

The Gainesville Cyclist

October 2000

The bi-monthly newsletter of the Gainesville Cycling Club, Inc.

Club Happenings

October 7 (Sat) Club Switches to 9 am Standard Ride Start Time

Not all groups use the standard time. Check individual ride listings and email to be sure.

November 11 (Sat) Stray Cats Veterans Day Ride 9 am

In Palatka. Starting from the Ravine Gardens parking lot. Total ride approx. 32 miles, average speed 12 mph. Additional details in email the week before the ride.

November 19 (Sun) Adopt-A-Road Cleanup 3 PM

Meet at the Pearl station in Micanopy (please park along CR 234 or across the street). Long pants and sturdy shoes recommended. Afterwards, pig out at a local eatery.

December 9 (Sat) Holiday Party

Put it on your calendar! Details in the next newsletter.

Also:

- Oct 21 - Spaghetti 100 *Micosukee*
- Oct 21 - Brandon Ramble
- Oct 27-29 - Lake Wales BikeFest
- Nov 5 - Gulf Coast Cycle Fest *Sarasota*
- Nov 5 - Lake Okeechobee Lark *Belle Glade*
- Nov 12 - Ocean to Lake *Stuart*
- Nov 18 - Pasta Bash *North Port*
- Nov 19 - Horrible Hundred *Clermont*

HIGHLANDS BIKE FEST

December 8-10,
2000
62, 31, and 10
mile rides daily,
plus

Highlands County Century on Saturday
Sponsored by the Kenilworth Lodge, Sebring
Linda Leeds, 561-683-2851
lindamarie7@juno.com
913 Sumter Road East, WPB FL 33415

Fat Tire Festival



November 10-12
White Springs, FL

(904)454-2768



11th Annual
Intracoastal Waterway Century
October 29, 2000

The most scenic 100 miles in Florida

We offer full 100 mile and 50 mile routes with full support, also this year offering fun rides on Saturday for the whole family...Come see what a really nice ride is

like.

"Many local activities the week of the event, including Space related events and Quaint Cocoa Village...and more"

Spacecoast Freewheelers
PO Box 320622
Cocoa Beach FL 32932
(321)784-4686
SCFWbikes@aol.com





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371-8695
glavin@gator.net

GCC Web Page

President's Message

Dear GCC members,

It's time once again to confide your little problems with your President. Now that the Horse Farm Hundred is recent history please take a moment to jot down in an email or regular mail any complaints, suggestions for improvement, or problems you saw in our event and send them to me. Your input at this time helps to make the event better in each successive year. Consider that you may be the only one who noticed a particular problem, so it's important for you to give me your input. And if you just can't restrain yourself, you can share some of what you thought was best or most impressive about the ride this year.

If you don't want your name revealed when I bring up your complaint at a future board meeting, please note this fact in your mail.

Thank you to all who participated in the ride, most notably the board members and all of the volunteers without whose help there would be no Horse Farm ride. I heard many compliments on the character of the ride; most importantly many people said that they were impressed with our friendly and helpful volunteers at the rest stops and the visibility of our SAGs.

Shortly, I will announce a web site that will have all of the digital images (about a hundred) that I took during the Horse Farm and Santa Fe rides available for your viewing. You may find yourself in these pictures if you were anywhere near me on the ride days. If you also managed to take some digital images of the event and you wish to share, send them to me and I will put them up on the web site too. If you have regular film images that you wish to share please provide these to Roger Pierce (we can scan them in to digital format).

Following winds, my friends

Rob Wilt



Basic Pace Line Rules

Some of our pace lines have been getting a bit sloppy recently, which probably contributed to a pavement eating exercise we had in August. So lets brush up on the basics.

1. Ride in a straight line and maintain a constant speed.
2. Follow the rider in front of you by no less than one foot and no more than three feet.
3. When yielding the lead, do not slow down until you have moved over and cleared the line of riders. Before yielding, give the signal used by your group.

4. When taking the lead, apply a little more effort to the pedals to maintain the current speed. Do not accelerate.
5. Point out obstacles, and give them as wide a berth as possible.
6. In a double pace line, always keep your handlebars even with the your partner, especially during lead changes.

There are a number of articles on safe riding on our website in the Rides area. If you haven't read them lately, they are worth a review.

– Roger Pierce



Record Turnout for *Horse Farm Hundred*

The previous 1996 record of 304 riders was topped this year as 319 official entrants picked up packets to ride the Horse Farm Hundred. The breakdown by ride was 183 for the full century, 33 more starting with them doing the Rush 55, 71 doing the 45 mile Horse Farm Tour, 19 on the 30 mile route, and 13 getting their feet wet with the 25 miler.



The Santa Fe Century also had a good year, turning out 146 riders for the century (the same as last year) and 71 riders for the half century (up from last year). 32 did the 18 mile Millhopper Ramble.

When you go out to ride your bike, you want a sunny to partly cloudy day that is not too hot and not too cold, no rain, and no wind. For our rides this year we were able to deliver on all counts except wind. Hey, nobody's perfect!

Team Vet Med turned out over 25 riders to raise money for Veterinary Medicine scholarships. They plan to keep on riding, with the aim of endowing a Horse Farm Hundred scholarship at the UF School of Veterinary Medicine.

P.J.'s Cafe

by Diann Dimitri

There are a number of places I've eaten while biking that I've wanted to share with other bicyclists. One of them is P.J.'s in Hawthorne. A number of us have stopped in at P.J.'s, usually for breakfast, and have had the pleasure of being personally greeted by Lois, the owner. Along with her husband John, the chef, they serve breakfast and lunch six days a week, being closed on Tuesdays.

Congratulations to BMB finishers!

By Jim Solanick

Jennifer Wise keeps telling me that I have been the only Floridian to finish Boston-Montreal-Boston (BMB) since she took the controls of BMB in 1994. That had changed! The following seven finished the grueling 750 mile event with smiles on their faces. I am proud of those who rode and know just how tough a ride BMB is. We had seven official finishers out of 9 who attempted the event so maybe the monkey has been partially lifted from our backs. The one that says that Floridians cannot go the distance, cannot ride the mountains.

The finishers:

Mark Wolff 73h 34m (GCC, NFBC member)
Jim Solanick 75h 54m
Bruce Clipson 83h 35m
Mike Butkus 83h 57m
Tim Bol 83h 57m
Jim Wilson 85h 19m (GCC member, see page 9)
Phil Arcadipane 87h 21m

Dan Fuoco, probably the strongest of the riders who went, made it to Montreal but due to a cue sheet deficiency, could not find the control. He turned around and rode back to Boston completing virtually the entire ride. I think he was only about 18 miles short of the 750 miles. Good ride Dan.

