

The Gainesville Cyclist

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

October 2007

HAPPENINGS

September 30 (Sun)

Adopt-A-Road Cleanup

Our FIRST cleanup on our new road, Millhopper Road. Meet at 4 pm to get organized for a 4:15 pm sharp deployment. See page 10 for parking directions. Please don't be late; it's hard to get you supplied and assigned after we have started. We need about 14 people for an optimal crew. Please RSVP to diann@piercepages.com or call Diann at 378-7063. FIRST COME FIRST SERVED – we expect to fill up! The club will help pay for dinner after the cleanup.

October 6 (Sat)

Standard Club Ride Meeting Time Now 9 AM

Check GCCMail ride announcements to ensure your group is using the standard time

October 7 (Sun)

Holy Roller Sunday

Hosted by the United Church of Gainesville. See full details on page 5.

October 20 (Sat)

Saturn Santa Fe Century

Registration starts Friday at 6 pm at the North West Boys and Girls Club. Registration and breakfast open at 6:30 am Saturday at the North West Boys and Girls Club.



October 21 (Sun)

Horse Farm Hundred

Register at the Santa Fe Century, or at Lofton High School starting by 7:30 am or at Flemington Community Park (for the Horse Farm Tours).



October 27 (Sat)

Jersey Order Deadline

Club jersey orders must be RECEIVED at club HQ to make the order by this date. If you get it in the mail *IN GAINESVILLE* on Thursday, or maybe Friday, it should make it OK. Hand deliveries can be made on Saturday. See page 9 for details.

November 4 (Sun)

Eastern Standard Time Returns

Fall back, set your clocks back one hour, gain an hour of sleep. If you fail to do so, you'll be way early for your ride!

November 18 (Sun)

Team Florida Ride-A-Thon

This is Team Florida's main fundraiser. Team members are encouraged to get at least five people to sponsor them. Email Kristin Donahue at kristinl@ufl.edu (that's an L before @) if you would like to sponsor a rider.

December 15 (Sat)

Holiday Party

Put it on your calendar! We're planning a new, downtown venue. Details in the next newsletter.



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GCC Web Page

gainesvillecyclingclub.org
gainesvillecc.org
gccfla.org

We welcome Gary Kirkland as our new GCC Rider columnist in this issue. Gary works for LifeSouth Community Blood Centers, and was formerly with the Gainesville Sun, writing the University & Main column.

Don't be shy about submitting an article! I had to dig into the goody bag to fill up this newsletter. See the deadlines on page 11.



Gainesville Cycling Festival

Roger Pierce, Director

As you receive this newsletter, we are only about three weeks away from the Gainesville Cycling Festival!

A lot of work remains to be done to be fully prepared.

We still have plenty of openings for volunteers. Check out the web site (Members Area, Festival Volunteers) to see what is available, and give me a call at 378-7063 if you can help.

Areas of particular concern are persons to place signs on the course the morning of each event, SAG drivers, and rest stop staff.

Congratulations to T-Shirt contest winners John Stokes (Santa Fe Century) and Jeff Dofing (Horse Farm Hundred).

Volunteers, don't forget to send in your Entry Certificate by October 9 so that we can order you a t-shirt (and sign you up for a ride if that fits with your weekend).

The Saturn Santa Fe Century (and the Gainesville Cycling Festival) is 15 years old this year. Let's all pull together and make the 27th Edition of the Horse Farm Hundred the best ever!



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President's Letter

I would like to thank everyone who has volunteered to help with this years Cycling Festival. This event has grown into one of the major rides on the Florida Cycling Calendar. Such an undertaking would not be possible without your support. We still can use help and those of you that may wish to volunteer can do so by contacting Roger Pierce at 378-7063. Before calling, check out what is needed on the GCC web site (<http://gccfila.org/>).

Preparation for the festival has evolved into a near round event and for the first time we have created a position on the Board of Directors for the Gainesville Cycling Festival Aid Director. Gary Greenberg is the first person the fill that board position. He, along with Roger Pierce, Chandler Otis, and Richard Ritari have taken the lead roles to make this years event the best ever. Your additional support can help fill out the numerous positions needed for the festival.

