

## Happenings

### August 22 (Sat) 12<sup>th</sup> Annual Gliders Training Century 7 am

Meet at the Chevron on NW 43<sup>rd</sup> St at 53<sup>rd</sup> Ave for a 7:15 am departure for a ride over the Santa Fe Century course. Stops in High Springs, Watermelon Park, and Worthington Springs. This is a regular club ride – no SAG support. Gliders pace (average speed around 19 mph, cruise often around 21 mph). If you anticipate problems maintaining Gliders pace, print out a Santa Fe Century map from the web site. An A Ride group usually comes out and starts the ride with us, but does not do all of the rest stops.

### September 6 (Sun) 8 Hours of Labor

An individual and team endurance race sponsored by Goneriding.com and the Friends of San Felasco.

<http://www.sanfelasco.net/>

[http://goneriding.com/2009/8%20Hours%20of%20Labor/8\\_hours\\_of\\_labor.htm](http://goneriding.com/2009/8%20Hours%20of%20Labor/8_hours_of_labor.htm)

### September 7 (Mon) Labor Day Picnic and Volunteer Party

Meet at Boulware Springs at 9 am for rides departing at 9:15 am. Be back by Noon for the competition eating! Bring a side dish to complement the main course and sodas provided by the club. We'll find a place for you to help out at the Horse Farm Hundred or Santa Fe Century.

### October 4 (Sun) Adopt-A-Road Cleanup

Meet at 4 pm near the west end of Millhopper Road to get organized for a 4:15 pm sharp deployment. Please don't be late; it's hard to get you supplied and assigned after we have started. We need from 9 people for an optimal crew. Please RSVP to [diann@piercepapes.com](mailto:diann@piercepapes.com) or call Diann at 378-7063. The club will help pay for dinner after the cleanup.

### Gainesville Cycling Festival Entry Certificates

Will be mailed to you in September, if you have not already entered the Festival. You can enter by clicking on the button in the Members Area on the club web site now. GCC members get a discount on ride fees, and can order special tank top and long sleeve T-shirts, which are not available to non-members

Volunteers, please wait until your job title is displayed in the Members Area before entering. Until it is there, the entry form won't know you are a volunteer and won't give you your free goodies!

You save our volunteers work when you enter the Festival from the Club web site. Volunteers who enter this way won't even need to send in any paper if they are doing one ride and getting one t-shirt.





# From The Editor

Roger Pierce

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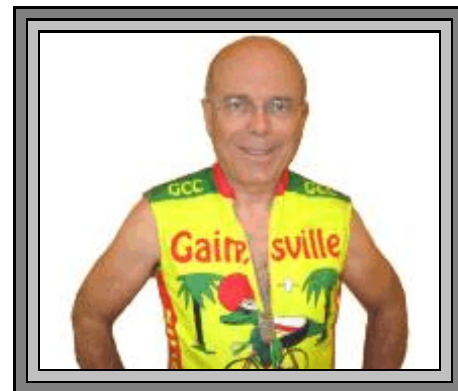
## GCC Web Page

[gainesvillecyclingclub.org](http://gainesvillecyclingclub.org)  
[gainesvillecc.org](http://gainesvillecc.org)  
<http://gccfla.org/>

I've already written a lot in this newsletter, so I don't have much else to say!


Pay close attention to the new way to sign up for the Gainesville Cycling Festival this year (Members Area).

We'll be calling volunteers throughout August to sign you up for your old slots. We have some new ones this year, so there should be plenty of opportunities for everyone who wants to do something!



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**JOHN OLIVER**  
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# President's Letter

No one has ever accused me of being the most technologically hip person around but when my wife suggested I start a Facebook account as she had done I accepted the challenge. Presto magico, I am now a hipster. Right away Facebook suggested a list of people I might want to put on my "friends" list, several of whom were GCC members (I don't think I want to know how they knew I was a GCC member). After navigating around a little bit I found a group entitled "Friends of the Gainesville Cycling Club (GCC)". There were 25 people listed as members of the group. Included in the messages on that page were references to Bike Florida and other rides. There was even a note talking about our Fanning Springs picnic. Those who may be

interested are invited to give Facebook a try. If I can do it then there are no excuses.

