

Club Happenings

February 13 (Sat) Trail Patrol Training Class

9 AM to 1 PM at the Fire Station on the corner of Waldo Road and NE 8th Avenue. See details on page 3.

March 6 (Sat) Annual Swap Meet, Dinner, and Meeting

North West Boys Club gym at 2700 NW 51st Street. If the weather is cold, dress warmly as the gym is not heated.

5 PM - Swap Meet gets underway in the North West Boys Club gym.

6 PM - Lasagna dinner served (no charge for club members, \$5 for guests).

7 PM - Annual meeting and election of new officers. All officers are running for reelection. In addition, Carl Brush is running for a new Director at Large position.

RSVP to 378-7063 (leave a message) or RCPBIKE@aol.com. We will buy lasagna for those who have RSVPed. You are welcome to come without an RSVP and wait to see if there are leftovers, or just attend the meeting.

March 7 (Sun) Adopt-A-Road Clean Up Party

Meet near the Pearl station in Micanopy on US 441 and CR 234 (Angle Road) at **3 PM**. Park across the street from Pearl. Work up an appetite for pizza after the cleanup.

March 20 (Sat) Spring Picnic

Picnic at the trailhead of the Gainesville-Hawthorne State Trail at Boulware Springs on Chandler's chow, and any other side dish you feel appropriate enough to the occasion to bring. Riders meet at Boulware Springs at **10 AM**. Picnicing will get underway after the rides (around noon).





President's Message



A Road Too Far

**Gainesville
Cycling Club Inc.
1998 Board
of Directors**

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GCC Web Page
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We all have something in life we don't like, something that rankles our fur or makes us anxious. For a cyclist sometimes its that road on our regular ride that we can't avoid but wish we could. I have such a road in mind. It embodies all the things I like least about a road on which I have to ride my bike. I say "have to ride" because there really is no back alley, no shortcut, no alternative to the route.

What are the characteristics that make that road for me? Probably the same things that make it so disliked by other cyclists. Its very narrow and has no shoulder or bike lane. It has a speed limit of 55 mph, meaning the traffic on it goes 60 +. It has a series of tightly packed small hills that allow you to disappear below the crest of each hill so that a high speed car doesn't know you're there until its nearly on top of you. The traffic that haunts this road is composed of pick-ups, SUVs, dump trucks and semis, in an unpleasant density that regularly presents the convergence of vehicles that draws, for the cyclist, the short spoke. This road also is disintegrating under the onslaught of heavy vehicles and high speed. Its edges are crumbling away and are fractured and torn in many places almost two feet into the road. This condition forces the cyclist to ride in from the edge of the road in spite of the need to be on that edge. It is a road that is screaming for repair, traffic calming and a bike lane. The only things that could make the road worse would be psychopaths with shotguns and unchained rabid dogs. And for all this, the section of road I'm talking about is really less than a mile long (at least the portion that cyclists need to use).

So have you recognized the road yet, my fellow rider?

If you came up with a road that Hunter's Pedalers ride almost every weekend, the one that connects the beautiful ride out Millhopper Road to the great outer reaches of placid country cycling in Alachua and High Springs, then you are correct. Each time I move out on to it I put the hammer down and sprint with all my might to get safely to 232. Each second is counted as I watch the mirror and judge the rushing vehicles, wondering when I will have to go off-road. (Eject! Eject! Eject!)

By now you must recognize 241, at least if you have ever ridden it. I used to think that the thread of asphalt called highway 20 that connects Angle Road to Lakeshore Drive was the worst, but now that the G-H Trail provides a safe alternative to most of that dangerous pavement, that nightmare has largely faded from my consciousness. I imagine many casual cyclists would venture beyond the end of Millhopper into the hinterlands of Alachua if only that tiny piece of road on 241 weren't so deadly.

So if someone (reporter, politician, friend) asks you what would most benefit the safety of cyclists, remember to tell them about that stretch of 241 and you'll be doing every cyclist in Alachua a big favor.

Following winds, my friends

Rob Wilt



Trail Patrol Being Organized

by Chandler Otis

A bike patrol to monitor the Depot Trail, the Waldo Trail and the connector to the Gainesville Hawthorne Trail is being organized. Sponsored by the Gainesville Police Department Crime Prevention office, Patrol members will receive cellular telephones to use on patrol, vests to identify them as Trail Patrols and free mechanical maintenance provided by a mechanic named Chandler.