Another DNF was Josh Medvin who made to Brattleboro on the return leg before abandoning. Only about 110 miles to go to finish.

This is a welcome stop if you ride the Hawthorne Trail from Boulware Springs to where it ends in Hawthorne. From the end of the trail in Hawthorne go out to 2nd Ave., take a right and go to Johnson St. Turn left and continue all the way through town till you reach Highway 20. Turn right onto exit ramp, then turn left onto Highway 301, go under the Hwy. 20 overpass and continue until you come to Miller's Grocery Plaza, which will be on your right. P.J.'s is located right next to Miller's. It's probably no more than a mile or so from the trail to P.J.'s and is well worth the ride. I can personally recommend the grits and the potato pancakes as especially worth trying.

Where'd They All Come From?

We had riders visiting us for the Gainesville Cycling Festival from seven other states and one foreign embassy in addition to coming from many different locations in Florida. Georgia led the way with 11 riders, Alabama and North Carolina each had 3, with 2 from Colorado and Virginia, and one each from Pennsylvania, South Carolina, and Moscow, Russia.

Alachua	FL	4
Alexandria	VA	1
Altamonte Springs	FL	1
Anthony	FL	1
Apopka	FL	2
Archer	FL	7
Atlanta	GA	1
Atlantic	PA	1
Atlantic Beach	FL	2
Blythewood	SC	1
Boca Raton	FL	2
Brooksville	FL	1
Brunswick	GA	1
Casselberry	FL	1
Celebration	FL	1
Clearwater	FL	1
Clermont	FL	1
Cocoa	FL	2
Cocoa Beach	FL	1
Columbus	NC	1
Crawfordville	FL	2
Daytona Beach	FL	1
DeBarry	FL	1
Deland	FL	3
Deltona	FL	1
Denver	CO	2
Dothan	AL	2
Dunedin	FL	3
Dunnellon	FL	10
Enterprise	AL	1
Fern Park	FL	1
Fort Myers	FL	1
Fountain	FL	1
Fruit Cove	FL	1
Ft Myers	FL	1
Ft White	FL	1
Gainesville	FL	182
Gainesville	GA	1
Havana	FL	1
Hawthorne	FL	1
Heathrow	FL	2
Hernando	FL	1

High Springs	FL	2
Hinesville	GA	1
Hobe Sound	FL	1
Holiday	FL	2
Holly Hill	FL	1
Hollywood	FL	1
Hudson	FL	1
Hypoluxo	FL	2
Indialantic	FL	1
Indian Harbour Beach	FL	1
Inverness	FL	5
Jacksonville	FL	14
Jacksonville Beach	FL	3
Juno Beach	FL	1
Jupiter	FL	2
Keystone Heights	FL	1
Lake Buena Vista	FL	1
Lake City	FL	1
Lake Mary	FL	7
Lake Placid	FL	1
Lake Worth	FL	2
Lakeland	FL	9
Land O' Lakes	FL	2
Largo	FL	7
Lecanto	FL	2
Leesburg	FL	3
Lithia	FL	4
Live Oak	FL	2
Longwood	FL	2
Maitland	FL	1
Margate	FL	2
Melbourne	FL	2
Melbourne Village	FL	1
Melrose	FL	3
Merritt Island	FL	4
Miami	FL	2
Miami Shores	FL	1
Micanopy	FL	2
Moscow	Russia	1
Naples	FL	2
Newberry	FL	3
Nokomis	FL	1
Ocala	FL	12
Ocoee	FL	1
Old Town	FL	4
Orange City	FL	1
Orange Park	FL	1
Orlando	FL	17
Ormond Beach	FL	5
Osprey	FL	1
Oviedo	FL	2
Palatka	FL	1
Palm Bay	FL	1
Palm Beach Gardens	FL	4
Panama City Beach	FL	1
Peachtree City	GA	1
Perry	FL	1
Plant City	FL	2
Ponte Verde Beach	FL	1
Port Orange	FL	3
Port Richey	FL	1
Redington Beach	FL	1
S. Merritt Island	FL	1
Safety Harbor	FL	2

Sanford	FL	2
Sanibel	FL	1
Sarasota	FL	3
Spring Hill	FL	3
St Augustine	FL	3
St Petersburg	FL	7
St. Augustine	FL	1
Tallahassee	FL	10
Tampa	FL	6
Tequesta	FL	2
Thomasville	GA	1
Tifton	GA	2
Titusville	FL	2
Valdosta	GA	3
Valrico	FL	3
Vero Beach	FL	1
Wilmington	NC	1
Winchester	VA	1
Windermere	FL	1
Winston Salem	NC	1
Winter Garden	FL	2
Winter Haven	FL	1
Winter Park	FL	5

A total of 449 riders signed up and picked up their packets. 249 were signed up for the Santa Fe, and 319 for the Horse Farm. 119 of these were signed up for both rides.

We had 47 GCC members working as volunteers during one or both of the events, and many more who helped out stuffing packets or loading and unloading trucks.

86 riders signed up using forms from our internet site, the highest number ever. 69 of these were first time Festival participants. Twelve riders clipped one of the Gainesville Sun Millhopper Ramble ads to enter.

We printed 251 Horse Farm Hundred T-shirts, more than we ever have before. All but two smalls were sold out by the time we closed registration on Friday.

Of the 449 riders, 184 were doing their first Festival ride this year.

Thanks! to Volunteers

We cannot run the Horse Farm Hundred and Santa Fe Century without the help of numerous volunteers. These are the ones we kept track of who were working during the events. Others helped by stuffing packets and loading and unloading trucks.