We are fast approaching our cycling club's signature event of the year, the Gainesville Cycling Festival. This year's festival will be held the weekend of October 24th & 25th. A major reason that the event has been so successful over the years is the time and effort put in by the many volunteers that have made it happen. Anyone wishing to help with this year's festival should take a look at page 9 of this newsletter.

My thanks to Ally Gill for making me aware of a safety hand signal that I was not aware of. If there is debris or other major problem in the bike lane, putting your hand behind you and flicking your wrist to the left (assuming you want to go to the left)

will alert the rider not only to debris in the lane but let them know that it is of such magnitude to exit the lane completely. Thanks Ally, I'm always looking for safety tips.

*Bob Newman*



## Training tip of the Month

by Herb Kieklak, CSCS  
Blue Lizard Sports Performance

### Hydration

When training in summer heat and humidity, proper hydration becomes a very important aspect of proper training. Hydration is not just drinking lots of water. Whereas, this may be ok in the winter it can be very wrong in summer. In summertime training, sweating for long periods can be a major factor in "bonking" and can lead to some nasty health problems. The problem with drinking "plain"

water is that you can actually encourage excess loss of electrolytes the more you drink. This leads to a condition called hyponatremia.

So when going out for a long ride in summer heat, remember to drink some type of electrolyte mix/sport drink. Some gel packs contain mix of carbo and electrolytes, and some don't, so be sure to check your brand. Also, drink between 16-24 oz of fluid every hour. Cold fluids will absorb faster, and carbonated beverages are absorbed slower.



## Huan's Tips

posted by Huan Dinh

Hydration is 72 hrs out, and carbo loading is 48 hrs out, so eating a ton of carbs the nite before an event is a waste of time. Ok'ed, maybe not a total waste, but probably not a good idea. :)

If your weekly milage is 100,

instead of doing two 50 mile rides, do five 20 mile rides. This will help build muscle memory.

Back to basic info here. This is about warming up and cooling down. The first and last 15 mins should be easy spin on the small gear. I

personally aren't very good to myself with the first 15 mins warmup, but most of you probably have already seen me spinning a very small gear in the last 15 mins of a ride. It really does help with recovery for the next day.

# Can I Really Do That On The Web Site? by Roger Pierce

Over the last year I've built a lot of capability into the Members Area on the Club website (<http://gccfla.org>). If you have not done so yet, you really should log into the Members Area and look around. We emailed your member number and password to you along with the announcement that this newsletter was available online. If you are getting this in the mail, your member number is also above your address on the envelope; you can get your password emailed to you from the sign on page.

If you do not have an email address listed with the club, and do not know your password, you will need to email me to get your email address into the data base; I can then email you your password.

## GROUPS

On the next page, you can read about the new Group capabilities. If you haven't signed up for the group you ride in, now is the time to do so!

You can see all of the groups that are currently active in the club by pointing to Rides and clicking on Ride Groups in the menu on the main web site.

## YOUR DATA

Virtually any of the data that the club keeps about you can be updated directly from the Members Area at any time. There is no need to wait until you renew to fix something. You can update your address, phone numbers, email addresses, organizational memberships, and volunteer preferences.

## GCCMAIL

An important capability is getting on and off of GCCMail. When you click the button and respond to the confirmation email, you can subscribe or unsubscribe your email address(es). Yes, if you really want to, you can get GCCMail both at home and at work.

Please note that simply changing your email address on the data base has no effect on your GCCMail subscription. You must click the buttons to Subscribe and Unsubscribe. Make sure that you Unsubscribe an old address BEFORE you change it.

## MEMBER DIRECTORY

If you need to get hold of another member, and do not know their email address, **please** do not send a GCCMail to the entire club asking them to contact you! Instead, go to the Members Area and look up their email address in the Member Directory. If it's not there, they are probably not on GCCMail either.

## NEWSLETTER

If you are not viewing this newsletter on your computer, you are missing all of the color. It is available in the Members Area. If you are an environmental type and don't need a hard copy, you can opt out of having one mailed to you (My Preferences block).