The Trail Patrol is the brainchild of Linda Crider. Crime does not seem to be a problem on the trails, however the public may need reassurance that someone is out there keeping an eye on things, especially when the connector is built from downtown Gainesville to Boulware Springs. The Trail Patrol will help promote trail usage, by being a visible reminder that paved bike trails connect much of urban Gainesville.

Based on experiences on the Gainesville Hawthorne Rail Trail, trail patrols spend most of their time enjoying riding the trail, and occasionally have to remove tree limbs and other debris from the trail. The most serious problems we have encountered on the trail are riders who have crashed.

Trail Patrol members will receive patrol training similar to the Citizens on Patrol training, which emphasizes observing and reporting (via cell phone) any unusual or suspicious activity. The training class, organized by GPD Crime Prevention Officer Joby Wise, will also include first aid training, since the biggest problem seems to be riders injured in bike crashes. Patrol members who complete the class will also be eligible for bike tune-ups by the mechanic formerly known as Chandler.

The Training Class will be held on Saturday, Feb. 13 from 9 a.m. to 1 p.m. at the Fire Station on the corner of Waldo Road and NE 8th Avenue. For more information, please call Chandler Otis at 377-1728.

GCC Helps Gainesville Police Tune-up Bikes

For Christmas Giveaway

by Chandler Otis

For the tenth year in a row, GCC members spent a day helping the Gainesville Police Department with the final tuning and cleaning of 50 bikes that were given to needy children for Christmas.



The bikes had been overhauled and repainted by inmates of the Gainesville Correctional Institution, in a program coordinated by Officer Bill Cross. This program provides more than 250 bikes each year to Hope for the Holidays, the Gainesville Police and other organizations that provide bikes to needy children and families.

The Gainesville Police Department Christmas Bike Program has been organized by Officer Henry Langston for more than 14 years. Officer Langston is a familiar face to GCC members, because he organizes the police escort that leads more than 250 cyclists from Morningside Nature Center out to US 441 at the beginning of our Horsefarm Hundred Century each year. Helping Officer Langston with the Christmas bikes is our way of saying thank you to Henry and GPD for chaperoning us safely.

Club members Nancy Groome, Linda McMahon, Marty Tod, Steve Sparks, Bud Jones, Chandler Otis and Steven Perz helped clean and tune bikes, and were recognized by the Gainesville Police with Certificates of Appreciation (call Chandler, he has the certificates). The Police presented a special award to Barry Gibbons for several years of service to the Christmas Bike Program.

Thanks to all GCC members who helped fix or donated bikes to this program. Please save any children's bikes you may have till next fall, when we start again on this worthy community project again. If you have questions or bikes to donate, please call Chandler at 377-1728.

GCC Cleanup of Bike Memorial Wet but Successful

by Chandler Otis

Members and guests of the Gainesville Cycling Club helped tidy up the Bicycle Memorial on Dec. 26-27. Despite cold rain, people came at various times over the weekend, and the Memorial looks much better!

The cleanup was slated for 9 a.m. to noon on Saturday, December 26 and was to be followed by a potluck lunch and a bike ride. However rain interrupted the cleanup and the canceled the bike ride. Brave club members Laurie Triulzi, Linda Crider, Tim Strauser and Chandler Otis and guests Brad Guy, Eric Finnan and Craig Nikolaus, showed up at 9 a.m. Despite the rain, this group picked up trash, cans and bottles, however the weather was too wet for mowing or raking up leaves. A tentative plan to finish the cleanup on Sunday afternoon was suggested.

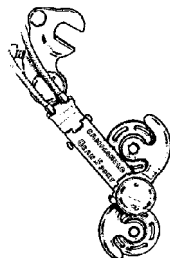
Linda Crider hosted the potluck lunch that featured Grandma Chandler's chicken soup.

Club members reassembled on Sunday at 3 p.m. to discover that Diann Dimitri and Chuck Broward had raked up all the leaves and had pruned the trees and shrubs earlier that day. Chandler Otis mowed the area, while Maureen Petersen, Ray (a holiday visitor whose last name we forgot), and City Commissioner Pegeen Hanrahan spruced up the area and trimmed the palm trees.

If you are riding by the Bike Memorial, take a moment to pick up any litter or bottles you may find. We will have periodic clean-ups of the memorial, tentatively as part of the Great Florida Cleanup this spring. If you would like to help organize this cleanup, please call Chandler Otis at 377-1728.