SAG Drivers

George Edwards, Santa Fe Course Marshall
Linda McMahon, Horse Farm Course Marshall
Neil Crandell
Dottie Giro
Jim Merkner
Paul Zimpfer
Debbie Duggan
Gary Kirkland
Lori Hazel
Glen Zimmerman
Goldwing Motorcycle Club

Course Workers

Chandler Otis
George Edwards
Tim Strauser
Carl Brush
Glen Zimmerman

Pace Vehicles

Jeff Meyer, Santa Fe driver
Rob Wilt, Santa Fe navigator
Ben Inglis, Horse Farm driver
Melissa Mueller, Horse Farm navigator

Rest Stops

Fran Watts, Morningside Crew Chief
Neil Crandell
John Parker
Suzanne McDowell
Police Cadets, traffic control
Diann Dimitri, Irvine Crew Chief
Carol Glavin
Carolyn Hufty

Claire Jones
Barbara Ross
Jan Brush
Debbie Kraus
Dave Thomas, Lunch Crew Chief
Jere Steele
Terri Steele
Terry Johnson
Jodi Johnson
Bill Cochran, Micanopy Crew Chief
Craig Gage, Myrtis Truck Driver
Maggie Garancosky
Teresa Zimpfer
Elli Grosteffon



Registration

Roger Pierce, Registrar
Lee Edwards, Chief Assistant Registrar
Mary Lou Merkner, Irvine Chief
Leslie Folkerth
Suzanne McDowell
Bob Newman
Fred Ross
Richard Colbert

Photographer

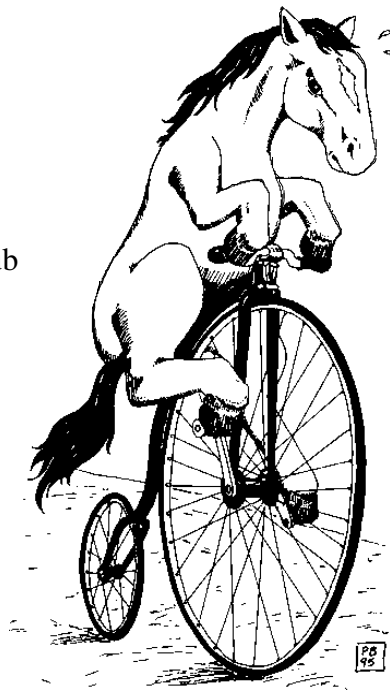
Maureen Petersen

Long Range Planning:

Gainesville Cycling Festival Dates

2001 – October 6 - 7

2002 – October 5 - 6





Repairs • Air • Repair Parts • Sales & Service
Trips – Call for Details
October: 3rd Nitrox • 9th Open Water - Beginners
23rd Advanced Class • 28th Miami Trip
November: 7th Open Water - Beginners
11th Masters Only - Empire • 15th Nitrox • 28th Advanced
Snorkeling Package - Mask - Fins - Snorkel - Booties \$159.95
720 NW 13th Street • Gainesville • 377-2822 • <http://www.h2oworld.com>

Florida's Newest Shared Use Path

By Dwight Kingsbury

Every so often, someone calls from out of state to ask, rather doubtfully, whether Florida has any nice multi-use paths like the smart, up-to-date state the caller live in. The answer, of course, is that Florida has many such paths, being the smart up-to-date state it is. The total mileage is over 500; another 500 are in planning stages.

Latest to join the line-up is Charlotte County's Cape Haze Pioneer Trail, whose ribbon was cut last November. This Phase 1 segment is 3.5 miles long. By 2005, the whole 7.5-mile trail is scheduled to be finished.

The Cape Haze Trail is a rail trail. If it is as straight as shown on the map, one end of it could be seen from the other, were it not for the curvature of the earth. (Remember doing those high school geometry problems? According to my calculation, a person whose eyeballs are 6 feet above the rail trail cannot see further than a point 0.04319 degrees of arc away, or 3.0 miles. If you can raise your eyeballs like a periscope to a height of 7 feet, you could see 3.24 miles down the trail. But you still couldn't see the end of the Cape Haze Trail.)

The trail's railroad progenitor was the Charlotte Harbor and Northern Railroad, built in 1905-08 to transport phosphate ore, wild hogs, and watermelons (I'm getting all this from Charlotte County Parks and Recreation's trail brochure) from inland areas to Boca Grande's deep-water port. The railroad was known among its evidently less than worshipful employees as the "Cold, Hungry and Naked."

In 1928, the CH&N went into receivership. The

brochure has nothing more to say about the railroad, somberly explaining that "basically, the entire town [of McCall] was destroyed except for a few structures;" now the "McCall Section House"--the section foreman's house, built in 1905--and the convenience store at the intersection of county roads 771 and 776 stand as "the only visible landmarks of this once thriving area."

The hand-drawn map of "The Beautiful Cape Haze Peninsula & Gulf Islands" on the brochure's cover has areas marked "PANTHERS", "BOBCAT", "TURKEY", "DEER", "PROTECTED INDIAN MIDDEN", and "Boundary of the CATTLE RANCH." I would watch out for the area marked "Spaniards introduced WILD BOAR." The trail parallels County Road 771, running from McCall to a point half way between Rotonda Boulevard East and Harness Road. By 2005, it will continue to Placida on the coast, from which the Boca Grande Causeway extends to Gasparilla Island (which has its own Boca Grande Trail).

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.

Pro-Flex Mountain bike. Full suspension, ShimanoLx/Xt, aluminum frame, red paint in excellent condition. Includes extra tires, tube, mini-pump, bottle cage. Was \$1200+ new. Asking \$500. Jorge Milanés. (352)481-3960. milanés_j@firn.edu.

Specialized helmet, white color, size L/XL like new, \$15. Carol 371-8695.

1994 Ford Ranger xl, very good condition, Black, 5-speed, AC, Am/Fm, 67,500 miles, new tires, new brakes, \$5,800. Call Carol 371-8695.



YOU ONLY GET ONE HEAD! THERE IS NO OTHER REAL SUBSTITUTE!

DON'T BE A CABBAGE HEAD!

wear a helmet!



Charles Pelletreau
Touring Club of North Jersey

October-November Ride Schedule

RIDING GROUPS

A Riders. (no Group Captain). Fast paced rides from two to five hours. There is often a group that will do a shorter ride. 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. Fast (18-19 mph), steady paced rides, normally from 50 to 70 miles in length.

Killer Bees. AKA the new B group, Elliott Jacobson, snake2@ufl.edu. Rides in the 16-17 mph range on Saturdays. Meeting times and places are posted via email.

Honey Bees. (no Group Captain) Usually follow the Killer Bees at 15-16 mph on Saturdays.

LoBees. Paul Zimpfer, 462-5003 days, Z-MAN2@prodigy.net. Rides in the 15-16 mph range on Sundays. Meeting times and places are posted via email.

Hunters Crossing Pedalers. Linda McMahon, 331-4089. Meets most Saturdays for a slower paced ride.

Off Roaders. Brian Raisler, braisler@ufl.edu or 338-4594. Meets most Sundays. Special rides announced via email.

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.

Feet First. Bruce Bush, bruce@musician.org. Recumbent bicyclists group. May do one or two rides a month.

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

Fireflies. Rob Wilt, 380-0561, afn09010@afn.org. Tuesday and Thursday rides out and back on Millhopper. *Lights required.* **Call the leader before joining this group.**

G-H Trail Riders. Carol Glavin, 371-8695, glavin@gator.net. Sunday rides on the rail trail.