## RENEWAL

When you get close to time to renew, I'll send you an email so that you can produce your renewal form from the Members Area and save a dollar if you do so before we mail one out to you. That saves the club the work of producing the renewal form, and the cost of mailing it to you.

## FESTIVAL

You can sign up for the Gainesville Cycling Festival from the Members Area. If you sign up early, we won't need to spend the money to mail you an entry form in September. Volunteers please wait until your job title is displayed in the Volunteer box to get credit for a free ride and t-shirt.

## THINGS TO CHECK

Take a look at your Family Mail Name. That is what will appear on the first line of the address when we send something to you that is intended for

the whole family. Included are Membership Cards, Newsletter, renewal notices, Festival Entry Certificates. The name here could be a primary rider in the household, or could be something like "Smith Family." The most important consideration is that the postman know that it actually belongs in your mailbox; something weird might get it sent to the dead letter office.

If you live in an apartment, look at the way the apartment number is entered. Exactly what is there is what is printed in your address. It is probably a good idea to include "APT" or # in front of the number.

We use your birthdate in some verification procedures, so it is important that it be entered correctly.

## HELP ME

If something doesn't work correctly, or you see a typo or factual error, please send me an email. Just click on my name at the bottom of the web page on the main sight, or enter [roger@gccfla.org](mailto:roger@gccfla.org). I don't have a regular QC person doing testing, so I have to rely on your feedback to ensure everything is working correctly.

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## How To Start a Group

### What Is A Group?

A group is a number of persons who associate to pursue like interests. Most Gainesville Cycling Club groups are bicycle riding groups who meet on a regular basis to ride. The main purpose of the club is to facilitate rides by providing a newsletter, website, and an email list (GCCMail). Members can also find and reach each other using the club data base that is available in the Members Area.

### When Should A New Group Form?

Riding Groups are differentiated by their meeting location, meeting day and time, and by the speed at which they ride. When several people find that there is no group that starts where they want to start, or starts when they want to start, or rides in the manner they want to ride, then they should form a new group. The key here is "several people." If you are an individual who believes that it would be good to have a group that meets in Hawthorne on Wednesday mornings at 11 am for a 10 mph average speed ride, you should first find other Gainesville Cycling Club members who want to join you by posting rides on GCCMail. Once you have some participants in your rides, then form a group for them to join. To do so, click on the "Start Group" button in the MyRiding block of the Members Area.

You can also form an Interest Group, which by definition does not post rides. An interest group should hold meetings and social gatherings to pursue their interest, which should be bicycling related.

### Duties of the Group Captain

When you form a group, you become the Group Captain. You are responsible for posting the speed and distance of the group on the web site, and a writeup detailing how you ride. When persons join your group, you can have them agree to a list of safety

practices, and then approve their membership in the group. You should ensure that a regular schedule of rides is posted on GCCMail, either by you, or by your designated Ride Leaders. (For insurance purposes, club rides MUST be posted on GCCMail to be covered. That is also the only way that we can provide riding opportunities to our membership.)

### What Happens Next?

To start your group, you'll enter the name, speed, distance, and writeup for your group. Don't worry about getting this absolutely perfect the first time; you'll be able to make updates as needed. You'll also make decisions about whether members must be approved by you and whether they must agree to an agreement.

Once you have submitted the info, Scott Pfaff, the Ride Leader Coordinator, will contact you to discuss your group. If you are able to convince him that your group is viable, he will activate it and others will then be able to join. You should encourage those attending your rides to join the group.

## New Group Support in the Members Area

I've recently completed a major upgrade to the Members Area on the club web site. You can now update your membership in riding groups, and join or leave as needed. You do this in the My Riding block. When you are a member of a group, you can see who else is in the group.

One capability available to a group (when implemented by the Group Captain) is a facility to allow members to send email to the entire group. This is useful for discussing how the group is riding, general discussion, and announcing non-ride social functions. (It is important for insurance purposes that all rides be announced via GCCMail.) When implemented, the mail is composed and transmitted from the Members Area; it does not run through your email program.