Bike Florida!
April 4-10, 1999
Daytona Beach DeLand Mt. Dora
Inverness Crystal River Ocala Gainesville
<http://www.bikeflorida.org>



Holiday Party Draws 40

Many thanks to the Merkner's for opening up their magnificent new home to forty GCC members for our annual holiday party. The three hundred or so of you who did not show up missed a real feast and a mighty good time.

After the feed, the highlight of the evening was the gift exchange, where the grand prize fought long and hard over was a large, purple, lobster. The crustacean was stolen innumerable times before finally going home to match the new color decor of Joanne Cochran's living room.

In a tight contest, Nancy Groome took home the prize for best dish, winning a flip of the coin with the Lee's. Make plans now to attend the party next year!

CLASSIFIED

Club members, call, mail, email, or fax your stuff that you no longer need to the editor for inclusion in this column. Priority will be given to bicycling items; the number of items per member may be limited due to space considerations.

All of the following items are offered by Rob Wilt, 380-0561.

CYCLE-CROSS TIRES - AVOCET Cross 700c x 35c, \$ 15 for pair

Ortofon CARTRIDGE (Dual TKS 55E with DN 155E biradial stylus). Provided as original equipment on Dual CS 627 turntable. Has only a dozen or so playings on the stylus. Was displaced by a Shure V15 type 5. This model originally sold for \$115. Excellent overall characteristics, low tracking weight. Will sell for \$50.

INDUCTIVE AMPLIFIER - Progressive Electronics Inc. Model 200B. Hand held model with speaker. \$ 25.

RAM, 30 pin SIMMs 1mb x 9; 80ns, \$5 each, 4 available

Standard Ad

Two New Trails on the Way

by Gary Kirkland

As anyone who watched the growth of the Gainesville-Hawthorne State Trail from an idea to a completed paved project can attest, the speed of development can test the endurance of even the most patient of cyclists, but in the end it was worth the wait.

In the Jacksonville area there are two trail projects nearing completion that have been a long time coming. They should soon offer some new scenery for those who like paved off-road riding and are looking to put some variety under their wheels.

Just south of Orange Park is a new trail that in mid-January was about 90 percent paved. When it was started in September, construction was supposed to be completed by February, and it's close to running on schedule.

The \$3 million project runs along the west side of U.S. 17, snaking 6.8 miles in and out of the trees and offering trail riders and walkers a nice buffer from the fast-moving traffic and clouds of exhaust. A portion of the route will run through wetlands with a boardwalk instead of asphalt.

Jeanne Hargrave, a member of the Suwannee Bicycle Association from Jacksonville and ride director for the North Florida Bicycle Club, said she thinks the trail will appeal more to the occasional recreation riders, rather than more experienced cyclists used to riding on the road.

"They're already using it," Hargrave said.

She said the trail would eventually be part of a 20-mile loop. The parking lot for the trail is located on the west side of U.S. 17, just north of the bridge over Black Creek in Green Cove Springs. Terry Jeffers, program coordinator for the Parks and Recreation Department in Clay County, said the county owns 14 acres on the site that could eventually be developed into a park with restrooms and picnic pavilions. Initially the push is to get the parking lot paved by the time the trail officially opens.

The little town of Baldwin on U.S. 301 is also getting a 14.5 mile rail-trail link to the west side of Jacksonville in what officials in Duval County are calling their longest park.



The 100-foot wide strip of land follows an abandoned CSX Transportation line that runs from the intersection of County Road 121 near the Duval-Nassau County line west of Baldwin, east to Imeson Road, near Interstate 295. The project was first proposed nearly 10 years ago. Groundbreaking took place in November to begin construction. "People are chomping at the bit to get out there," said Louie D. Jenkins, Jr., Jacksonville Park Recreation and Entertainment Department, Parks Manager.

Jenkins said the main trailhead will be in Jacksonville. To reach it from Gainesville take U.S. 301 north to I-10 East, then take I-295 north to the Commonwealth Ave. Exit. Follow Commonwealth Ave. west to Imeson Road. Take a right on Imeson Road and there will be a parking lot for the Jacksonville-Baldwin Rail Trail.

The trail is a paved 12-foot wide strip of blacktop, with a parallel adjacent equestrian trail similar to the one that runs from Gainesville to Hawthorne. The old rail line it follows was abandoned 23 years ago and, like most rail trails, it's nearly hill free.