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

EZ Riders. George Edwards 372-8974, gedwards@atlantic.net. Leisurely rides (well, glacially slow) with frequent stops to look at the flora, fauna, rocks, what have you, usually out of town and often on mix of pavement and forest trails. Announced via e-mail.

REGULAR STARTING TIMES AND PLACES

Always check your email for time and place updates.

GRU FACILITY RIDES

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

SATURDAY

All groups meet at 9 am unless otherwise announced in email.

TUESDAY AND THURSDAY

Fireflies meet after 7 pm.

PLAZA OF THE AMERICAS RIDES

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

SUNDAY

A Riders meet at 9 am.

FT CLARKE MIDDLE SCHOOL

(9301 NW 23rd Ave)

SUNDAY

Off Roaders meet at 10 am.

BOULWARE SPRINGS

(3300 block of SE 15th Street, second entrance)

SUNDAY

G-H Trail Riders meets at 9 am.





Florida

Bicycle Touring Calendar

(VERY ABRIDGED)



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

- Oct 21 (Sat) **Brandon Ramble 2000**
Brandon FL 12 /25/47/63 mile rides. Ken (813) 685-4222
 Charlie (813) 689-5677.
- Oct 21 (Sat) **17th Annual Spaghetti 100**
Micosukee FL 100 miles, 100/50 kilometers, 66 miles on
 dirt roads. Dick Durbin.
- Oct 27-29 **Lake Wales BikeFest 2000**
Lake Wales FL 6 different rides. (863)676-3445.
- Oct 27-29 **Southern Tandem Rally 2000**
Callaway Gardens GA Pine Mountain area.
- Oct 29 (Sun) **Intracoastal Century**
Cocoa Beach FL 100/50 miles. James Roland, 5650 N
 Banana River Blvd #2, Cocoa Beach,
 Florida 32931. (321)723-3435.
- Nov 3-5 **19th Annual North Florida Tour**
Live Oak FL Southern Bicycle League. Camp Weed. 25
 to 75 miles. Margaret Joffre (770)972-0718
 or (770)498-2453 or Deborah Horne
 (404)872-6961. 1956 Kensington High
 Street, Lilburn GA 30047.
- Nov 4 (Sat) **4th Annual Diabetes Challenge 2000**
Tampa FL 100k, 50k, 25 kilometers. (727) 855-8484.
- Nov 5 (Sun) **Annual Gulf Coast Cycle Fest**
Sarasota FL Sponsored by the Sarasota Manatee Bike
 Club. 15, 31, 62, 100 mile rides. Jim Perry,
 (941)358-0297.
- Nov 5 (Sun) **12th Annual Lake Okeechobee Lark**
Belle Glade FL 120-mile road ride around Lake
 Okeechobee. Optional 62-mile metric
 century (out and back). Carol Corbitt (561)
 622-9909.
- Nov 12 (Sun) **Tour of Boca**
Boca Raton FL A police-escorted tour of Boca (run monthly
 through the winter). Warren Pollans
 (561)395-7338.
- Nov 10-12 **Florida Fat-Tire Festival**
White Springs FL Suwannee Bicycle Association, PO Box 247,
 White Springs FL 32096. (904)454-2768.
- Nov 11-12 **Sunshine Ride For Children**
Orlando FL 2 day, 150 mile bicycle ride. Raise a
 minimum of \$250. 1-877-501-BIKE.
- Nov 11-12 **Cruisin' In the Country Century Weekend**
Claxton GA 100/65/30/18 miles. Pegi Boatwright at
 Gailey Trophy Company at 912-739-3359,
 800-262-9607.
- Nov 12 (Sun) **Ocean To Lake**
Stuart FL 10,32,54,78 & 100 mile rides. Treasure
 Coast Cycling Association, P.O. Box 2559,
 Stuart FL 34995-2559.
- Nov 18 (Sat) **Annual Pasta Bash**
North Port FL Sponsored by the Coastal Cruisers Bicycle
 Club. 62, 31, 16 miles. Pasta lunch. Dave
 Warren (941)497-5170.
- Nov 19 (Sun) **21st Annual Horrible Hundred**
Clermont FL Do the "mountains" of Central Florida. 31,
 71,102 miles. Florida Freewheelers, P.O.
 Box 916524, Longwood, FL 32791.
 407-788-BIKE (2453) fax (407)788-7433.
- Dec 2-3 **Secret Santa Weekend**
White Springs FL Saturday - 40 mile ride into Live Oak to visit
 the Christmas Festival. Sunday - 35, 50, 64,
 or 101 miles. Suwannee Bicycle
 Association, PO Box 247, White Springs FL
 32096. (904)397-2347.
- Dec 8-10 **Highlands Bicycle Festival**
Sebring FL Metrics and half metrics each day, plus one
 century (on Saturday). Linda Leeds,
 (561)683-2851, 913 Sumter Road East,
 West Palm Beach FL 33415.
- Jan 6 (Sat) **The First Century of the New Millennium**
Albany GA Hosted by the Pecan City Pedalers.
- Jan 20 (Sat) **Boca Raton News Boca Bike Festival**
Boca Raton FL 20 mile police escorted Family Ride,
 30/60/100 miles. Fax 1-954-462-4607 attn:
 Ed for Registration
- Jan 28 (Sun) **Brevet Series 2001: 200 km**
West Palm Beach FL 124 miles. Jim Solanick, (561)433-8796.
- Feb 10 (Sat) **MS50 Toast the Coast Bike Tour**
Panama City Beach FL Panama City Beach to Seaside.
- Feb 10-11 **Brevet Series 2001: 300 km**
West Palm Beach FL 186 miles. Jim Solanick, (561)433-8796.
- February 17 (Sat) **MS50 Bike Tour Gainesville**
Gainesville FL
- Feb 25 (Sun) **Snowbird Century**
Miami FL 25, 62 & 100 miles. Fifi or George Derby.
 (305)893-6322. Everglades Bicycle Club,
 PO Box 430282, South Miami FL
- March 3-4 **Brevet Series 2001: 400 km**
Tavares FL 248 miles. Jim Solanick, (561)433-8796.
- March 10 (Sat) **Charity Ride**
Altamonte Springs FL The Altamonte Springs FOP Lodge 121 is
 hosting a charity bicycle ride for fallen
 officers of Central Florida.
- March 18-19 **2nd Annual Breast Cancer Ride for Life**
Vero Beach FL Breast Cancer Ride For Life, PO Box 442,
 Goldenrod FL 32733. (407)677-4728.
- March 18 (Sun) **Third Annual Royal Palm Classic**
Fort Myers FL 62/45/15 miles. Caloosa Riders, PO Box
 870, Fort Myers, FL 33902. (941)549-1366.
- March 31 (Sat) **Fourth Annual Suwannee River Birdfest**
Fanning Springs FL (352) 462-6144.
- April 7-8 **Brevet Series 2001: 600 km**
Tavares FL 372 miles. Jim Solanick, (561)433-8796.
- April 7-12 **Bike Florida 2001 "A Space Odyssey"**
Titusville FL 300 miles along the Atlantic Ocean
 coastline. BIKE FLORIDA, 8 Broadway,
 Suite A, Kissimmee, Florida 34741.
 (407)943-7995 FAX: (407)943-7931.
- April 7-12 **Florida Bicycle Safari**
Live Oak FL Florida Freewheelers.