I would like to ask riders to be aware of all Florida cycling laws (which can be found on the club's web site under the "Club Information" menu on the left hand side of the screen) and strictly abide by them. Especially with the large groups that will be on the road it is easy to stray too far from the right side of the road or bike lane and cause an inadvertent clash with a motorist or another cyclist. Remember, helmets are mandatory and mirrors recommended on all GCC rides.

Let's strive to make this Festival the safest as well as the most enjoyable one on record.

I hope to see you on the road...

Bob Newman 



2008 Club Jersey Order To Be Placed in October See Page 9 For Full Details

28th Annual

Horrible Hundred

Sunday November 18, 2007

37, 72 and 102 miles along quite rural roads in Lake County. The century course includes ALL of Central Florida's "mountains".

www.horrible-hundred.com

Fruit and bagels available before the ride. Hot dogs and soft drinks at the finish. Registration before Nov. 5th (\$20) includes a t-shirt. Day of: \$30. Online registration available

Google Earth tells me it must have been Nogent le Roi, only 60 Km into the 1200 Km, 90-hour ride. I was lucky. It was rainy, cold and windy, but my puncture occurred in a town big enough to have a gas station with sheltered pumps and street lights. I could get out of the downpour, fish around in my panniers for my glasses, and find the tiny piece of flint that had wormed its way through my rear tire into the soft flesh of the tube.

It had been an inauspicious beginning. As a recumbent rider, I took the 9PM start with the vélos spéciales that included tandems and other strange human-powered vehicles. Late to the start, I had to rudely push my way past the conventional bikes that would start in waves starting a half hour later.

Because it was cold and blustery, I wanted to change into my tights. But, queued up with a couple hundred other cyclists and observed by a thousand or so spectators, modesty kept me in shorts for the departure. A last-minute search for water had come up empty. I wasn't too worried, because I knew I'd find impromptu feed stations set up at many of the small villages we'd soon encounter.

I had decided to do the ride "Kent Peterson style" and eschew the use of strategically-placed drop bags -- stashes of clothes and other supplies delivered by truck to key controls along the route. I carried three changes of clothes along with a Z-rest® foam mat and an emergency bivy bag for sleeping.

I carried enough food to skip the Mortagne au Perche controle ravitaillement (optional feed station) at 140 Km. I did stop long enough to put on nearly every stitch of clothes I had. The realization I'd be wearing these same clothes for the next four days wasn't appealing, but the cold left little choice.

There was another nagging problem: I had no brakes! Despite my efforts to pack the bike for shipment as

checked luggage, the rear disk rotor had been slightly warped in transit. I had located a replacement, but the mechanic at Mondovelo insisted he could fix the bent one, and for a PBP rider, there would be no charge.

In retrospect, he must have simply opened the calipers slightly. The brakes were effective enough to stop the wheel in his work stand, but as I descended in the dark, applying the rear brake had essentially no effect. I could only just keep from accelerating into the unknown by continuously applying my front.



On a recumbent no one passes you on the way down, and you can often coast halfway up the next hill. But with insufficient braking to slow me through a sharp curve or stop me at a stop sign, fear of extreme death kept my speed in check. The wind and the rain and the dark and the cold discouraged me from attempting a repair. The arrival of daylight helped a bit. I could usually see well enough to let 'er rip. But it was still raining, and I resolved to fix the brake just as soon as the sun came out.

It never did.

I limped all the way to Loudeac (450 Km) using only the front brakes. Loudeac is a very popular place to try to catch a few hours of sleep, and you must be very lucky to find an available bed in the dortoir (dormitory), so I had planned to go 75 Km further to Carhaix to sleep. Despite leaving an hour earlier than in 2003, I arrived in Loudeac an hour later. I couldn't reach Carhaix until nearly dawn, and that would waste precious daylight. I unfolded my Z-rest in the back of the Loudeac drop-bag truck which sheltered me from the wind. Still in wet clothes, I climbed into my bivy bag and slept a couple of hours. I arose

before dawn and set off for Carhaix.

