GNC Live Well.**