BOSTON - MONTREAL - BOSTON

by Jim Wilson with Gary Kirkland

For a Florida flatlander the warning on the letter from the organizers of the Boston-Montreal-Boston ride was sobering.

"Thank you for entering BMB 2000," began the letter acknowledging receipt of my \$300 entry fee for the 90 hour, 750 mile tour of New England. "BMB is extremely difficult: 30,000 feet of climbing, up to 15 percent grade. There are usually crosswinds in Canada. It will rain at least one day. No refunds."

My plan was to take advantage of everything I could to increase my chances of finishing: I would sleep in real motels instead of the noisy checkpoints; I conscripted my wife and daughter into a support crew; and to avoid the chances of getting lost, I drove some of the route in advance.

In the drive I was hoping to build my confidence, instead I saw the hills, big hills. What were mere squiggles and spikes on an elevation chart looked mighty scary in person.

The fast riders waited until well after daylight to start, but on that Thursday I was on the road at 4 a.m. It wasn't like I was losing sleep, since I was too nervous to do more than shut my eyes the night before.

"Don't try to stay with the lead pack." I admonished myself, hoping to avoid the testosterone poisoning I'd experienced on Cross Florida. But the excitement of riding in a psychedelic constellation of flashing lights and reflective clothing was too much to restrain completely.

At 30 miles, it was light. At 40 miles the hills began, and the pack thinned. I lost sight of the faster riders in front of me and the slower ones behind. I would ride much of the next 700 miles alone. The checkpoint cutoff times effectively required me to pedal 230 miles through the Green Mountains to Middlebury, VT, before sleeping. It took me nearly 20 hours to complete this, the hardest day. By the time I reached Middlebury Gap and began the final 13-mile descent to the checkpoint, the temperature had dropped to 40 degrees, and even wearing every stitch of clothing I carried, I shivered so badly it was difficult to see the road.

Checking the elevation profile I'd gotten online, the major spikes were behind me; only ninety miles of little squiggles

lay between me and the next checkpoint near the Canadian border. I arose before dawn the next day and discovered those little squiggles turned out to be just as steep as the big spikes. They weren't as long, but there were a lot more of them.

Approaching Burlington, VT, the terrain leveled out a bit, and I was hailed by two overtaking cyclists. Hallelujah! It was Mike and Tim from Orlando. They had started out an hour before me but missed a turn and were now trying to make up lost time. These two pulled me through a 40-hour BMB qualification ride in April. Now they could do it again. I hung on their wheels for the next fifty miles, and we arrived at the checkpoint with less than an hour to spare.

From the Canadian border, the run to Montreal and back is billiard-table-flat, and the threatened winds were a no show. Riding behind Tim and Mike, I guessed I'd be back in the U.S. before nightfall. That was my first mistake. The second

was not packing my heavy-duty helmet light. It was a little hairy, a lot dark, but we made it.

That night I bid *bon route* to my fellow Floridians and retired to the last available room at the Am-Can, the only motel in Rouses Point, NY.



The next morning I was the last rider to depart the checkpoint, almost three hours after it had officially closed. The support truck was already packed with all the food and supplies and was heading toward Boston. Still, I had over nine hours to ride the ninety miles back to the Middlebury checkpoint, I wasn't going to get lost, and the weather was perfect. Twenty miles in, I passed a slower rider. I wasn't the last one any more! The longer I pedaled, the more riders I passed. I arrived at the checkpoint with almost four hours to spare. I refueled on pizza and soft drinks, refilled my hydration pack, and by noon, I was ready to roll.

The next 80 miles revisited BMB's longest climbs. My initial encounter convinced me that the Florida/anaerobic climbing style that works so well up the 8th Avenue hill was totally unsuitable when the grade is only slightly steeper but continues for 12 miles. Instead, I decided to gear down and try to exert no more effort when climbing than when riding on level ground.

On moderate climbs that meant I slowed to 6 MPH in the middle ring. On steep climbs I slowed to 4 MPH and used the tiny ring. And climbing out of Middlebury my cyclometer read 3 MPH, making it hard to control my bike and easy for the bugs to catch me. About 20 other riders passed me on this climb. But when I reached the top, many of them were stretched out on the grass, trying to recover, but I wasn't even

tired! I pushed over the top and began the descent. It was a lot easier in warm daylight than in the cold of night.

Another climb to Killington, VT, was followed by a long descent to a checkpoint at Ludlow, VT. I arrived at 5:30 PM, ate as much as I could stand, had my brakes adjusted to eliminate an annoying squeal, loaded my main and spare lights with fresh batteries, and was rolling again by 6:30.

Leaving Ludlow is a climb to BMB's highest elevation, but it starts from a higher base and is easier than the climb to Middlebury Gap. I ground up the climb at my newfound pace of 4 MPH and reached the top just as it turned dark.

The next 40 miles climbed and descended through rural New England. There were few houses with lit windows and no streetlights. The moon had not yet risen, and it was darker than the inside of a whale. Even with two lights it was hard to distinguish the black ribbon of pavement from the grassy, unpaved shoulder. And there was the added tension of car headlights teasing me from over my shoulder. I tensed each time I saw my own shadow stretch in front of me. I relaxed when the shadow moved to my right as the car passed safely to my left..

I reached the checkpoint at Brattleboro, VT, a little after midnight, but all the motels were full. We had to drive 30 miles to find a room, and I wasn't happy to lose the hour of sleep. Still, there were only 110 relatively easy miles left, and I had until 10 PM the next evening to finish.

