

Happenings

June 9 (Sat)

National Trails Day Bike Ride

Ride the Nature Coast State Trail to celebrate National Trails Day. All rides start at **9 AM** (or thereabouts) from the Old Train Depot, 419 North Main Street in **Trenton**. Trenton is about 25 miles West of Gainesville on SR 26. Ride options range from a few miles for beginning riders and families with small children, up to 64 miles for experienced cyclists who choose to ride the entire trail. Maps of the trail will be provided at the starting point in Trenton. There will be refreshments at the Depot and there are convenience stores along the trail. There is a Dairy Queen under the live oaks in Cross City. The ride is not otherwise supported. Sponsored by the Florida Department of Environmental Protection Office of Greenways and Trails.

July 14 (Sat)

Fanning Springs Picnic

It's picnic time again! Bring your bike, swim suit and your appetite to Fanning Springs State Park. Chandler will serve gourmet grilled food. Please bring a covered dish so there is healthy food. Competition eating will commence not later than noon.

The park opens at 8 am, so rides should be planned to depart not earlier than 8:15. A good start time for shorter rides is 9 am, giving time to drive in from Gainesville. A Gliders ride will depart from Gainesville for the park at 8:15.

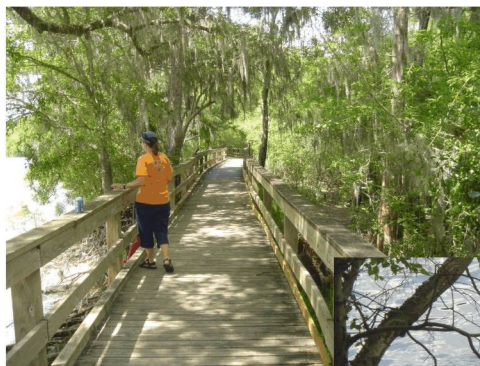
Fanning Springs is next to the Nature Coast Trail, a rail-trail that goes in three directions to Cross City, Chiefland, and Trenton. Visit the Dairy Queen (next to the trail!) in Cross City, and enjoy crossing the Suwannee River on the old railroad bridge.

Fanning Springs is perfect for family recreation, with excellent swimming and a safe and scenic paved bike trail.

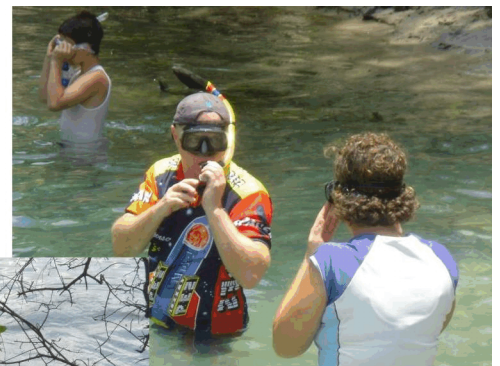
Fanning Springs is 42 miles west of Gainesville on State Road 26. Take SR 26 until you reach US 19. Go west (turn right) and Fanning Springs Park will be ½ mile on your left. The park entry fees are \$3 for a single occupant car, \$4 for 2 to 8 persons in a car, \$1 on bike or on foot.

For more information on the park, visit:

<http://www.floridastateparks.org/fanningsprings/default.cfm>



Memorial Day Picnic



Glimpses



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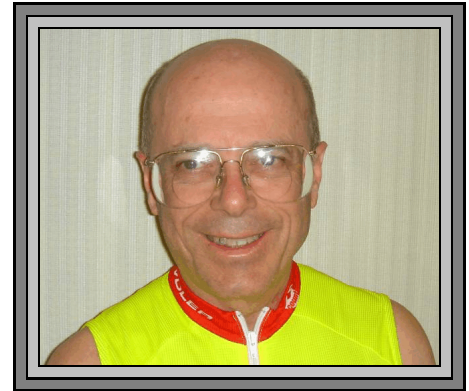
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It's good to have a full newsletter again! If you're reading this in print, and have a broadband connection, make sure you take a look at the online copy (you'll need your password printed on your mailing label). The pictures are much better in color!

Diann and I will be away on vacation for most of June. After that, we'll be diving into full preparations for the Gainesville Cycling Festival!



T-Shirt Design Contest

Design a T-Shirt for the Horse Farm Hundred or the Santa Fe Century and win two of the shirts and free entry to the Festival.

For the Horse Farm Hundred, your designs should incorporate both cycling and horse themes. The words "Gainesville Cycling Club" and "Horse Farm Hundred" must be included or space accounted for to accommodate them. We may alter the font to substitute our event signature fonts. "2007" and "27th Annual" should also be used. **Designs must fit within an 11-inch square box**, and must be original work.