The group web pages (in the Rides menu on the general web site) are now

actively generated so that the Group Captain can make updates as necessary without waiting for the Webmaster to do HTML programming.

If you want to start a new group, there is a button you can push to get the process started. New groups can be Road Groups, Off Road Groups, Trail Riding Groups, or Interest Groups. The latter category is new, and provides for groups that do not schedule rides.

There is a lot of new software that runs all of this stuff. Please let me know if you see something that is not working correctly.

## Insurance Coverage

“Official” Gainesville Cycling Club rides are covered by our insurance. This insurance will help pay for gaps in your primary health insurance coverage after a \$500 deductible is paid. Some of our members have found this very helpful after spills on club rides.

To be official, the ride must be announced to the club. This can be done in the newsletter, on the web site, or (as almost all are) on GCCMail. It is important to know that rides put on by other organizations in Gainesville are not normally announced on GCCMail, and are not official GCC rides. In particular, Hipp rides and Team VetMed rides are not GCC rides. If you arrange privately to meet with a group of your buddies for a ride, you have not formed an official GCC ride.

Generally, persons who are not GCC members are not covered when on our rides. A good reason to join the club!

While we prefer that you associate a posted ride with an established ride group, that is not a precondition for posting a ride on GCCMail. So if you're going to ride with others, go ahead and post what you are doing unless you just don't want to ride with other people. If you find that you are regularly posting rides, and the same people are showing up to ride with you, then it's time to form a Group.

**T**he Assault on Mt Mitchell (AOMM) is a ride I always have wanted to try. As a CPA my work schedule only permits riding from April 16 until late September.

For 2009 I decided to train for and attempt to finish the AOMM. The first difficulty is registering for the ride. There are actually two separate rides that occur at the same time. The first is the Ride to Marion which anyone can register for and do. I saw rider numbers higher than 2,100 during the ride so there are a lot of riders on the roads at one time. The Ride to Marion is about 70 miles of rolling roads from Spartanburg, SC to Marion, NC. To continue beyond Marion

and climb to the Blue Ridge Parkway and then begin the ascent to Mt Mitchell you must first complete the Ride to Marion in a prior year and then be fortunate enough to be able to be one of the 900 riders who are allowed to register for the AOMM which is on a first come first registered on line system. I found a way to circumvent the Ride to Marion requirement and was able to get registered for the AOMM.

My planning began in February as I started looking for a light used bike with a triple gear set up since my regular bike only has a double and at my age with all my bad joints I knew I needed a triple to even attempt the AOMM. I found a great buy on a used bike with exactly the gearing I wanted. My first training ride was on April 16th and I did the Santa Fe Century solo. It was a slow ride but I needed to get distance and time in the saddle quickly. For the next 14 days I rode on average about 40 miles a day. I tried to ride every hill I could find, varied my speed and effort to get used to the difficulty of the AOMM. I took one day off in the first 16 days of training

then returned to the bike. I rode some hard days and some easy days but always tried to include some climbing on every training ride.

In early May I and a friend traveled to Sugarloaf Mountain near Clermont which has perhaps the steepest pitch of any climb in Florida. For several hours we rode up, over and back on Sugarloaf. Many riders use this area to train and you can see some really talented bikers



spending hours looping the climb.

Many days while training I rode on my bike during the day and then rode again in the evening on a stationary bike to try and get as much distance as possible. The stationary bike gives you the opportunity to vary the resistance to try and simulate the many, many miles of climbs on the AOMM. My friend and mentor Skip Choate who is a multi time veteran of the AOMM gave me tips on the things to know, where the toughest parts of the ride are located and what to expect. We made hotel reservations in Spartanburg, South Carolina where the ride begins. The logistics of the ride are you register and receive a rider number based the time you expect to finish. Slower riders, like me, have higher numbers and start a few minutes later than the faster riders. My plan was to stop at the 47 mile mark to refuel and restock fluids at the stop which is on the top of BILLS HILL. I also planned to stop at mile 74 (Marion) and at mile 87 (entrance to the Blue Ridge Parkway) and on the final ascent as needed.