At least it was daylight when the front brake finally wore down to bare metal; it made an awful grinding noise if applied more than lightly. I could defer my repairs no longer. After making some adjustments, the rear brake dragged a little, but it would hold speed on the descents. With front and rear reversing roles, I made it to Brest and back through Carhaix, Loudeac and Tintineac before the rear pads wore out. Anticipating the failure, I had asked the mechanics at each control if they had replacements. "At the shop, but not here," was the universal response.

After traversing the relatively flat stretch to the Fougeres control without brakes, the mechanic there sent someone back to the shop to fetch new pads. After eating, I returned to find my bike with working rear brakes. The mechanic was overwhelmed with wet-related failures: brakes that wouldn't stop, and derailleurs so full of grit they wouldn't shift. As he hurriedly freed my bike from his jury-rigged work stand, he bent the shifter, and reduced me to just 9 of my 27 speeds. I bent the shifter back as best I could and managed to recover 9 more speeds. I would finish the ride with a temperamental drive train that sometimes granted me only 8 speeds but occasionally blessed me with the full complement of 27.

Other than Loudeac, I had napped only another hour and a half on a gymnasium floor at a secret control outside Tintineac. After a seemingly interminable nighttime leg approaching, Mortagne au Perche, I managed another hour and a half in a real cot in the official dortoir. I had brought earplugs to suppress the sound of snoring. There was plenty of snoring, but the earplugs stayed in the pannier; they were completely unnecessary.

At the penultimate control, Dreux, 70 Km from the finish, the sun threatened to peek through the clouds. My card was stamped "09:32". I looked back at the first stamp: "21H00 Start", it said.

Numbed from lack of sleep and

smelling like a sewer, I struggled to calculate how long I had to finish: "21H is 11PM. I have 90 hours. 96 hours is four whole days. Four whole days would be 11 this evening. Six hours less is 5PM. I have time for a shower!"

Les douches were unisex, and the



dressing rooms were open to the control. My earlier modesty somehow evaporated. I undressed, marched into the shower, and spent at least 30 minutes repeatedly pressing a valve which metered out 30 seconds of hot water as a reward for each press. I dressed in my one remaining pair of shorts and dry shirt, packed my wet clothes into a plastic bag that surely was legally required to display a "toxic waste" warning, and ate a wonderful meal.

Back on the road by noon, I soon encountered Garry Broad, another recumbent rider from London. He bemoaned the fact he was running out of time. "Nonsense," I insisted. "We have until 5PM. We can take it easy and just cruise in."

Garry convinced me my calculations were wrong, and that we had only three hours for the final 70 Km. The approach to the finish was pretty flat, so it was still doable, but at a less leisurely pace. I left Garry with the promise I'd be there to catch his bike so he could proceed directly to the finish workers with his card.

No one passed me on the final 70 Km. Several people tried to hang on, but none succeeded. With 30 Km to go, I passed two Dutch recumbent riders. One had a GPS and assured me we would easily reach the finish on time. In fact, if we kept our current pace, we'd have at least ten minutes to spare. He didn't take into account the traffic lights!

I hurried on in hopes of a little greater margin in case I had a flat. Stopped at a light, a rider behind

commanded, "Allez!" Like an idiot, I allezed into the intersection, right into the path of a speeding Mercedes. I could only listen to the chirp-chirp action of the antilock computer as it brought the car to a stop fifteen feet before it hit me. Mercedes have very good brakes.

I got to the finish, parked my bike and entered the control queue with fifteen minutes to spare. Twenty minutes later, I reached the head of the queue and tried in my best French to confirm that I was arrivée and not abandonée at five minutes late. They tried to reassure me, but they were only lowly control workers; what did they know? Poor Garry lumbered in right at 3:00, but I wasn't there to catch his bike. He joined the queue and got his card stamped 20 minutes later.

I suspect we all were arrivée. It was reportedly the worst weather in 50 years. Over 30 percent of the riders abandoned en route. I'm guessing if you managed to collect all the control stamps and arrived within an hour or two of the cutoff you'll get your finishing medal.

Official results will be posted September 30. We'll all know then.