For the Santa Fe Century, we normally use a two color design on the front. This shirt has a lot of words on it, so you should be doing a design that will use them in your design. The prominent event title is "2007 Saturn Santa Fe Century." Other words are "Millhopper Ramble" and "Ride for Kids" (which uses the quotes). We will insert the Saturn of Gainesville logo across the bottom of the design (leave one inch on the bottom for this). You may incorporate the Santa Fe Rider, but since he will be on the

back, he is not mandatory. You can download a copy of the rider graphic at:

<http://gccfla.org/gcf/gcfigif/sferider.gif>

The optimal designs will be black on white drawings with fully enclosed areas to which we can apply colors (4 for Horse Farm, 2 for Santa Fe). Submit a copy of the drawing without colors or required wording, and a second copy with suggested colors and word placement. If possible, submit the black and white design as a vector graphics computer file (email to roger@gccfla.org).

Last year we used white shirts for both events. We would like to use a colored shirt for a least one event in 2007. You may suggest a shirt color with your design. Those available are navy, black, red, royal, and sport grey.

All entries become the sole property of the Gainesville Cycling Club, Inc. The Club may use the entries in any manner that will further the purposes of the Club without further compensation. This contest is open to all GCC members.

The submission deadline is September 1. Mail to the club address or deliver to Roger Pierce.

President's Letter

Adventures of Reflecto-man

May was League of American Bicyclist's National Bike Month and celebrated as such throughout the country. In particular May 14th through 18th was National Bike to Work Week.

Although not suited to everyone, biking to work is a great way to start your day off right, stay in shape, and save \$3.00+ per gallon. I hope many of you had a chance to try the commute and may even continue to do so. Since my transfer back to Gainesville in February I have ridden the 9 mile round trip to work most days and feel great from it. I have often

spoken of the need to be safety conscious but if it is possible to overdo it I may have done it. In addition to two lights on the front (one regular & one flashing LED) and two more flashers on the back of my bike, my safety vest

and ankle reflectors have earned me the nickname of Reflecto-man at work. Reflectors on my wrists make it easy for motorists to see my hand signals at night. The helmet of course goes without mentioning. The ride to work is refreshing and gets me moving in the morning and the ride home is relaxing and lets me wind down after a long day at work. Perhaps I'll see some of you on the road.

Stay safe, stay happy.



Bob Newman 

Jersey, Anyone?

Roger Pierce

Last year we did two printings of the new Messal-Cabrera jersey. We've had quite a few new members join up since then, and I've noticed that some of you are riding with older-style GCC jerseys that are becoming worn and noticeably faded!

When we do a jersey, the Jersey Manager gets sponsors to keep the price of the jersey down (make it a real bargain!). We were able to do both printings last year with one set of sponsors (a really good deal for them), but will need to get new ones or renewals to do another printing.

Which brings us to the reason for all of these words...we need a volunteer to take on the job of Jersey Manager.

This person will obtain sponsorships from interested parties. This involves some phone calls, possibly meetings, and obtaining checks.

The next step is to work with Voler to schedule the jersey production and to get any art updates underway for any new sponsors.

The Membership Secretary will assist in publicizing the availability of the jersey and in recording the orders.

The final step is receiving the order,

sorting, and tagging the merchandise.

If you are interested in applying for this position, call Roger Pierce at 378-7063.



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Jim Joyce

Life is full of transitions. High school to college or work or both. Single to married and sometimes back again. So what counts as a transition in the bicycling world? Moving from a road bike to a recumbent fits the bill...

Jim Joyce was a road biker. He fell in love with bicycling while in the Navy in the early 70s, witnessing a bike race in Italy. He borrowed a 10-speed bike from another sailor and rode it until he had to return it with a flat tire. Just out of the Navy he bought his first bike, a Schwinn for \$159. Two years later he upgraded to a Schwinn Paramount, handmade with Campy components for only \$650. He took long road trips, one after the '76 Olympics in Montreal when he got to ride his bike on the Olympic road course. Then he packed up and rode from Tallahassee to Estes Park, Colorado. He finished his touring life riding in Alabama and Georgia-it was way too hot. Somewhere in there he did some bike racing.

While living in Brooksville and riding twelve thousand miles each year on the Withlacoochie Trail, he got curious about recumbents. Two guys with recumbants were blasting past him on the trail running at 32-35 mph and he thought, "This is pretty neat!" A new bicycling love was born...So Jim moves to Gainesville. He tried road biking on the highways, but so many bikers are injured or killed. He tried riding the roads at 4:30 in the morning,



but others were hit at that hour. He discovered the Gainesville Hawthorne Trail and he's never been on the streets since. Once on the GHT he started seeing Jim Wilson riding a low racing recumbent. The two Jims race and Jim Joyce is "thoroughly thrashed." Still, it was fun to try to draft that recumbent. So in May Jim J. starts to Google recumbents for more information. He spends the summer thinking about this transition. He bought his racing recumbent on October 1st and started the long process of learning new muscle language to ride the bike, with lots of help from Jim Wilson and others.