Marion is the key point in the ride.

Once you ascend from Marion to the Blue Ridge Parkway you have committed to fight to the end or be sagged to the finish. Sagging once you reach the parkway is difficult because it is a narrow 2 lane road with no shoulders. On a ride like this there is a great danger of bonking from under fueling or suffering from dehydration. It is almost impossible to train in Florida for the grades on the relentless climbs.

Grades go above 13% in places and the few descents are quick. Mt Mitchell is the highest point east of the Mississippi and the grade on parts of the climb are reputed to be close to 15%. There is one corner on a switchback that I swear must have

been 17%.

Only 3 days off the bike since April 15. Average training distance of about 40 miles per day with longer rides of 100, 75 and multiple 50 plus miles day was the best I could do. Six months of inactivity is not the way to train for the AOMM. Trying the ride for the first time when you are almost 61 years old is not a good idea.

Sunday May 17th is the day we traveled to Spartanburg. In my mind I thought I had a 1 in 4 chance of finishing. If I did finish I thought I would be among the last to finish. Weather was predicted to be cool and overcast but the variations between Spartanburg and the top of Mt Mitchell can be extreme. We checked into the hotel on Sunday and picked up our packets, rider numbers and electronic monitoring devices that record your start and ending time. As I looked at the other riders at registration I quickly realized I am too old and too out of shape to be in this event.

The ride started from Spartanburg on Monday May 18. 104.4 miles of endless

rolling and some of the toughest climbs you can imagine. I have biked the Rockies in the USA and Canada and climbed the Cascades in Oregon by bike but nothing has been as scary as the AOMM. As light first breaks at 6:30 the initial waves of riders start. I try to remember this is not a race. On a ride like this elder riders like me must resist the temptation to go out too fast and hit the wall before the toughest last 35 miles.

Right from the start the pitch is steep and surprising. The crowd of riders does not thin out until about mile 50. The scenery is beautiful and the up and down is relentless.

The miles go by slowly until the first stop at mile 47. I try to eat and hydrate often because in the cool temperature it is easy to think you are not losing fluids but you are. The electronic device affixed to your shoe registers your start time and there are 3 other electronic measurement stops during the event including the final time check at the summit of Mt. Mitchell. Skip prepared me well by describing the course. The triple crank with mountain gearing is exactly what an old flatland rider like me needed. Within the first 15 miles I see SAG wagons with victims of mechanical, psychological or physical issues

The fastest official recorded time is slightly over 5 hours for the full 104 miles. Riders with names like Hincappe and Tyler Hamilton are the sort of riders in the first group. The climb from Marion to the Blue Ridge Parkway was even harder than I imagined. The grade is well over 13% in places. In addition to the physical stress you are told that you must be within the first 750 riders of the 900 registered for the full AOMM to reach the third time check point at mile 87 or you cannot climb to the Blue Ridge Parkway and finish the ride.

There is no respite from the climbing. For the few down hills there are endless climbs. I stop at mile 90 for more fluids and for the first time I see the summit and it looks very far away and much

higher than where I am standing. A park ranger explained that we have over 2,000 feet left to climb. I know the type of pain and stress that lies ahead. Once you ascend to the Blue Ridge Parkway you bike through 2 short tunnels. I began to feel like I was part of a grand tour in France or Italy.

Once you leave the parkway at the



entrance to Mt Mitchell state park the climb becomes cruel. I start to pass people walking, people off their bikes sitting and standing by the side of the road and trucks of sagged riders going to the top. I have to stop every few miles near the end to eat and drink because it is too steep to eat, drink and pedal. There is one last rest stop at mile 102 and I know there are only 2 more miles to the end. The climb flattens out a little for a short distance then pitches up at the end. At the finish friends and family are cheering everyone on and it was good to be done. Our support vehicle with food, drink and dry clothes was a welcome sight. The views from the summit are spectacular. Endless vistas of forests and wilderness are visible and you are humbled by the luck you had to finish the ride.