"It's a very natural trail, you have a nice canopy all the way," Jenkins said.

There is also access from Baldwin — a closer starting point for those in Gainesville — by taking U.S. 301 north through Starke and Lawtey and into Baldwin. In Baldwin take a right on U.S. 90 and then left on Center Street, which dead-ends at the trail. The trail actually begins outside of Baldwin, near the intersection of Duval County Road 121.

There will be four restrooms, with fountains along the route. Jenkins said the trail should essentially be finished by February and wrapped up completely by March.

Standard Ad

Paceline Musings from the Internet

Last fall there was some discussion about pace line riding on Florida internet mail lists. The following selections are attributed to three of the better know writers on cycling in Florida. (It is possible that some of the text attributed to Mighk Wilson was by one of the other gentlemen.)

By Miller

When I ride in a pace line I realize that I am taking a chance, no matter how experienced the other riders are. I realize there is a much greater potential for an accident than if I am riding alone. Even if there are only two of us riding together, if I am drafting and cannot clearly see the road ahead of me I realize this is a risky behavior. If the person in the front can point out a hazard, that is certainly helpful but I realize that they may miss a hazard and I accept that risk. Like other behaviors, I make a conscious decision of whether or not the risk is worth the reward. I make this decision every time I draft somebody.

It is unreasonable to assume that the person in front of you is responsible for your safety. You need to know the rider well enough to decide if you want to trust their judgement. It is unreasonable to blindly trust them and then hold them responsible for your safety. Know who you ride with before drafting them! If I am not comfortable with someone I may draft them but I will ride enough to the side that I can see the road in front of me, not as efficient but much safer.

Take responsibility for your actions!

Mighk Wilson

It's the responsibility of the lead rider in a paceline to scan for things that would be a hazard to himself and his fellow cyclists. Cyclists who ride in a paceline do so voluntarily. They are voluntarily obscuring their own view of the road ahead in order to gain the advantage of a draft. A motorcyclist who follows a motorist too closely cannot blame the roadway maintenance crew for a pothole that he could not see to avoid, and a cyclist who closely follows another

cyclist can't either.

A bike lane (or paved shoulder) is no guarantee that the roadway surface will be defect-free. In fact, debris often sits in a bike lane because no motor vehicles are there to push it to the curb. Bike lanes often subject cyclists to MORE surface hazards and not less.

Art Ackerman

The primary reason for the high number of crashes on club rides is lack of experience on the part of one or more of the cyclists. As the driver of a vehicle a cyclist is responsible -- just as a motorist is -- for keeping a safe distance from other vehicles and for watching out for hazards on the roadway.

My pledge to myself: I will try to be more careful when I ride. I will not ride more than 2 abreast and I will be cognizant of motorists and not delay them. I will point out obstacles for riders behind me. I do not want to be responsible for someone else's injuries, I will try to help them ride better and more safely. I will speak with a rider that is riding erratically or dangerously (I will try to be tactful-somewhat difficult for me, but I'll try).

T O S R V
S O U T H
April 17-18, 1999
200/126/56 miles in two days from Quincy FL to Albany GA along gentle rolling hills through pecan groves and farmland
(850)656-8064 juliesmith66@hotmail.com
Group discounts for five people

Standard Ad

February - March Ride Schedule

RIDING GROUPS

A Riders. (no Group Captain). Fast paced rides. The main group usually goes two to five hours. There is usually a group that will do a shorter ride, and sometimes one that will go longer. The ride may become very fast for some periods. Team Florida frequently joins the group on Sundays.

Gliders. Andrew Gill, 338-9205, apgill@gnv.fdt.net. Rides in the upper B range (18-19 mph average). Rides will normally be around 50 miles in length.

Spinners. Larry Bowman, 495-2305, jjrider@hotmail.com. Rides in the mid B range (16-17 mph) on Saturdays, usually from GRU.

Sliders. Bill Boyette, 338-2945, tteyob@aol.com. Rides in the lower B range (15-16 mph average) on Saturdays. Meeting times and places are sent to group members by email about a week before the ride.

Hunters Crossing Pedalers. Linda McMahon, 331-4089. Meets at the GRU facility on NW 43rd St just north of NW 53rd Ave, most Saturdays for a slower paced ride. This group also meets at the Plaza of the Americas on some Sundays.

Newnans Lake Riders. Chandler Otis, 377-1728 (leave a message). A family and beginners group that meets Sundays at the Plaza of the Americas to do a 15 to 35 mile ride.