It took Jim 30 minutes to first get his feet on the pedals (he didn't have his dad to hold up the bike!). He didn't expect he had so much to learn. It was hard to learn to balance, to steer, and a couple of crashes were involved in

the learning process. Jim says, "I'm at the point now where I'm not sure I'll ride my other bike. I'm pretty well converted and I'm stunned!" The bike is a Challenge Fujin, of European manufacture and purchased at a Tallahassee bike shop

(challengebikes.com). He notes that going with the lower, near prone position, makes for a harder learning curve. It is a low bike-if you are going to ride on the street you might want one with a higher profile. Jim is now hitting 32 mph. The bike handles differently above 28-29 mph and he's not always sure how to react. He suspects that it will take another painful crash to two to define the edge.

The two Withlacoochie guys had mentioned that the recumbent affects the knees but Jim hadn't given that much thought. However, the bike does affect the knees differently. He suspects that he'll have to keep adjusting his cleats more towards the balls of his feet. He can spin at 100 rpm but the pressure point seems different. When he's pushing really hard, with his entire back pressed against the seat, it feels like he is using a leg press machine. The balance on the bike is different and requires a different set of skills. Jim is still a little uncomfortable on some of the tighter corners and technical descents.

Jim's bicycle transition is almost complete. Hopefully he won't have those predicted spills before he starts seeing someone trying to draft him and dreaming of their new racing recumbent...



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The Inaugural Ride to Remember, benefiting the Alzheimer's Association, was held on Saturday, May 12, starting out of Boulware Springs park. There were ride options of 50, 75, and 100 miles, in addition to shorter rides on the Gainesville-Hawthorne Trail. A good turnout of 169 riders were in attendance.

The ride was not officially sponsored by the GCC, but GCC members gave key logistical assistance, such as planning the route, providing input on how to run a rest stop, and putting course markings on the streets. GCC member Ralph Cott is the Ride Director. The route covered much of the same scenic and rolling terrain as the GCC's Horse Farm Hundred.

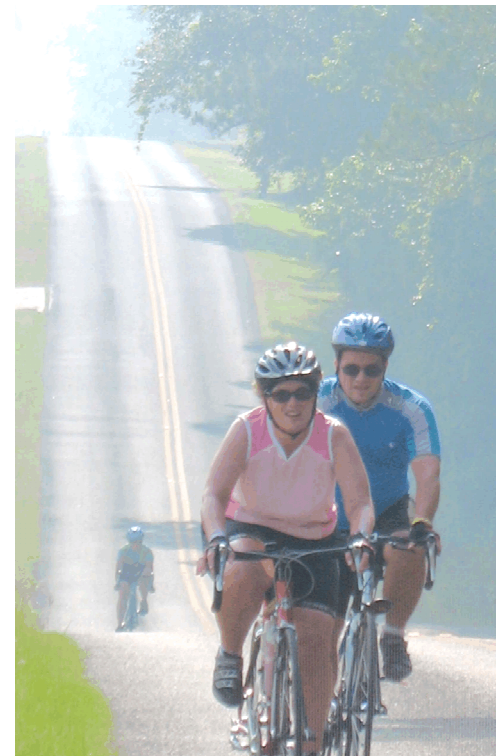
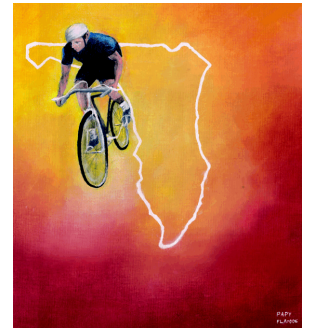
I chose the 100-mile option, riding with Allen Kushner, who planned to do 50 miles. Registration was smooth and efficient, with some nice swag for the riders! (It was only my third century, so I have to admit I'm still excited about getting a ride t-shirt, but there were some other nice tokens of appreciation as well.) I was glad to see plenty of coffee, bananas, and other breakfast items too. The pack (of which we were bringing up the rear) had the benefit of a police escort out of Boulware.

There had been some fears about smoke from the many wildfires burning in the area, but all was clear at the start. Once on State Road 20, however, the riders hit an acrid wall of smoke, so thick that visibility was greatly reduced. I had some concerns about safety under such conditions, but we were out of the smoke by the first rest stop and in the clear for the rest of the ride.

The route was laid out in such a way that Flemington served as the location for the first three rest stops. This allowed the organizers to concentrate their energies into one major, well-stocked and well-run rest stop. The route included two loops in the

middle that both ended at Flemington, making it very easy to reduce or to add mileage. Allen had planned to do a 50-mile ride, but he was feeling good, and the route allowed him to easily add one loop for 75 miles, or both for 100. He ended up doing the full century, a commendable achievement in that it was his first, and the route was significantly more difficult than the Santa Fe Century, his intended first century. In addition to the hills, we also had smoke and later on, heat to contend with. I was very fortunate in having a personal SAG, so we had the luxury of being able to stop and pour cold water over our heads to cool off. There was a final rest stop as the route turned onto the Gainesville-Hawthorne trail from Angle Road, seven miles from the finish. This was a welcome sight, especially since the volunteers waited for me and Allen before shutting down (we were the caboose of the century riders), and gave us enthusiastic words of encouragement.