A Two-wheel Sunday at United Church of Gainesville

It's a twist on the League of American Bicyclists' Bike to Work event, only this will be on a Sunday.

On Oct. 7 the United Church of Gainesville, 1624 NW 5th Ave., will host what it's calling "Holy Roller Day" where members are encouraged to ride their bikes, car pool or walk to church as part of the church's overall effort to encourage going greener.

The church already has a bike-friendly relaxed dress code, and on most Sundays the bike racks are well filled. On this Sunday one section of the parking lot will be set aside just for bikes and patrolled for security. The day was also chosen as a day to encourage members and visitors to try bike commuting, with Sunday morning being a time when motorized traffic is the lightest and more conducive to those wanting to gain some experience sharing the road.

Gary Kirkland will be leading a ride for beginners on the Gainesville Hawthorne Trail that afternoon.

Church service begins at 9:30 a.m. and at 11 a.m., photographer **John Moran**, and Bike Florida President **Linda Crider** will lead a photo-filled seminar on Florida's bike trails. For more information call (352) 378-3500 or e-mail, info@ucgainesville.org.

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KERRY DUGGAN

611 N. Main Street
Gainesville, FL 32601



Fisher finds fun on the way to work

Robert Fisher may get some teasing that his road bike is worth more than the '94 Geo Prism that's parked in his driveway, but it is certainly appropriate, since he rolls nearly twice as many miles every year by bike than he does by car.

Fisher, 49, came to Gainesville five years ago from Philadelphia to take a job at the University of Florida's McKnight Brain Institute, where he works on the Regeneration Project. He candidly admits it was a job that brought him here, and the cycling was a big bonus.

In the 1980s Fisher began bike commuting to work, learning his lessons on the streets of Boston, Chicago and Philadelphia.

Bike Commuting Tips

1. Plan ahead: Locate a suitable commuting route.
2. Ride defensively: Use lightly traveled roads and, if possible, commute during non-peak hours.
3. Ride Safely: Wear a helmet and use head and tail lights at night.
4. Obey traffic rules.

"It takes a lot of snow to stop me," he says with a grin. "I learned the hard way that skinny tires and ice don't match."

He's yet to encounter either snow or ice in his 6.5 mile commute to campus from his home in Southwest Gainesville.

"I commute throughout the year, it doesn't matter how hot it is, how humid, the weather doesn't stop me," he says.

Fisher recently joined the Gainesville Bicycle/Pedestrian Advisory Board. He says in working with the Gainesville Cycling Club he hopes to promote bike commuting and is planning a survey to see just how

many members use their bikes for commuting, and he'll also gather information on what it might take to get more members to give it a try.

Fisher says environmental reasons are his prime motivator for opting for a bike over a car, seeing it as a way to reduce his "personal carbon footprint." He calculates he puts about 3,000 miles per year on his car, 7,000 on his bikes. There's a side benefit as well.

"It has a therapeutic quality, it's very relaxing after a long day," he says.

He adds there's a fitness component as well. The daily commutes keep him tuned up for a longer mid-week group ride and one or two group rides on the weekend.

It's also fun. At 5'10" and 135 pounds, he says he's made for hills and likes them, and he enjoys riding long distance. And in the winter he hits the trails on a mountain bike.

He says his job has flexible hours, so he can often avoid the rush hour traffic, but when he does find himself riding when motorists are caught in the morning or afternoon gridlock, his 18 to 22 mph pedal-powered pace gets him where he's going faster than those relying on horsepower.

Heading to campus he carries his work clothes in a bike messenger bag, which is loaded down with more food than clothing.

"Riding takes lots of energy," he says.