I was on the road by 7 the next morning, the first day I started with "time in the bank." That afternoon with 25 miles left, I crossed under I-495 into unfamiliar territory. Outbound it was dark, and I had ridden in a pack paced by a support van. As the route became urban, the cue sheet became complicated. There were two "DON'T MISS THIS TURN" lines left, and by now my cyclometer had accumulated a 1.4 mile deviation, but I managed. And as I got closer to the finish, I got an unexpected treat. People waved and shouted, "Good job!". Cars honked to draw my attention so their drivers could flash me the thumbs-up sign. At the last turn, some of the support crews were gathered to catch sight of their riders. As I approached, they broke into applause. I rolled across the finish line to an ovation from the other riders and BMB staff. *Je suis arrivee.*

OK, it wasn't Paris-Brest-Paris, but it was a lot more emotional than I would have anticipated. It was a good thing I was wearing sunglasses.

The fastest riders finished the 753.3 miles in 54 hours, 26 minutes and rode through a major rainstorm the first day. It took me 85:19, and except for the chilly nights, the weather was perfect.

I wonder if I could finish a *real* BMB like those hard core vets who do it unsupported. Next year, BMB starts August 16. I'll do the brevets in the spring, and maybe I'll try it again.

Gratitude

By Carol Glavin

The following is a letter I recently wrote as an entry to a contest in Bicycling Magazine. The idea was to write a short letter explaining how Lance Armstrong has been an inspiration to you and the winners would get an autographed copy of his new book. I immediately thought of responding, and later a friend suggested I share the letter with my local bike club....So here it is. I would like to thank the members of this club for being here to share Rides, Inspiration and Camaraderie. You're a great group!!!!

Lance's comeback has not just made a difference in my life, it has helped me to still have one!!

I have been a cyclist for many years, and currently belong to the Gainesville Cycling Club here in Florida. I'm a 52 year old woman, who has always been Miss Radiant Health, living a healthy lifestyle, all the right stuff.....until the day when a little swollen salivary gland wouldn't go away. In March of 1996, the same year as Lance, I was diagnosed with cancer, adenoid cystic carcinoma of a salivary gland. I had to have surgery, then underwent radiation to my mouth and throat, a pretty tortuous treatment to live through. All the while, I found it hard to believe it was happening to me, but then, cancer can happen to anyone. At the same time as I went through this, I was following Lance's story in the news and in Bicycling magazine. To get through something like this, most of us need all the help we can get, and just knowing that someone else is healing and living through it is the biggest factor in maintaining inspiration and HOPE that you will make it, too. .and I didn't want to just survive, but be healed, healthy and thrive, and of course ride my bike again!! I remember as a little kid, my first bike and the sheer Joy I felt out there riding. It wasn't 'till I was in my late 30's that I bought my new Centurian and joined a bike club. Since then, bicycling has been the main thing that has served me on so many levels, physically, emotionally, spiritually. I couldn't ride for several months, while undergoing treatment, but slowly started back, regaining my strength. I lived in the analogy that if I could just get on my bike, I could keep moving forward in my life. It worked!! I remember joyfully watching Lance win the tour last year, then again this year and thinking that I know some of what he has overcome, in my own way. Although I'm not famous, I'm the most grateful woman alive. I have my health back and ride my bike with a knowing smile, because I'm really my own hero.

Thanks for allowing me to share some of my story.

Congratulations to **Twin Century Riders**

The following riders signed up to do both the Santa Fe Century and the Horse Farm Hundred, 200 miles in one weekend! (* denotes GCC member.)

Antonini, Gustavo A. *
Auker, Malissa
Baker, Sharon
Baker, William
Barsby, Steve
Beck, Brian
Beckham, Allison
Bedenbaugh, Purvis *
Berg, Stacey
Blanchard, Robert E.
Boozer, Kim
Butkus, Lisa
Clark, Richard
Crawford, Linda *
Cupples, Will
Davidson, Kim *
Davis, Chuck
Davis, Nancy *
De Caria, Ralph
Dunn, John
Emerick, Jack
Gill, Andrew *
Gionet, Clifford L. *
Goan, Wayne
Grosteffon, Steve *
Guadalupe, Nelson
Isabell, Sandy
Jackson, Eileen
Jenner, Frank
Jones, Bud *
Keith, Darius
Laurenzano, Katherine
Leavitt, Zachary
Loos, Cameron
Lynch, Shelley
Marrocco, John
May, Rodney

McNeal, Barbara
Murphy, Kathy
Murtaugh, Ray
Parker, Ken
Perez, Mario R. *
Piersol, Jeff
Raftery, Nancy
Rogers, Bruce
Roseman, Don *
Ross, Frederick *
Scott, Steve *
Secord, Beth
Shepard, William F.
Siegel, Geri
Silverstein, Burt *
Simpson, James A.
Solley, Tom
Stevens, Richard
Tillman, Michael
VanNostrand, Candice
Wang, David
Waters, David
Weisbecker, Barbara
Weisbecker, James
Wells, Tom. *
Wentzell, Tom
Wilson, Jim *

FYI: The Dangers of Sidewalk Riding

by Christopher A. Hagelin, MA, Research Associate, Center for Urban Transportation Research, University of South Florida

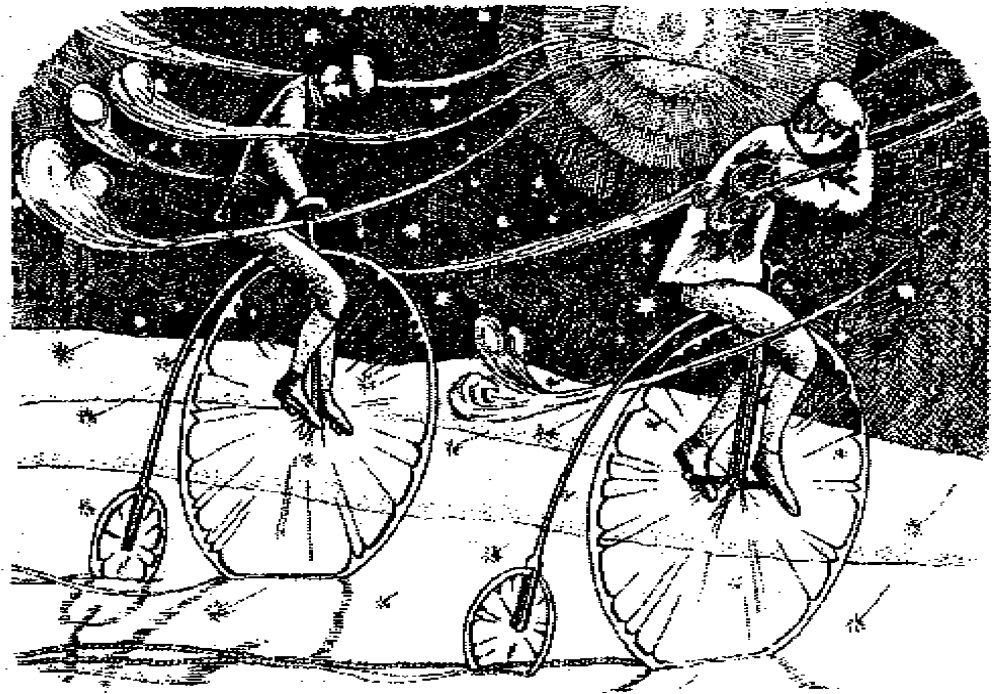
According to a recent study on bicycle-car crashes (1994-1999) on the Tampa campus of the University of South Florida, nearly 70% of bicycle-car crashes occurred when a bicyclist was riding on a sidewalk, against the flow of traffic, and crashed with a car that was turning right from a side street as the bicyclist entered a marked or unmarked crosswalk.