The Ride to Remember is a welcome addition to the local riding calendar, providing a century several months before the Gainesville Cycling Festival's two centuries (the Santa Fe Century and Horse Farm Hundred) in October. It was a very pleasant route, well-supported, and for a great cause.



En vacances actives

Spring sprung in my neck of the woods several weeks ago. In fact, winter was mild and short and we just sort of went headlong into summer in early March. The plants and trees are mightily confused and are busily trying to play catch-up, sprouting leaves and flowering and such. Those of us fortunate not to suffer from the dreaded 'allergy season' are gallivanting about on our bikes having a merry old time!

It'll soon be summer proper and another Tour de France will be upon us. For the majority that means a ritual; to turn and face towards the TV for the daily coverage of our cycling Mecca. But what about those lucky few who actually get to make the pilgrimage and experience le Tour first-hand?

I was on a training ride recently when an acquaintance was eagerly telling me about his upcoming vacation, a package organized by one of the many Tour-watching companies that now exist. Not only would this be his first trip to the Tour, it would also be his first trip to Europe. When I mentioned I'd been to the Tour, in 2004, he became even more excited and launched into a barrage of questions. What was it like? Which stages did I see? How close was I to Lance on l'Alpe d'Huez for the individual time trial? (For the record: about four feet, trying not to get run down by the police and moto-camera escort in the insane crowd. I subsequently found out - three milliseconds after Lance reached the point where I stood - that I was also standing next to one of those idiots who insists on running alongside the rider shouting encouragement (presumably) until absorbed by the crowd. If I'd known what he'd planned to do I would have tackled the stupid s.o.b. into the rocky ground before Lance arrived. But I digress.) All was going well with the conversation until

my acquaintance asked whether I was planning on going back to see the Tour. His face suggested this was a rhetorical question.

In retrospect, I suppose I should have lied and said that I wanted to go back each and every single year and that only time and money - those old chestnuts - kept me from it now. But I didn't. I told him what I thought. That it was a sensational, almost indescribable, as-close-as-I-can-get-to-religious experience, but that once was enough, thanks.

After a few stunned seconds of silence - he clearly wasn't expecting that! - he ventured to know why on earth I wouldn't want to do it again. His face had lost all its former exuberance. Luckily, the pace was hotting up and what breath I had needed rationing, quickly, so I just sort of shrugged and said something akin to "Dunno, I guess I already did it." I could sense my lack of enthusiasm had been personal, hurtful, as if I'd sullied the Tour somehow. Good job the pack was busily splintering to pieces for a county line sprint. That was the end of the conversation.

To other cycling fans who've not yet had the pleasure of attending the Tour, I suppose a once is enough attitude must seem bizarre, bordering on insane. I mean, it's the most fun I've had at a sporting event but I wasn't rushing back. Imagine hearing someone say "Yeah, I tried that sex thing and it was great! But I don't think I'll go for it again. Once was enough." You'd rightly stare in disbelief.

So, before someone calls the men in white coats around to my house to haul me away, let me offer a few perspectives on the Tour as I experienced it, and offer some food for thought to anyone else planning to "do" the Tour. If I had to do it again I would very definitely do it differently.

Clearly, the ideal way for me to experience the Tour a second time

In the mid-90's, a strapping young man in a University of London sweat shirt, riding a heavy ten speed, showed up at the GCC ride start and declared he was there to "get fit!" Within a few short years, he was in the best spandex, on a Trek OCLV, and more importantly, was very fit.

He has since moved on to a position at the University of California, Berkeley, but has maintained his GCC membership, and continues to provide us with his insight with his Wannabe columns.

would be for OLN, or Versus, or whatever they call themselves this week, to stumble upon my eminent journalistic talent and send me over to France first-class, to cover each stage finish from the little tent that Phil, Paul and Bob use. I'd be ferried around France in their sumptuous bus, when it wasn't imperative to take a helicopter short-cut in order to cover both the start and finish of the stage. I'd be in the thick of the action throughout, and I'd get to see more than fifteen seconds of actual race each day. That would work. I'd be there in an espresso-enhanced heartbeat. Sadly, it ain't gonna happen for you or me so we might as well get back to reality, huh? Let's see what the Tour entails if we are down on the streets with the rest of the plebeians.

The first thing is the atmosphere. You simply cannot believe how incredibly, utterly crowded and hot it is. You and a million of your closest friends find whatever vantage points you can secure to await the arrival of the Tour in the insufferable heat. If you are a regular attendee of Gator football games in August and September then you have a slight idea what it's like. Only at the Tour it's far, far busier and much hotter. Yes, hotter. France in summer, especially the inland bits, like the Alps, is a freakin' oven. As if the days aren't hot enough, the Tour organizers like to have the race happen in the 10 am to 4 pm window - just when the heat of the day is doing its worst. Hands up who's been out for a ride at 2 pm on a Sunday in July in Gainesville? Did you do ever do it again? Well, that's what the poor riders are into, for three weeks. And you, dear spectator, are there to suffer along with them!