After we loaded the bikes and drove back down from the summit and smelled our car brakes burning I really understood what a hard day on the bike we had just finished. I felt very sorry for all the riders still on the course walking or

slowly climbing to the summit. We saw bikers who had taken their shoes off and were walking in their socks to try and get to the finish. I have never seen such a determined group as the people who do the AOMM. The bike jerseys for the ride say "It is all uphill from here" and it really is all uphill. It seemed like 103 miles of all climbing or steep rolling terrain with 1

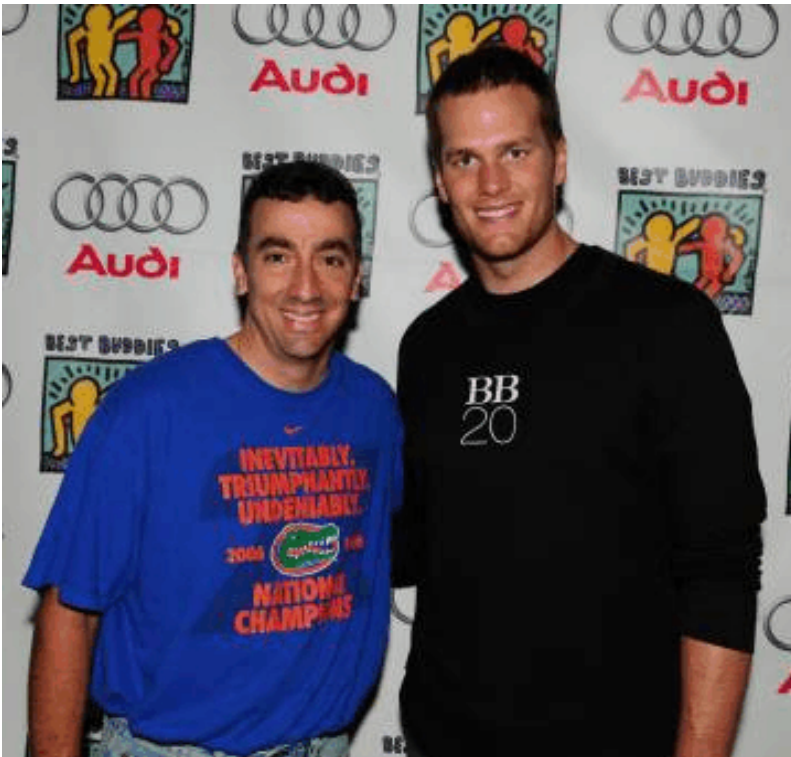
mile of descent. There are mechanics, SAG wagons, plenty of stops and lots of volunteers but it is a tough ride.

I am glad the Assault of Mt Mitchell is over for this year and I am very glad I do not have to do it again soon. I made it to the

end slowly and with a lot of help from my mentor and training partner who told me what to expect. Our support staff was terrific and made the day much easier.

If you ever decide you want to do the ride call me and I can share the insights I gained from an amazing ride. Perhaps I can inspire you like I was inspired by the stories of prior finishers like Skip Choate.

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Scott Erker participated in a fund raising event in Massachusetts in May. The tenth annual Audi Best Buddies Challenge: Hyannis Port raised funds for special needs kids. Scott thanks all those who contributed.

(If you've spent any time around Boston, you'll recognize Tom Brady in the photograph.)



Jim Funk sent this photo of a traffic jam over the Suwannee at the Memorial Day Picnic (Hart Springs).



# Gainesville Cycling Festival

## CALL FOR VOLUNTEERS

The Gainesville Cycling Festival, which incorporates the Nationwide Santa Fe Century and the Horse Farm Hundred, is coming up soon. Proceed from the Festival are used to provide a donation to the Boys and Girls Club, and to supplement GCC dues to run the club.

To successfully pull off a major two day event such as this we need a significant number of volunteers to pitch in and help. Most of those are needed on the actual weekend of the event, but there are a few jobs that will need doing in the days prior.