On the other hand, only 21% of the total bicycle-car crashes occurred on the road, and in all but one of those cases, the bicycle was cited for wrong-way riding.

Just another case study that supports the idea that the safest way to ride is on the road and following the traffic laws!

This report will be available on our website soon!

www.commuterservices.com/unti/



BIKELEAGUE NEWS

from The League of America Bicyclists, the National Organization of Bicyclists

CARA: MOUNTAIN BIKE ACCESS AND TRAILS LEGISLATION UPDATE

The League of American Bicyclists urges cyclists to contact your United States Senators to ask that they support the Conservation and Reinvestment Act (CARA). Call (202) 225-3121 and ask to speak to your Senators or go to <http://www.congress.org/> for contact information. On September 20, 63 senators who favor CARA appealed for a vote on this landmark conservation bill, approved by the Senate Energy and Natural Resources Committee on July 24. However, they face a fight with powerful opponents. If it passes the Senate, a conference committee on CARA will likely result. If the House and Senate approve the conference agreement, President Clinton would quickly sign the legislation into law.

CARA would earmark \$2.8 billion from offshore drilling rights for conservation and recreation efforts, over a \$1 billion of which could potentially be used for mountain bike access and trails.

Committee Chairman Frank Murkowski, R-Alaska, called CARA "the most significant commitment of resources ever made to conservation by Congress." Your support will make a difference if you reach to your Senators on this issue.

CENTERS FOR DISEASE CONTROL PROMOTES BICYCLING AND WALKING

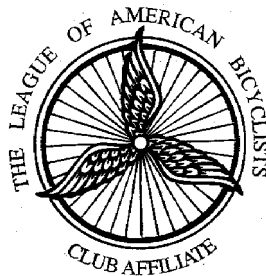
To support the national goal of better health through physical activity, the Division of Nutrition and Physical Activity at the Centers for Disease Control and Prevention (CDC) has developed a program guide to encourage children to walk or bike to and from school in groups accompanied by adults. "KidsWalk-to-School" is a community-based program that aims to increase opportunities for daily physical activity among children by promoting human-powered alternatives for getting to and from school. It also encourage communities to build partnerships with schools, PTA, local police

departments, departments of public works, civic associations, elected officials, and businesses to create an environment that is supportive of walking and bicycling to school safely.

You can obtain copies of the guide by downloading it from the KidsWalk-to-School web page at <http://www.cdc.gov/nccdphp/dnpa/kidswalk.htm>, e-mailing a request for up to 25 copies to cdcinfo@cdc.gov or calling 1-800-CDC-4NRG.

EAST COAST GREENWAY ALLIANCE AND AMTRAK ANNOUNCE LINK BETWEEN BIKES AND TRAINS IN 15 STATES AND DC

On September 14, the East Coast Greenway Alliance and Amtrak announced their partnership to forge an unprecedented intermodal network, connecting Amtrak's passenger trains to 2,600 miles of bikeways and trails in 15 states and the District of Columbia. Amtrak Board of Directors Vice Chair and former Governor Michael S. Dukakis announced Amtrak's Bikes on Board effort. Dukakis was joined by E.S. Bagley, Jr., President of Amtrak's Northeast Corridor, East Coast Greenway Alliance Chairman Pat King, U.S. Department of Transportation Assistant Secretary Gene Conti and Environmental Protection Agency Chief of Staff Reid Wilson.



The East Coast Greenway, which links cities from Maine to Florida through a continuous network of trails, bikeways and recreational paths, has been designated a "National Millennium Trail" by the White House. King called the 2,600-mile-long Greenway an urban Appalachian Trail for non-motorized users and said the partnership with Amtrak means that cyclists traveling between east coast cities will soon be able to use Amtrak's easy-on easy-off bicycle accommodations. The East Coast Greenway Alliance expects to complete the Greenway network by 2010. Amtrak will work closely with the Greenway Alliance to plan for and phase in more accommodations for cyclists on regional trains that serve the Northeast Corridor and parts of the Southeast.

The League is working with both Amtrak and the East Coast Greenway Alliance to promote awareness of the program and improve access for

bikes on trains. League Executive Director Elissa Margolin applauded the program and said, "Bikes on Board facilitates leaving one's car at home, encourages low-impact, healthy exercise, and provides greater convenience for cyclists and other users of the East Coast Greenway." For more information, visit <http://www.greenway.org>.

NATIONAL BIKE SUMMIT 2001 IN WASHINGTON, DC

Sponsored by the League of American Bicyclists The League will hold the National Bike Summit in Washington, DC, March 28-30, 2001. Advocates, transportation professionals and bicycle industry representatives will meet with representatives of the new administration to help identify new federal initiatives that impact cycling. They will also meet with members of the 107th Congress to discuss key issues, including setting goals for the reauthorization of TEA-21. This is a wonderful opportunity to expand on the momentum of dialogue between bicycle advocates and all levels of government and launch bicycling into the 21st century!

DON'T MISS THE LEAGUE'S 2001 NATIONAL RALLY OF CYCLISTS IN ALTOONA, PENNSYLVANIA!

The League's 2001 National Rally of Cyclists will be held August 2-5 in Altoona, Pennsylvania in conjunction with the Tour de 'Toona, America's largest pro-amateur road cycling races. The event will be an unprecedented combination of challenging and family-oriented recreational riding with the thrilling spectacle of stage racing action.