Centurians. Roger Pierce, 378-7063. Hundred mile rides and up, usually at out of town events.

Bee Line. Bill Cochran, 371-4118 or Dave Wagner, 375-4496. Meets at various locations and times on weekends and weekdays, usually starting very early. Civil rides at a good pace with rest stops.

Off Roaders. Brian Raisler, braisler@ufl.edu or 338-4594. Meeting times and places usually announced via email on the club list (gcc-fla@cyclimg.org).

Feet First. Bruce Bush, bruce@musician.org. Recumbent bicyclists group. May do one or two rides a month, announced on the club email list.

Stray Cats. Rob Wilt, 380-0561, afn09010@afn.org. Slower paced rides at out of town locations, announced in the newsletter and via email.

REGULAR STARTING TIMES AND PLACES

Always check your email for time and place updates.

GRU FACILITY RIDES

(On NW 53rd St, north side, just west of NW 43rd Ave)

SATURDAYS

Sliders, Spinners, Gliders, and Hunters
Crossing Pedalers meet at 9 am.

PLAZA OF THE AMERICAS RIDES

(University of Florida campus in front of Library West under the walkway)

SATURDAY

A Riders meet at 9 am.
Off Roaders meet at 1 pm (check email)

SUNDAY

Gliders, A Riders, and Newnans Lake Riders meet at 9 am.

Cyclists should expect and demand safe accommodation on every public road, just as do all other users.

**Nothing more is expected.
Nothing less is acceptable.**

<http://chainguard.org/>





Florida

Bicycle Touring Calendar

(VERY ABRIDGED)



See the complete calendar on the World Wide Web at <http://www.afn.org/~bike/FBTC>

February 6-7 **300k Brevet**

West Palm Beach FL 186 miles, the second ride of the 1999 Brevet series for qualification for this years Paris-Brest-Paris. Time limit 20 hours, lights required. Jim Solanick (561)433-8796.

February 13-15
White Springs FL **Suwannee Sweetheart Cycling Weekend**
Sunday, 27, 50, 64, and 100 miles. Saturday ride 30 and 55 miles. Speaker from Alaska Bicycle Adventures Saturday night. Monday more miles. Off-road trails in the area. Jeanne at (904)264-7168 or (904)260-1126.

February 13-14
Brooksville FL **SWAMP Romp '99**
Croom Mountain Bike Trails. Festival headquarters in the Cypress Glen camping area of Silver Lake Campground. SWAMP ROMP, 9401 Takomah Trail, Tampa, FL 33617. (813)985-5021.

February 14 (Sun)
Boca Raton FL **Tour of Boca**
A police-escorted tour. Elaine Buri (561)391-8791.

February 28 (Sun)
Miami FL **Snowbird Century**
Fruit and Spice Park. 100/62/25 miles. Everglades Bicycle Club, PO Box 430282, South Miami FL 33243-0282. Leonard Wolfson (305)538-3833.

March 5-7
West Palm Beach FL **Breast Cancer Ride For Life**
Ride to Orlando, 188 miles in 3 days. \$1200 minimum funds raised. Breast Cancer Ride For Life, PO Box 442, Goldenrod FL 32733. (407)677-4728.

March 6-7
Sebring FL **400k Brevet**
Kenilworth Lodge. 248 miles, the third ride of the 1999 Brevet series for qualification for this years Paris-Brest-Paris. Time limit 27 hours, lights required. Jim Solanick (561)433-8796.

March 14 (Sun)
Weirsdale FL **Lake Weir Kiwanis Tri-County Tour**
20, 40, 60, or 100 mile route through Marion, Lake, and Sumter counties. Kiwanis Beach. Glen (352-821-4653) or Julie (352-624-9237).

March 21
Fort Myers FL **First annual Royal Palm Classic**
100/62/45/15 miles. 8 AM from Buckingham Park. I-75 Exit #23 to signs. Caloosa Riders, PO Box 870, Fort Myers, FL 33902. (941)549-1366.

March 26-28
Orlando FL **Red Ribbon Ride**
Ride to south Florida to raise money in the fight against AIDS. Three-days, 275 miles. Raise a minimum of \$1,250 in donations. 1(888)658-2453.

March 27 (Sat)
Vernon FL **Tour de Ranch**
100/62/25 miles. Panama City Flyers Cycling Club, P. O. Box 15966, Panama City, FL 32405. (850)872-8166 fax (850)769-8334.