### How to Sign Up

All volunteers should complete a Festival Registration, but only after getting your position recorded in the data base. CALL Roger Pierce (378-7063) to get a volunteer slot BEFORE registering. When we have you in the system as a volunteer, you will get your choice of T-shirt, and those working multiple or long shifts will also be eligible to ride one of the rides for free.

You can also sign up at the Labor Day Picnic. Roger will be out of town September 8 thru 16.



### Leadership Positions

We are looking for a few persons to help in event preplanning and management. We need to fill these positions so that we can spread the workload and not overburden just a few of us. Call Roger Pierce if you can do one of these jobs.

**Facility Director.** Responsible for the Santa Fe Century and Horse Farm Hundred facilities. Sends letters and follows up with phone calls to managers of facilities to be used during the events. Arranges for payments as necessary. Orders porta potti's according to the plan. Arranges for parking support at Lofton High School.

**Equipment Director.** Responsible for the Santa Fe Century and Horse Farm Hundred equipment procurement and distribution. Develops the plan to distribute equipment to aid stops. Obtains new equipment to meet needs and replace worn/broken items. Plans for the movement of equipment from the storage area to the staging area, for clean up after the event, and for moving it back to the storage area. Procures items needed for the supplies tubs. Ensures that each stop will have needed equipment and supplies. Supervises the loading of equipment on vehicles on Friday and Saturday evening, and unloading on Saturday and Sunday evening.

**T-Shirt Manager.** Works with the t-shirt company to get the designs to them, produce, and pick up the t-shirts.

### Day of Ride Jobs

We will need people to help with four basic functions during the rides:

**REST STOPS.** Hand out food and water during the Horse Farm Hundred at Morningside Nature Center, Flemington, the lunch stop at the Roberts farm, or the trail stop, and during the Santa Fe Century at the end of Millhopper Road, in High Springs, Watermelon Park, Worthington Springs, and DeSoto Park in Hague.

**REGISTRATION.** We will be open Friday evening, Saturday morning and afternoon at the Boys Club, and Sunday morning at Lofton HS and in Flemington.

**SAG.** Drivers will be needed for both the Santa Fe and Horse Farm. We pay money for gas.

**COURSE.** We need people to put out directional signs and help paint the roads.

We'll also be looking for help to load and unload the trucks before and after the rides. Prime positions at the packet stuffing party will also be up for grabs!

**You can check on exactly which jobs are available by going to our web site and checking the Festival Volunteers page in the Members Area.**





Fanning Springs July Picnic

Photos by Roger Pierce & Craig Lee

**DARRYL J. TOMPKINS P.A.**  
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2725 SW 91<sup>st</sup> Street – Ste 160 (352) 332-9028  
[www.alligatorisland.net](http://www.alligatorisland.net)

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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**

Craig Lee 475-1825  
[craig@craigdidit.com](mailto:craig@craigdidit.com)

**OCTOBER DEADLINES**

Ad copy needing setup work  
 September 11  
 Articles and classifieds  
 September 21  
 Ads in GIF or TIFF format  
 September 23  
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**TEAM VETMED JERSEY SPONSORSHIP LEVELS 2009**

The jerseys will be manufactured by Louis Gameau. They are made from LG's Micro-Airdry fabric, with the artwork applied through a sublimation process that imbeds the ink into the fabric.



Logo space is available on the front, back, sleeves and pockets.  
 We will need your camera ready art work or logo in jpg format by August 1, 2009.

Corporate Sponsor on back or front (price determines size)	\$5,000 to \$1,000
Sleeves or pocket (price determines size)	\$750, \$500

If your business would like to sponsor the jersey and have your logo on it, contact:  
 Jo Ann Winn  
 College of Veterinary Medicine Team VetMed  
 Phone: 352-392-2213 x5013 Fax: 352-392-8351  
 Email: [winnj@vetmed.ufl.edu](mailto:winnj@vetmed.ufl.edu) <http://team.vetmed.ufl.edu/>

*By the way, you and/or your company bicyclists are welcome to ride with Team VetMed*  
*Team VetMed achieved the 1,100 mile mark October 2008*