Let's go back to the crowd thing again, lest I glossed over it too quickly. Going back to the Gator football game, you know what it's like trying to get down University Avenue half an hour after Florida just crushed Tennessee? Everyone's walking in the road, ten deep, whooping and shouting and generally having a street party? Well, it's a bit like that, only you have a much longer walk ahead of you. The Tour has all the roads closed around the course for six or more hours before the race arrives. But they don't only close the roads on which the race will pass. They also close all the roads that feed into those roads!!! So, if you are really lucky, you have only a three or four mile walk from your car to the course, then as far along the course as you think you need to go to get a

good spot for watching. On one stage I walked three hours from, and later back to, the car. That's in addition to a two hour drive each way, and two hours waiting for the race to arrive. The air temperature ranged from 80 to 107 degrees. The sun was unrelenting. Yes, but Wannabe, why not take your bike and ride it? you ask. That would shorten the day considerably, no? Good point! I could have done, but I was there with my father who is in his mid-sixties. I think the climb up to the Col de l'Echarasson might have finished him. The walk came close. How you move around the Tour is likely dictated by similar factors, like your spouse, your ten-year old, etc. If you are with all-cycling buddies then you can get to and from the course marginally faster on bikes but you won't see any more actual race. It is physically impossible to see the riders more than once per stage, unless you happen to be on a part of the course that has a large bow in it. Even then I wouldn't be confident. You see, the very moment the broom wagon has passed, the whole crowd heads back towards their modes of transport by walking in the closed road. Oh sure, I saw hundreds of people with bikes heading down from a stage, but very few were going faster than walking pace. Too many pedestrians! You might try to make it to the village of so-and-so before the race reaches it, but you won't do it!

My father and I based ourselves in the little town of Chambéry in the Savoie region, in a bed-and-breakfast. Rather than having to find new accommodation each day, we opted instead to have a slightly longer drive for two of the three stages we planned to see. That meant we

weren't constantly packing and unpacking and could go straight out to dinner each night. Even so, we were getting up at 6 am and weren't getting back to the B&B until 6 pm. By 8 pm, after dinner,

beaten senseless by the sun and exhausted from driving and walking, we were asleep. After five days in France watching three Alpine stages back-to-back-to-back, we were done. Utterly, completely, toast. As much fun as we'd had we were relieved to be heading back to Turin for a flight back to the UK.


Even though the Tour passed within two hundred miles of my house every year while I was growing up in England - what's a small Channel between friends? - and still passes that close to where my dad lives now, neither of us has expressed any desire to repeat our epic journey. We did it once, finally. And it really was terrific fun while it lasted. Being able to share it with the man who got me into cycling was a definite plus, too. I wouldn't have swapped that for being able to ride around on my bike at the Tour, that's for sure. I was happy to dodder along on foot with my dad.

But I do plan to go back to the roads of the Tour someday. Every now and then someone will suggest riding the famous climbs and living the dream. There are companies that run trips in June, or September, when the spectators are absent and the early morning air is a joy to be in. No, if I do go back it won't be to watch the Tour. I'll grab some friends and an RV and go ride around France in whatever peace and quiet can be found away from the other thousands of cyclists out doing the same thing.

Unless you have the first-class, all-access pass thing sorted, in my opinion the best way to watch the Tour is on the telly. If and when you do finally take the plunge to "do" the Tour, do yourself a favour: plan to see half the number of stages you think you want to see, then find café's and bars in which to watch the rest on the box, along with all your newfound French friends. You might get a holiday *and* see the Tour that way.

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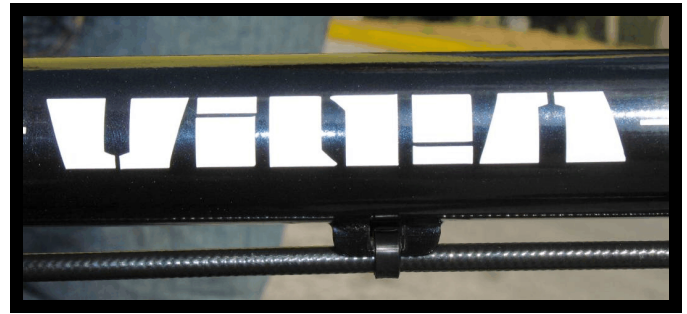
Recently, Alexis Dold took some time from his busy schedule to talk to me about his shop, Bikes and More, and his custom bike-building business, Villin Cycleworks.

Bikes and More started life in 1982, in the same location where it is now (2133 NW 6th Street). It was opened by Shalom Stein and Meir Cohen, who in the beginning painstakingly recycled old bikes. After expanding the business to include new bicycles and exercise equipment, Meir decided to move the exercise equipment part of the business to a separate building, thus creating the first Fitness Depot. Arthur Shomer bought Meir's share of the bike shop, and with Shalom, opened a second bike shop, GatorCycle, in the 1990's. In 2000, Lex had returned to Gainesville from San Francisco, where he had worked in various bike shops. He encountered Arthur at GatorCycle, and when Arthur found out that Lex needed a job, he offered Lex the managership of Bikes and More.