The Southern Alleghenies offer fantastic cycling for all levels of ability, featuring low-traffic roads traversing beautiful oak forests, sweeping valleys, rolling hills and breathtaking mountains. Altoona was named one of America's top five "Best Biking Towns" by *Bicycling Magazine*. To learn more about Altoona and the surrounding area, visit <http://pavisnet.com/laurelhighlands> and <http://www.railroadcity.com/railroad/HSCpreview99.htm>

SAFE ROUTES TO SCHOOL PROGRAM TO BE TESTED IN MARIN COUNTY, CALIFORNIA

The Marin County Bicycle Coalition recently received a \$50,000 grant from the National Highway Traffic Safety Administration (NHTSA) to conduct a demonstration Safe Routes to School program in Mill Valley, California. The program is designed to increase the number of children bicycling and walking to school and alleviate traffic congestion in the county, where parents now drive most youngsters to school. The program will also encourage safe cycling and walking through educational programs. It is the result of an effort by Representative James Oberstar (D-Minnesota), ranking Democratic Member on the House Committee on Transportation and Infrastructure, to fund Safe Routes to School demonstration projects in at least two American communities.

"Support for this promising pilot program illustrates our commitment to protecting the environment, in this case by increasing the number of bicycle and walking trips Americans make," said Transportation Secretary Rodney E. Slater. "It also promotes community-based solutions to transportation challenges."

The Marin County program will focus on an elementary and a middle school in Mill Valley. Program directors aim to create safe routes for students within a one-mile radius of the schools. Similar programs throughout the world have created safe routes through a combination of engineering, construction, signage and traffic signals. For more information on the Marin County Bicycle Coalition or the Marin County pilot program, visit <http://www.bikadelic.com/mcbc>.

SUPPORT THE LEAGUE BY JOINING!

Sign on to <http://www.bikeleague.org>, or send \$30 with your name, address, and phone number for one year to:

League of American Bicyclists
1612 K Street NW, Suite 401
Washington, DC 20006-2802
Phone 202-822-1333 / Fax 202-822-1334

Pull Off Signals

by Roger Pierce

The Gainesville Cycling Club has several groups that use pace line riding, and each has developed their own unique signals for telling the riders behind that the lead rider is about to move off the front. A signal is necessary so that the next rider will know to continue straight ahead rather than follow the leading rider, as they would normally do (the lead rider is responsible for leading the group around hazards).

The A Riders have used a mixed bag of signals over the years, all with the same theme. The most common signal is to lift the elbows up and down a couple of times, sort of like flapping ones wings. Some riders will instead shrug their shoulders a couple of times, or flap their fingers (though it may be difficult to pick this one up from behind).

The Gliders group evolved from a slower group whose members gradually got faster. This group has a very specific pull off signal. The lead rider slaps their hip on the side they will pull off to (usually the left unless they are riding on the right in a double pace line), and then points down in the direction they are going to move. Out of town riders are sometimes taken aback when they first see this signal, but soon catch on.

There are other groups that probably use pace lines. Make sure you know what the signal is for your group as you start your ride.

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Leukemia

Dear Friends:

I recently graduated from Georgetown Law School. However this momentous occasion was overshadowed by the fact that my law school roommate, and good friend, Dan DeSevo did not finish with me. He lost his battle with leukemia in January.

Danny was diagnosed with non-hodgkins lymphoma, a form of leukemia, over Christmas break in 1998. Initially, he responded remarkably well to treatment. However, as the summer wore on, his condition worsened.

I can remember calling him in the summer of 1999, the day after Cancer Survivor Lance Armstrong won his first Tour de France. As Danny lay in his hospital bed, I told him "If Lance can come back and win the tour, you can certainly make it back to school." Danny wholeheartedly agreed.

Unfortunately, it didn't work out that way. This winter, at age 24, my good friend lost his fight, and I've been pretty torn up about it ever since.

To raise money for leukemia research, I have entered the 111 mile "El Tour de Tucson" Bicycle Race, which will take place on November 18, 2000. (Yes, one hundred and eleven miles). I know that I won't come in first, and I know that this alone won't cure leukemia. However, no matter what, I will finish the race, and it is inevitable that we will cure leukemia.

There is nothing anyone can do to bring Danny back, but think about this: Due to the efforts of scientists and doctors funded by programs like this one, the survival rate for children diagnosed with leukemia has increased from just 4% to 80% today. While 4 out of 5 children who are diagnosed with leukemia will survive, getting to survival is not easy for anyone, especially for a child. And consider that 1 out of 5 children who lose their battle against this disease. That is who we are doing this for, you, me, and all the other participants in Team in Training.

To participate in this ride, I am expected to raise \$3,400 by October 31. Therefore, I have set a personal goal of double (plus some) of \$7,000.

I'm asking you all, as my friends to not look the other way. Please help me honor my friend's memory and help me fight for those kids out there who are waiting for a cure. Thank you.

-Marc J. Randazza

Send donations to:

Bike Against Leukemia
2701 NW 23rd Blvd. Box DD197
Gainesville, FL 32605

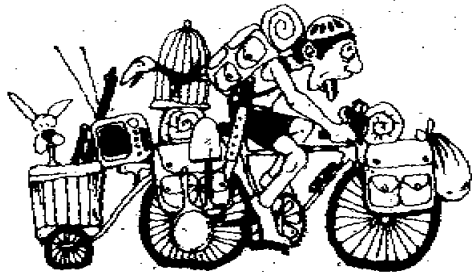
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The Gainesville Cyclist

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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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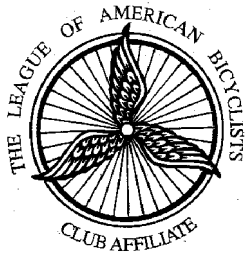
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OCTOBER 2000 ISSUE Mailing label with expiration date identifies current member.

2001 Gainesville Cycling Festival - 6 - 7 Oct - Santa Fe Century - Horse Farm Hundred


Cycling Shorts



1 Welcome new members Maria E. Cadario, William Castleman, Roger M. Clemmons, Krin Cosner, Judie Davidson, Deborah Fletcher, Jackie Fullenwider, Craig Gage, Kendal Harr, Bill Hutchinson, Debbie Hutchinson, Rebecca Hutchinson, Lou Maxwell, Scott Messinger, Richard Omer, Bill, Billy, & Melanie Otte, Dave Reese, Barbara Ross, Chris Sanchez, David Wang, and Robert Young of Gainesville, Clinton Collins of Archer, Jodi Johnson of Old Town, Matt Kunkle of Williston, Bill Seyfarth of Cedar Key, Shannon Smith of Newberry, Tom Wells of Ocala, and James A. & Katherine Simpson of Winchester VA.

1 The Killer Bees are a new group that meet on Saturdays at times and places announced via email. They basically fill the hole left when the LoBees moved to Sunday rides, riding in the 16 to 17 mph average range. This is a middle ground range that many of you should find comfortable riding in.

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