March 28 (Sun)
Plant City FL **17th Annual Strawberry Century**
19/30/62 miles. Lots of Strawberries! Belinda Carlson (813) 985-5933 - FAX (813) 985-7462

April 3 (Sat)
Fanning Springs FL **Second Annual Suwannee River Birdfest**
9:00 AM Nature Coast Trail Ride. 1:00 PM California Swamp Ride. (352)493-6736.

Apr 4-10 **Bike Florida**

Daytona Beach FL Daytona Beach to Crystal River to Gainesville. Fully sagged, rest stops, indoor and outdoor camping and entertainment. (352)955-2120.

April 11 (Sun)
Palmetto FL **11th Annual Spring Classic Bicycle Ride**
17, 32, or 62 miles. Manatee County Fairgrounds, 17th Street West in Palmetto, Florida. St. Petersburg Bicycle Club. 813-839-7126.

April 16-18
Sebring FL **Sebring Spring Break**
Kenilworth Lodge. Three days of riding and eating. Everglades Bicycle Club, PO Box 430282, South Miami, FL 33242-0282. Roland Mazzotti (305)666-8109.

April 16-18
GA **BRAG Spring Tune-Up Ride**
Bike Ride Across Georgia (BRAG), PO Box 87111, Stone Mtn. GA 30087-0028.

April 17-18
Sebring FL **600k Brevet**
Kenilworth Lodge. 372 miles, the last ride of the 1999 Brevet series for qualification for this years Paris-Brest-Paris. Time limit 40 hours, lights required. Jim Solanick (561)433-8796.

Apr 17-18
Quincy FL **16th Annual TOSRV South**
Tour of Southern Rural Vistas. Ride 200/126/56 miles in two days from Quincy, Florida to Albany, Georgia and back. Julie Smith. Capital City Cyclists. P.O. Box 4222. Tallahassee, Florida 32315-4222. (850) 656-8064.

April 17-22
Live Oak FL **The 19th Annual Florida Bicycle Safari**
Florida Freewheelers. PO Box 916524, Longwood FL 32791. (407)788-2453 fax (407)788-7433.

April 24 (Sat)
Brooksville FL **Clean Air Bike Ride**
Withlacochee State Trail, Ridge Manor Trail Head. 12, 20, 48, and 100 miles. Clean Air Bike Ride, 6170 Central Avenue, St Petersburg FL 33707. (800)771-5863. Fax (813)345-0287.

April 24 (Sat)
Vidalia GA **Sweet Onion Century**
25, 50, 64 & 100 miles, flat with some rolling hills. Lamar (912)537-2635 or Dan (912)537-2155.

Apr 24-25
Jacksonville Beach FL **Tour de Forts**
Saturday To Fort Castillo de San Marcos & back.
Sunday To Fort Clinch State Park (Fernandina Beach). Fletcher High School. Tour de Fort, P. O. Box 550963, Jacksonville, FL 32255-0963 (904)721-5870.

Apr 24-25
Miami FL **Breakaway to Key Largo MS 150**
Overnight camping on the Gulf. (305)599-0299.
April 29 - May 2
Live Oak FL **Suwannee Bicycle Festival**

5 to 100 miles. Seminars, food, on and off road. Suwannee Bicycle Association, PO Box 247, White Springs FL 32096. 904-397-2347.

May 1 (Sat)
Statesboro GA **Jim Kruse Century**
9 am. Southern Cyclists, PO Box 2554, Statesboro GA 30459, (912)871-7905 (day) or (912)764-7047 (evening).

May 2 (Sun)
Cocoa Beach FL **Cross Florida**
170 mile one way course. *Mass Start* at 6:30 am. Spacecoast Freewheelers, PO Box 320622, Cocoa Beach FL 32932-0622. (407)784-4686. For motel info in Cocoa Beach (407)459-2200.

STRAY CATS *on the prowl!*

In order to prevent any confusion with the Hunters riding group, which meets every Saturday at GRU under the able leadership of Linda McMahon, a new riding group called "The Stray Cats" has been christened.