Lex had worked in bike shops his whole life, and wanted to try building his own bikes. Shalom loaned him the money to get a custom bike-building business started. Lex says his first bike frames were ugly, but tough. Shalom was also ready to sell Bikes and More to focus on GatorCycle, but Lex had a difficult time coming up with the financing to buy the shop. Shalom and Arthur financed the buyout themselves, and Lex bought Bikes and More in February of 2001. It took Lex five years to pay Shalom and Arthur back; this included two years of working at the shop seven days a week by himself. In the meantime, he continued to build frames. In his third

year of ownership, he sold a road bike to a young woman just returning from a trip to Costa Rica. She ended up becoming his wife; Lex and Robin have two children.

Once Lex had paid off the bike shop, he was able to invest more in the custom bike-building business, Villin Cycleworks. ("Villin" is primarily a play on "Gainesvillian," tinged with the naughty associations of "villain".) Not only does Lex build custom bikes, he is also doing small production runs of bikes, which are sold to bike shops



racing bikes.

Lex makes his frames out of cro-moly steel, using lugs instead of welds to join the tubes. Lex says that this avoids compromising the integrity of the crystalline structure of the metal, which can occur during the melting process for welding. Lex showed me

the lugs on one of his bikes, which he had hand-carved into beautiful curved patterns. He said that such hand-carving can take twenty hours of work, almost as much time as the custom-building of the whole frame takes. He uses a special lighter tubeset for racing frames, but he customizes the tubeset for every bike, fine-tuning the stiffness to accommodate the style and preferences of the rider.

One of the innovations on his custom bikes is a passive suspension. This consists of a cro-moly tube with a gusset, situated above the seatstays.

It flexes vertically to absorb shock, making for a more supple ride. It also allows more clearance for fat tires. In addition to its practical value, the passive suspension allows for a more aesthetically appealing, fluid line - the seatstay doesn't have to be bent twice. Lex also makes a unique triple-crown fork for mountain bikes, as well as a distinctive dropout for his single-speed mountain bikes with disc brakes. The dropout had to be a certain size to accommodate the brakes, but didn't have to be solid, so Lex carves out the excess metal to give the dropout a striking tree pattern.



Satisfied customer (Nick) with Lex

such as Trophy Bikes in Philadelphia, and Track Star in New York City. Track Star paints these bikes with its own name. Lex compares this situation to that of Waterford, which builds frames for Gunnar, who puts its own brand name on the frames. Lex is soon gaining a partner for this business in the person of Joseph Marciano, who preceded Lex in working at Bikes and More and is the current manager. Lex also has an apprentice, Jim Buchanan. Villin Cycleworks produces all types of bikes, including single-speed 29-inch mountain bikes, touring bikes, and

After talking about Villin Cycleworks, I asked Lex about the sort of business he gets at Bikes and More. He says that his typical customers for bicycle sales are couples who want to commute around town and get groceries. His line of Raleigh comfort bikes (starting at \$269) are targeted at these riders; he compares the bikes to Dutch commuter bikes, with a comfortable seat and upright riding position. Lex also sees a lot of college kids who are looking for used road bikes. It is somewhat the rage on campus and in certain parts of town to have an old fixed-gear bike; for this crowd, Bikes 'n' More takes apart road bikes from the 1980's and makes them into fixed-gear bikes. Lex points out the practical value of these bikes, in that there's very little maintenance involved, and the flat terrain around campus doesn't require gears anyway.



The shop also sells a lot of related items, such as messenger bags. In addition to standard cycling clothing, Lex has a line of Villin jerseys and shorts. There are also Camelbaks and other accessories. Lex says that bike repairs account for most of the shop business, though. With four master mechanics on staff (Lex, Elli Sigmond, Joe Marciano, and GCC's own Lantern Rouge, Chandler Otis), the shop has an excellent reputation for repair work. In addition, Lex has four other mechanic/employees: Neil, Mike, Steven, and Matt. The mechanics at Bikes and More work on everything from high-end custom bikes to Huffys. The shop charges \$35 for a tune-up, which Lex considers a great value for the work involved.

Lex invites GCC members to come on by and see the shop, including the grapes growing on the building outside (which have yielded a very select vintage). The website for his custom bike-building business is Villincycleworks.com.

Memorial Day Picnic Glimpses

Photos by Roger Pierce



In the early morning of January 6, it was obvious this was not going to be a normal brevet season. This is the year of Paris-Brest-Paris, the oldest recurring cycling event in the world. Attendance this year was way up, and the volunteer signing in riders was having a hard time keeping up.

Held every four years, PBP is a 1200 kilometer ride with a time limit of 90 hours. To qualify, riders must complete a full series (200, 300, 400 and 600 kilometers). All but the

shortest require riding at night.