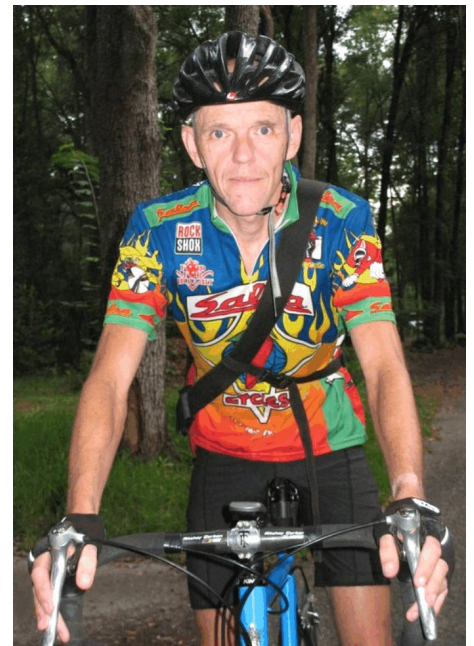
A helmet light and a tail light on the bag help him see and be seen.

"I try to ride as if I was a motorist," he says.

Those lessons learned over the years also come into play when he arrives at work, and also adds to his morning workout.

He doesn't rely on a bike lock for security; he hoists his bike onto his shoulder and climbs the steps to his fourth-floor office.

"I'm lucky to have an office," he says.



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October 7 (Sun)
Inverness FL

Rails to Trails 13th Annual Bike Ride

You can ride as little or as much as you like on the Withlacoochee State Trail during this fun ride. Registration from 7:00 a.m. to 9:00 a.m. at the North Apopka Trailhead in Inverness. The railroad-converted asphalt trail is 46 miles long and enthusiastic riders may ride 100 miles by including the 8 mile loop at the north end. Five SAG stops provided. Most of the trail is level with light rolling hills and wildlife can be seen. A continental breakfast and a lite lunch are included in the cost of the ride. Pre-registered riders are eligible for door prizes (two \$500 bicycles are included in the prizes) and a theme t-shirt. Applications must be postmarked by September 21, 2007 to be considered pre-registered and the cost is \$15.00 through that date. After September 21, 2007, the cost is \$20.00 and a t-shirt is not guaranteed. Application can be downloaded from web site. No on-line registration. Rails to Trails of the Withlacoochee, P.O. Box 807, Inverness, FL 34451. (352) 527-3263 (Al)

Email: octbikeride@earthlink.net
WWW: <http://railstotrailsonline.com/>

October 12-14
Mt Dora FL

Mount Dora Bicycle Festival

33rd Annual. This year's event will have two days of supported rides and Friday will be a "day on your own" to ride, enjoy the other activities of the area or check out the vendor area which will be set up on Friday. Sponsored by the Mount Dora Chamber of Commerce, P. O. Box 196, Mount Dora, FL 32757. Phone (352)383-2165.

Email: chamber@mountdora.com
WWW: <http://www.mountdora.com/bikefest/index.php>

October 26-28
White Springs FL

Fat-Tire Festival

At Stephen Foster State Park Camping, meals, T-shirt. All skill levels, ride Guides and Sweeps. Sponsored by the Suwannee Bicycle Association, PO Box 247, White

Springs, FL 32096.
Email: bikesba@aol.com
WWW: <http://www.suwanneebike.org/>

October 28 (Sun)
Cocoa FL

The 19th Annual Intracoastal Waterway Century

Cocoa Village, 100/63/28/14 miles. Registration opens on Saturday, Oct 27, 2007 from 12:00 noon to 5:00 pm at the Cocoa Village Civic Center on Delannoy Ave in Cocoa Village. Day of ride registration opens at 6:00 am at the same location on Oct 28, 2007. Mass start at 8:00 am for the 100/63 mile, followed by the 28/14 mile riders. Riders will pass through the Kennedy Space Center going near Space Port USA. You'll ride quiet tree-lined roads along the Indian River and ride down historic River Road lined with turn-of-the-century estates along the beautiful Intracoastal Waterway. The \$35 registration fee includes 5 rest stops with plenty to eat and drink, roving SAG support, an after ride meal, t-shirt, and a well-marked route. Weekend of the ride registration is \$40 and t-shirt is not guaranteed. Contact Herb Jordan, 321.961.8863.

Email: tennistoad@prodigy.net
WWW: <http://www.spacecoastfreewheelers.com/>

November 3 (Sat)
Miccosukee FL

24th Annual Spaghetti 100 Road/Off-Road Century

For registration, directions, and ride information please visit the Capital City Cyclists Website (below).