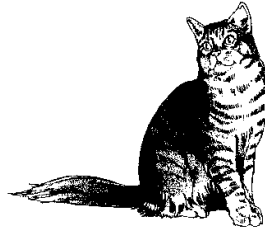
Composed mostly of Hunters who ride in the great tradition of Hunters "style, speed and temperament" the group will engage in impromptu rides, sometimes with other bike clubs, in distant places. These rides will be announced via group email and all GCC members who can manage to shift in to the "Hunters Mode" for the duration of the ride are welcome to join us. We will place an emphasis on fun and recreation, and the social benefits to be had from meeting members of other bike clubs and riding in their territory.

The pace will be similar to Hunters (10 -15 mpg) averaging about 13. We will make regular stops to take a breather, check out local sights, look at flowers, fix flats, take pictures, etc. Keep in mind that the actual ride leader will probably be from the club in the region we ride and some accommodation will have to be made to their style. The riding distance or distances will be given in advance with as nearly accurate a prediction as possible, consider again however that the ride will probably be led on-site by a non-GCC person.

This will be a TOURING group; no pacelines, no wheeling sucking, no wheel watching. If you can

handle the adventure (look up the definition) without too much whining then you should come ride with us, in places where the accents may be different.

If you want to be a STRAY CAT too, all you have to do is watch the email for future rides and show up at the designated time and space coordinates, in the "Hunters" frame of mind. Of course it helps to have some capacity for self reliance on an away ride of any sort, so don't forget to bring a spare inner tube or a repair kit, some snacks, and some potable fluids. No Stray Cat will be left to expire on the side of the road as long as another Stray Cat lives to defend and protect them, but its still best to be self reliant.



Thanks to Marty Tod and Diann Dimitri for coming up with the new name, which emerged at the summit meeting and luncheon held at the Toco Fish Camp at the midpoint of yesterdays ride. The Stray Cats then officially inaugurated their first ride as the second half of the Riverdale - St. Johns river ride. Total mileage for the ride day was 48.5, average speed was 12 mph. Under overcast skies and pleasant temps we rode with 5 GCC members and 4 NFBC members. In spite of a slightly moist start, the sprinkling stopped after about 3 miles and the ride day turned out to be pleasant and entertaining.

Unofficial leader for GCC members participating in these rides will be me (Rob Wilt), but it could end up being any of the Hunters who plan to make the ride (in the event I can't make it). The primary ride contact will be named in the email.

Keep watching that EMAIL for future ride notices, and if you have a GCC buddy who doesn't have email, tell them about the rides.

Meow!



Coming to a roadway near you...
"THE RIDE"
The 24th Annual Cross Florida Bicycle Ride
170 mile bicycle ride one day coast to coast
Cocoa Beach to Pine Island Florida
May 2nd
Billed as one of the most difficult one day rides in the
country
IN YOUR HEART YOU KNOW YOU CAN DO IT

Spacecoast Freewheelers Bicycle Club
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The \$600 Back Pack

by Jack Taylor, Southern Bicycle League, Atlanta

You enjoy rides with your friends and bicycling is an important part of your social and recreational life. You are competent in your bicycle handling and traffic skills. You've even given some thought to bike commuting to work but you just never seem to get around to it, or maybe it just isn't practical. Does this description match you? It is the description of a bicycle rider. There's nothing wrong with being a bicycle rider, I used to be one myself.

But now it is time that you bring one more facet of cycling into your life, and that is called utility cycling. Utility cycling is every bit as fun and rewarding as bike-commuting without any of the hassles. What's more, it moves you up one level in the cycling hierarchy. You won't be a bicycle rider anymore, you will be a cyclist.

What does it take to get to the status of Cyclist?

It takes a backpack. That's it. Get a backpack and use it for utility cycling. No panniers, no fenders, no rack, no lighting systems. The backpack attaches to you. You can use your high-performance road bike to zip to the drug store today and cruise old-faithful to the mall tomorrow. No worry about leaving your possessions chained to a utility pole, they stay with you. You can even toss your pump and toolkit inside and attach your helmet to the strap.

Here's the best part: a wide choice of utility-cycling backpacks is available at just about any discount store. Target has an especially nice selection. For around \$20 you can get all the backpack you'll ever need. But don't walk in and ask for cycling backpacks. The store mistakenly thinks they are bookbags. If you can't afford the \$20 you can stop by any bus stop and mug a third grader.

Find a nylon bag if you can- they seem to flatten better than fabric when they're empty. At least one additional small pocket is a big plus, and high-visibility color a bonus. Look for comfortable straps that are fairly wide and padded. Some may have an additional strap that fastens around the waist, it's completely unnecessary. Oddly, the least expensive, smallest one they have is likely to be best.