## BUSINESS SPONSORS

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

Alligator Island Optical	10%	332-9028	2275 SW 91 <sup>st</sup> Street – Ste 160	<a href="http://www.alligatorisland.net">www.alligatorisland.net</a>
Bike Route	15%	(386)462-5250	N US 441 (10100 NW 13th Street)	<a href="http://www.bikeroute.net">www.bikeroute.net</a>
Bikes & More	10%	373-6574	2113 NW 6 <sup>th</sup> Avenue	<a href="http://www.bikesandmoregainesville.com">www.bikesandmoregainesville.com</a>
Blue Lizard	20%	246-5514		<a href="http://www.bluelizardsportsperformance.com">www.bluelizardsportsperformance.com</a>
Chain Reaction	20%	373-4052	1630 West University Avenue	<a href="http://www.chainreactionbikes.com">www.chainreactionbikes.com</a>
Gator Cycle	10%	373-3962	3321 SW Archer Road	<a href="http://gatorcycle.com/">http://gatorcycle.com/</a>
Mr Goodbike	10%	336-5100	425 NW 13 <sup>th</sup> Street	<a href="http://mrgoodbike.com/">http://mrgoodbike.com/</a>
Pedalers Pub & Grille	10%		(Exotic cycling tours)	<a href="http://www.pedalerspubandgrille.com/gcc">www.pedalerspubandgrille.com/gcc</a>
Pointy Helmet Coaching	20%	573-9481		<a href="http://www.pointyhelmetcoaching.com">www.pointyhelmetcoaching.com</a>
Recycled Bicycles	10%	372-4890	805 West University Avenue	
Spin Cycle	22%	373-3355	425 West University Avenue	<a href="http://www.spinracing.com">www.spinracing.com</a>
Super Cool Bike Shop	15%	371-2453	3460 W University Ave	<a href="http://www.supercoolbikeshop.com">www.supercoolbikeshop.com</a>

*Some restrictions apply, ask for details at the stores.*



Horse Farm



Hundred



## Welcome New Members!

Curtis Baxter  
 Catherine Berrouet  
 Jason Bowne  
 Tonya Carrigan  
 Cindy Carstens  
 Robbie Carstens  
 Michael Cason  
 Ron Chopyak  
 Andrew Chu  
 Rick Chu  
 Winston Chu  
 Sherrilene Classen  
 Robert Cooney  
 Claire Deslandes  
 Christopher Doenlen  
 Jamie Dow  
 Joe Doyle  
 Jeremy Ganora  
 Carl Reggie Hillman  
 Brian Johnson  
 Petra Johnson  
 Tim Kasper  
 Tim Kinney  
 Ralph Kubicsek  
 Lauren Lake  
 Nancy Matteson  
 Robert Matteson  
 Robert T. McBride  
 Jayson O'Mahoney  
 Jason Romine

Miramar Beach FL  
 Gainesville FL  
 Gainesville FL  
 Gainesville FL  
 Melrose FL  
 Melrose FL  
 High Springs FL  
 Reddick FL  
 Gainesville FL  
 Gainesville FL  
 Gainesville FL  
 Alachua FL  
 Hawthorne FL  
 Gainesville FL  
 Gainesville FL  
 Gainesville FL  
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 Gainesville FL  
 Winter Park FL  
 Winter Park FL  
 Gainesville FL  
 Gainesville FL  
 Gainesville FL

David Sams  
 Ricki Schopp  
 Brenda Weaver  
 Jo Weaver  
 Kelly Weaver  
 Bruce Wheeler  
 Charles Whitman

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 Gainesville FL

Are you 60 years of age or older?  
 Do you exercise regularly?  
 Do you wonder what your brain looks like?

If your answer to these questions is YES, you may qualify for a functional magnetic resonance imaging study being conducted at the University of Florida. The purpose of this study is to learn more about age differences on brain functioning.

To participate you must:

- \* Be right - handed
- \* Be a native English speaker
- \* Perform aerobic exercise regularly
- \* Be able to undergo MRI (no metal implants, pacemakers, etc)

Travel compensation will be provided to those who qualify and you will be given pictures of your brain.

If you are interested in participating, please call 352-376-1611 ext 5395