In non-PBP years, brevet participation falls dramatically as the distance gets longer. Cyclists often attempt the 200K because it's only a few miles more than a traditional century. About half will return for the 300K, just shy of a double century.

Only a true masochist attempts the final two rides. In April, I expected only a tenth as many to attempt 600K as finished 200K. I was wrong. More than

half the riders who began their quest in January finished in April, and many are now qualified to enter PBP in August.

Congratulations to all the participants, and for those bound for Paris, bon courage!

<i>Rider</i>	200	300	400	600
Andy Akard	x	x	x	x
Donald Appel	x	x		
Tom Bardauskas	x	x	x	x
<i>Barb Bergin</i>	x	x	x	x
Linda Blankenship	x			
Tim Bol	x		x	
Dan Bolton	x			
Lisa Butkus	x		x	x
<i>David Buzzee</i>	x	x	x	
<i>Gary Carter</i>	x		x	x
Phil Cohen	x	x		
Charles Coldwell			x	x
Robert Coldwell	x	x	x	x
Pete Cornell		x	x	x
Phil Creel	x	x	x	x
Dan Dickinson	x			
<i>Nick Dobey</i>	x	x	x	x
Boris Fayfer		x	x	x
<i>Joe Fritz</i>		x	x	
Dan Fuoco				x
Cindy Gaudette		x	x	x
Chris Gaughan		x		
Michael Gibson	x	x		
Larry Grabiak				x
<i>Woody Graham</i>	x	x		x
Adrian Hands	x	x		
Todd Harmanson			x	
Cameron Harrington	x	x		
<i>Doug Henningsen</i>	x	x		x
Brian James		x	x	
Larry Jennett	x			
Doyce Johnson	x	x	x	
Chris Kaiser	x	x	x	
Kevin Kaiser		x	x	
<i>Mike Krasilovsky</i>	x			
Laura Kuhlman		x		
Richard Kuhlman		x		
<i>Lloyd Lemons</i>	x	x	x	
<i>Nanci LeVake</i>	x			
<i>Charles Lockwood</i>	x			
Jonas Majerski		x		
Tom Marchand	x	x	x	

<i>Rider</i>	200	300	400	600
Greg Masterson	x			
Donald Mayne	x	x	x	
David Miller	x	x	x	x
<i>Tom "Turbo" Mohan</i>	x	x	x	x
Bob Nicholson	x			
<i>Cathy Nixon-Heibel</i>	x	x	x	x
<i>Peter Noris</i>	x	x	x	x
Richard Osborn		x		
<i>James Ossa</i>	x	x		
Daniel Pack	x			
<i>Paul Palmer</i>			x	x
Al Pless	x	x		
David Roderick	x	x		
<i>Ellen Sayers</i>	x	x	x	
<i>Eric Sayers</i>	x	x		
Jeffrey Schlactus	x			
<i>John Schlitter</i>	x			
Tycer Scriven	x			
Dick Seebode	x	x		
Jeff Simpson	x	x		
<i>Paul Smith</i>	x	x		x
Jim Solanick			x	x
Sridhar Sourirajan	x	x		
Mike Stabler	x			
Bruce Stein	x		x	
Danny Stevens		x	x	x
<i>Rob "Shoeless" Stevens</i>	x	x		x
<i>Danny Stevens, Jr</i>	x	x	x	x
William Sullivan	x	x		
Hardy Swinson	x			
Richard Thompson		x		
Troy Timmons	x			
Jim Tolbert	x		x	x
<i>Andrea Tosolini</i>	x	x	x	x
Dan "Mad Dog" Wallace	x	x	x	x
Jim Wallace	x	x	x	x
<i>Jim Wilson</i>	x	x	x	x
Bill Wolff	x	x		
<i>Mark Wolff</i>	x	x	x	x
Doug Wood		x		
William Wood	x			

(Note: GCC members italicized)



Farewell Dan and Rebecca Larson

Dan and Rebecca Larson left Gainesville Wednesday, May 23rd to pursue PhDs at University of Georgia in Athens (after their regular 2 summer months in Pennsylvania).

Over the last decade the Larsons have wholly contributed to Gainesville's magnetism and cultivation of bicycle racers with their excellent coaching, avid participation, thoughtful organization and undeniable expertise of the sport. Undoubtedly, without the Larsons, our cycling community would be no where near where it is today.

While nearly every city's group rides deteriorate and degrade into futile hammer fests, Team Florida rides under Dan and Rebecca's guidance have provided structure and backbone to the training of students as well as willing residents of our little town. This framework has led to a cycling community that is a cut above those of cities many times Gainesville's size. Undeniably, Team Florida achieved new levels in the SECCC with almost

uninterrupted conference titles and numerous national championships under Dan and Rebecca's counsel.

Dan's legendary Cemetery Time Trial hosted literally hundreds of participants ranging from entry level riders on mountain bikes to national level roadies. Many of us learned how to suffer thanks to Dan's seasonal race of truth. Similarly, Dan and Rebecca's popular Bring it On! practice races have been countless people's initiation to the world of bicycle racing. Who would have guessed that summer sausage primes and Swiss cake roll prizes would draw a surprising number of national champions, more than one world champion as well as a good handful professional racers over the years?