Try the bag on in the store. Raise your arms above your head and make sure that you can adjust

the straps so the bag stays low enough that it will not rub against your neck. The bag might be a little stiff at first but should soften-up with use. They're all somewhat waterproof but you'll want to carry a heavy-duty plastic bag for those trips home from the photomat. You might have a little stiffness near the base of your neck the first ride or two, but after that you will forget you are even wearing it. A backpack will absolutely not make you top-heavy or uncomfortable, certainly not for normal distances or reasonable loads. Anyone who says otherwise must never have used one.

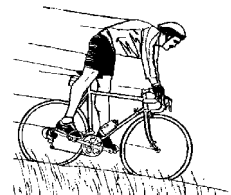
You now have a \$600 packpack.

That's right! You'll save about 10 cents a mile in real cash outlay every time you drive your backpack instead of your car. That \$20 bag is going to save you more than \$600 before it dies. Find something else with that kind of return. It's really a \$2000 bag if you include things like car insurance and depreciation in the mileage rate.

Use it two or three times a week and you'll save a hundred dollars a year. Make a weekend run to the office, stuff your sweats and roll to the gym, pack a picnic and surprise your sweetheart. Every time you use it, it's like getting things for free. Go pick up a free newspaper, from now on your ice cream is free at the Baskin Robbins, get some groceries at a discount, there's no charge for stamps at the post office, rent one movie and get a second one free. You'll be bikin' all the way to the bank.

But who cares about money! You'll be non-polluting and energy-saving and ozone-friendly and all that pro-environment stuff. You'll lose weight and sleep better. Your cycling skills will improve and you will magically be in better shape for your recreational riding. That's not all. To every motorist, to every merchant, to every neighbor, you will be a powerful and visible advocate for cycling transportation. You might even be an inspiration.

That's it! It's just that simple. Do it! Your \$600 backpack will put you on the road, literally, to utility cycling. Once you start you will love it. It's the difference between "bicyclist" and "Cyclist", and the difference feels good.



BUSINESS SPONSORS

These businesses provide discounts to club members who present their yellow membership card:

Bike Route	15%
Campus Cycle Works	15%
Chain Reaction	10%
Gator Cycle	10%
Gator Frame Painting	10%
Ominski Massage	\$10 off
Primo Bicycle Works	10%
Recycled Bicycles	10%
Streit's Schwinn Cyclery	10%
Water World	5%

Some restrictions apply, ask for details at the store.

Standard Ad

The Gainesville Cyclist

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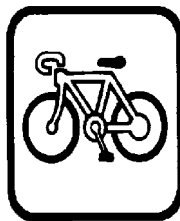
Classified ads will be run free-of-charge for club members; call the editor.

Ads are \$5 per column inch or \$25 for six column inches (which may be broken into multiple ads in different issues); the standard ad is two column inches (2" x 3", a 1/2" narrower than a business card).

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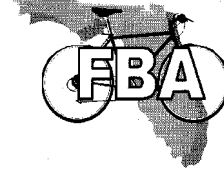
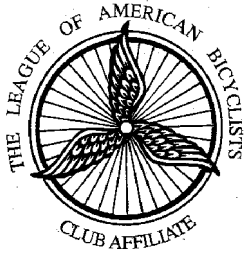


Gainesville Cycling Club

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FEBRUARY 1999 ISSUE Mailing label with expiration date identifies current member.

1999 Gainesville Cycling Festival - 9-10 October - Santa Fe Century - Horse Farm Hundred

Cycling Shorts



1 Welcome new members Jim Ackerman, Purvis Bedenbaugh, Carl Brush, Jennifer Cramer, Nathan Cramer, George Edwards, Lee Edwards, Ulrich Foerster, Maggie Garancosky, Jayne Heath, Disa Holly, Janeece A. Mullett, Jessica Mullett, and Christopher Sprinkle of Gainesville, Sara and Teresa Zimpfer of Alachua, Edie Broward-Jensen of Melrose, and Lester K. Sutherlin of Welaka.

1 Our telephone RideLine (538-8100) is not currently being updated. The information on the RideLine is generic, about our normal ride meeting times as published in the newsletter. If you would like to volunteer to post current information (and are subscribed to gcc-fla@cyclimg.org) call Roger Pierce at 378-7063.

Cyclists fare best when they act and are treated as drivers of vehicles.

John Forester, M.S., P.E.
Cycling Transportation Engineer

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