WWW: <http://www.cccyclists.org/>

November 4 (Sun)
Bradenton/Sarasota FL

Gulf Coast Cycle Fest

Choose 15, 31, 62, or 100 mile route options. Each pre-registered participant will get a Polar Insulated water bottle. Additional water bottles will be distributed on event day until they run out. Sponsored by Sarasota-Manatee Bicycle Club, Box 15053, Sarasota, Florida 34277-1053.

Email: kchenderson@verizon.net
Web Site: <http://www.smbc.us/>

November 9-11
Lithia FL

Alafia Fat Tire Festival

Alafia River State Park, South of Brandon, FL. With unique topography that offers some of the most radical elevation changes in Florida, the Alafia trails are the most challenging in our riding area. The 'Moonscape' and 'Gatorback' were specifically designed for advanced level riders. The less technical 'Bridges', 'North Creek', and 'Rock Garden' provide a real adventure for any experienced cyclist. For new riders, there is 'Sand Pine', and 'River Loop' plus all the 2-track. Boyette's trails are forgiving enough for newer riders while still offering an exciting ride for more experienced cyclists. We have increased the amount of intermediate trail since last year's event. The diversity of single-track, technical berm sections, and hilly meadow riding will make for a fun day. Guided rides will be offered at both locations on Saturday. 813-689-5109.

WWW: <http://www.swampclub.org/alafiafft.htm>
Email: julianne@SWAMPclub.org

November 18 (Sun)
Dunedin FL

Diabetes Challenge - 11th Annual

100K - 8 AM, 50K - 8:30 AM, 25K - 9 AM, Family Ride - 9 AM. Brought to you by Suncoast Cycling Club and Frenchy's Restaurants to benefit the American Diabetes Association. It's time to Gear Up, Ride Hard, Save Lives! Fundraising is not required but encouraged and brings opportunities to earn great incentives; a commemorative jersey or be top fundraiser and earn a new Orbea! Rider Amenities: Pre & post ride meals, mechanical sag support and well stocked rest stops. Well-marked, safe routes that skirt the Gulf and promise a great day and fun event.

Email: dcinfo@diabeteschallenge.com
Email (American Diabetes or fundraising questions): gberry@diabetes.org
WWW: <http://www.diabeteschallenge.com/>

Many more rides at:

<http://www.floridabicycle.org/fbtc/>

Jersey Order Going In!

We are planning on placing a jersey order at the end of October for delivery just after Christmas.

To place an order, go to the GCC web site (<http://gccfla.org/>) to select the items that you want. Print out the order form and mail it in with your check.

We must have your order by October 27 (in our hands) to get what you want produced. While we will be purchasing some stock, it will cost more for you to buy from stock, and we may not have what you want.

To ensure your order is at Club HQ by the 27th, it should be in the mailbox by Thursday, Oct 25, if you are in Gainesville, earlier if you live out of town.

We will have a fit kit available starting around Oct 12 through Oct 24. It will be available at Gainesville Cycling Festival Registration at the Northwest Boys Club and Lofton High School, and otherwise at the Bike Route.

Scott Erker is serving as Jersey Manager for this order.

ITEMS AND PRICES

Jersey	\$39 (retail \$60)
Long Sleeve Jersey	\$69 (retail \$70)
Shorts	\$46 (retail \$60)
Tri Shorts	\$41 (retail \$50)
Wind Vest	\$33 (retail \$55)
Wind Jacket	\$66 (retail \$70)
Thermal Jacket	\$87 (retail \$125)
Arm Warmers	\$20 (retail \$30)

Prices include Florida 6.25% sales tax. Pick up at Bike Route (shipping is \$6 extra). See the web site for options (some are additional cost).



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Hughes is director of the UltraMarathon Cycling Association. For more information on training, nutrition and equipment for endurance cyclists go to <http://www.ultracycling.com>. Copyright 2006 by the UMCA.

You've just gotten the club calendar. You rode your first century last year and you are excited about all the longer rides the club is putting on.

And your best friend is organizing a monthly time trial series and wants you to participate.