Semi-annual pilgrimages to the velodromes in Atlanta and Ft. Lauderdale organized by Dan served up a new flavor of our great sport to scores of people brave enough to expand their cycling horizons. Dan's extensive knowledge of track racing, unwavering patience and instruction and genuine passion and excitement for this discipline led to many nights of

track racing where Gainesville riders (who endured 5 hours of driving) outnumbered the local racers of these large metropolitan cities who are lucky enough to have the banked ovals in their back yards.

Dan single-handedly kept alive the fading annual spring time Battle of Olustee ride. Attracting riders from all over the state to ride our roads and inviting them to try and best our best, this notorious 115 mile ride took riders from the University Holiday Inn out of town nearly up to the Georgia state line and back—usually with numbers of riders that rival many organized centuries. Dan would naturally provide maps of the route to the lionhearted bicycle wielding soldiers before leading them into battle.

New opportunities and bright futures of our cycling savants have taken them to a new chapter in their lives. The Gainesville cycling community has suffered a significant loss with their departure and we will miss them dearly.

Best of luck, Dan and Rebecca. We hope to see you back in a few years.

Rebecca Larson National Champ

from various web sources

In the Women's Division I Road Race, Rebecca Larson (University of Florida) added another title to her résumé by outkicking the remainder of the 83-rider field at the line in the field sprint finish. Larson, fresh off a six-week trip to Europe as part of USA Cycling's Women's National Team program where she competed in several World Cup and elite-level international races, captured a win in the criterium in 2006.

"I'm a little tired, I've been on the road a lot in Europe with the national team," Larson explained after her win.

"I'm tired, but collegiate racing is such a good thing and I love supporting it and I have a really great collegiate team."

To win the overall title, Larson beat Erica Allar (Penn State University) by just two points, 253-251, after winning the road race and placing fifth in the criterium. Last year's criterium winner, Larson hoped to defend her title, but rode conservatively in order to protect her lead in the overall standings.

"Of course I wanted to win the criterium, but the omnium was pretty important to me so I kind of rode it like

a points race," explained Larson of her tactics on Sunday. "I didn't feel great for the final sprint, but getting fifth was enough. Overall, it was a great weekend."

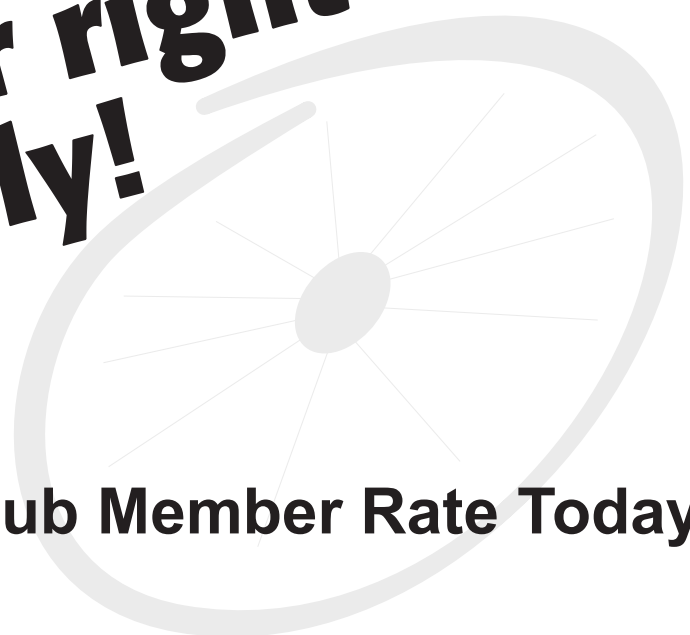
Her efforts helped put the University of Florida in sixth place overall in Division I, with the top placement for a Southeastern Collegiate Cycling Conference (SCCC) team. Arch SECCC rival Lees McRae finished in seventh place, with Georgia a distant 29th place.

Earth Day Picnic

Photos by Rob Wilt & Roger Pierce



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Ads in GIF or TIFF format
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Adopt-A-Road

Roger Pierce Reporting

Thanks to our May crew members: John Devlin, George Edwards, Robert Fisher, Gary & Judy Greenberg, Dennis Guttman, Thomas Idoyaga, and John & Nancy Mohme. And of course our Crew Chief, Diann Dimitri.

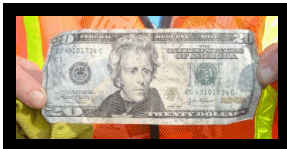
This may have been our last cleanup of Angle Road – we are checking into moving our area to Millhopper Road. Being closer in, we'll save gas, and it is more intensively used by bicyclists.



John & Nancy Mohme



Gary & Dennis



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Robert Fisher & John Devlin

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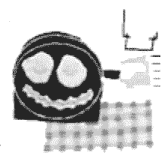
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