And your spouse really wants to take a weeklong bike tour.

Ahh, the joys of the new season. All these events! Like a kid in a candy store the cyclist's eyes light up in anticipation.

How Much Candy?

Imagine two kids in the candy store. One snuck away from his parents and is there for the first time. He buys a pound of treats, goes out to the curb and starts to eat. The second lad has been going there every week and buying more and more candy. This week he also buys a pound, goes out to the curb and starts enjoying his sweets. After half an hour, the first boy will certainly have indigestion; his eyes were bigger than his stomach. The second boy may be a little full, but since he's "trained up" he might be able to eat all that candy at a sitting.

Often when a rider first looks at the events calendar he or she wants to do lots of events. The cyclist feels like he or she didn't ride that much last year. And it's early in the season so the rider resolves to do more events this year. That, of course, will take more training so the rider decides to try for 2,000 miles this year instead of 1,000 like last year. Better stock up on Pepto-Bismol, because this will lead to cycling indigestion - overuse injuries, colds, burnout, etc.

Realistically a rider can increase total volume by 10-15% from year to year.

Which Candy?

Our first boy is an experienced candy connoisseur - after weeks of trying different sweets, he's picked the ones he likes most for his weekly binge on the curb. To the second lad they all look good so he gets one of everything.

Experienced athletes are selective-which events are really important? Even Lance Armstrong prioritized his races as building blocks towards the season's main goal. Joe Friel recommends labeling each event in your schedule A, B or C.

An "A" event is one of the highlights of the season, an event for which you want to peak so that you can have your best ride. Perhaps the tour with your spouse?

A "B" event is one where you'd like to do well, although you aren't trying for a personal best. Maybe the longer club rides?

And a "C" event is one that you're doing for training, with no expectations about results. Your friend's time trials?

To Friel's schema I add "F" events - no, those aren't failures - those are ones you're doing just for fun! A chance to try out a different type of event, or ride in a different area. Going mountain biking with your son or daughter!

As you categorize each event remember that the fewer "A" events you have, the more likely you are to really peak for each and have a ride to remember - positively.

And, of course, the more "F" rides you have, the more smiles on your face.

Training takes several years of build-up to reach a point where you can handle relatively high volume. Riding longer or harder events is taxing so you need a balance between harder and easier events. If you remember these simple principles, despite what your Mom said, you can learn to eat way too much candy in a year!

MILLHOPPER ROAD!

After many, many years cleaning up Angle Road near Micanopy, we have switched our cleanup location to the end of Millhopper Road, a road more heavily used by local cyclists, and somewhat closer in and easier to get to.

As a result, we expect to have to beat you all off with a stick when we announce a cleanup! There are 184 club members who indicated on their membership form that they would like to help out, but we can only use 15 at a time! So when the announcement comes out, make sure that you get your email or phone call into Diann right away to ensure that you get a slot!

The club will help finance a dinner at a local restaurant after the cleanup for those that have signed up and done the work. We can do this for up to the 15 people we need to do the job.

We now have four Wonder Wheeler beach carts to use in picking up the trash, and a couple of pick sticks to go with each cart. We deploy a pusher and two pickers with each cart, and work a team on each side of the road from both ends of our area towards the middle. When we all come together, we're done!

Since we've never done this road before, we're working out the best way to park. Let's try parking in the middle of our area (just under a mile past I-75). There are a couple of side roads there, and we can park on one of those, or along Millhopper. We'll then ferry crews to either end to get started.

The first cleanup has already been announced via email (September 30, 4 pm). Check your GCCMail to ensure it is not already full before calling.



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The Gainesville Cyclist is published bi-monthly with cover dates of even-numbered months. All submissions are welcome. Classified ads will be run free-of-charge for club members; email or mail to the editor. Ads are \$20 for a standard size ad, \$40 for a quarter page ad, and \$80 for a half page ad. A one year (six issue) subscription for standard size ads is \$100.

AD GRAPHICS

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DECEMBER DEADLINES

Ad copy needing setup work
November 12
Articles and classifieds
November 19
Ads in GIF or TIFF format
November 21

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Repairs on Bags and Saddles

by Rick D. Browning

A few months ago I put out a general request for help finding places that could resuscitate bags with worn out zippers, etc and saddles w/ripped leather, etc. A few of you asked me to share the results, so here it is:

The winner in the replace zipper category is Ruth - an employee at Brasington's here in G'ville. She runs her own little repair biz on the side and did a great job bringing my 35 year old panniers (Eclipse - remember them?) back for another trip or two. You can contact Ruth through Brasington's.

Runner up suggestions in the zipper category included:

- L & S auto trim - G'ville
- the Tack Shack near the airport in Ocala
- Boy's Upholstery behind Sonny's Bar-B-Q
- Modern Shoe Repair, on North Main, might be able to handle the sewing, if you have a zipper

The jury is still out on saddle repair, but these are the nominees:

- **Recycled Saddles** - <http://members.aol.com/mudmash/rss.html> (note that this service, while cool that it exists, only does lycra cover replacement - they don't repair leather, but instead get rid of

it and replace with lycra).

- Try the guy on University who does custom shoes and leather, Alligator Shoe Repair
- Dan at mr bicycle1@yahoo.com here in G'ville may be able to do some repairs as well.

Hope this helps some of you reduce, reuse, recycle rather than just chucking that big dollar Selle Italia saddle or Kirtland bag in the dumpster.



The McIntosh Grocery is closed. The closest replacement is the BP station at the end of Dungarvin Road on US 441.

BUSINESS SPONSORS

These businesses provide discounts to club members who present their yellow membership card or the back page of their newsletter (with expiration date):

Bike Route	15%	(386)462-5250	N US 441 (10100 NW 13th Street)
Bikes & More	10%	373-6574	2113 NW 6 th Avenue
Chain Reaction	20%	373-4052	1630 West University Avenue
Gator Cycle	10%	373-3962	3321 SW Archer Road
Mr Goodbike	10%	336-5100	425 NW 13 th Street
Pedalers Pub & Grille	10%	http://www.pedalerspubandgrille.com/gcc	(Exotic cycling tours)
Recycled Bicycles	10%	372-4890	805 West University Avenue
Spin Cycle	22%	373-3355	425 West University Avenue

Some restrictions apply, ask for details at the store.



Gainesville Cycling Club

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OCTOBER 2007 ISSUE Mailing label with expiration date identifies current member.

2008 Gainesville Cycling Festival - 18-19 Oct - Santa Fe Century - Horse Farm Hundred

Welcome New Members!

Royce Adams	Gainesville FL	Ray Holzworth	Gainesville FL
Jennifer Alderman	Gainesville FL	Edward Hutchinson	Gainesville FL
Alison Bawden	Gainesville FL	Marilyn Hutchinson	Gainesville FL
Ulrich Bernier	Gainesville FL	T J Joyner	Gainesville FL
Becky Burleigh	Gainesville FL	Todd Loeffler	Gainesville FL
Krishna Cole	Gainesville FL	Sean Matthews	Gainesville FL
Don Collier	Gainesville FL	Maghan McDowell	Gainesville FL
Pat Collier	Gainesville FL	Gary Morgan	Gainesville FL
Michael De La Rosa	Gainesville FL	Elise Owens	Gainesville FL
Jennifer Figueroa	Gainesville FL	Kenny Patterson	Gainesville FL
Eric Florio	Gainesville FL	Cindy Richardson	Gainesville FL
Erin Foerster	Gainesville FL	Dylan Richardson	Gainesville FL
Elizabeth Gama	Gainesville FL	Lee Seabrook	Gainesville FL
Erin Gardner	Gainesville FL	Christie Staudhammer	Gainesville FL
Geri Gitlin	Gainesville FL	Matthew Trager	Gainesville FL
Paul Gitlin	Gainesville FL	Jean West	Green Cove Springs FL
Meegan Harris	Gainesville FL	Brendan White	Lake City FL
Lauren Hertel	Gainesville FL	James Woodham	Chiefland FL
		Diane Ziolkowski	Gainesville FL
		Margaret Zircher	Gainesville FL