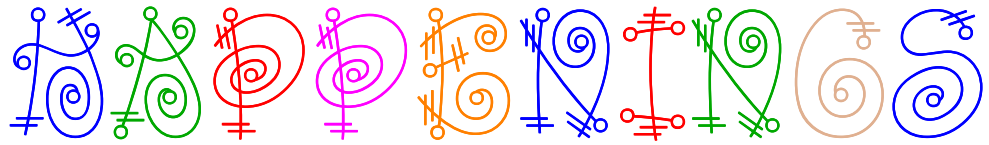


The Gainesville Cyclist

June 2009

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



June 6 (Sat)

National Trails Day Bike Ride

Ride the Nature Coast State Trail to celebrate National Trails Day. Starts at 9 am at the Old Train Depot, 419 North Main Street, Trenton, Florida (25 miles west of Gainesville on SR 26). Presented by the Florida Department of Environmental Protection Office of Greenways & Trails, celebrate "National Trails Day" with a fun, open, low-key ride on the smoothly paved Nature Coast State Trail! Ride options range from a few miles for beginners up to 64 miles for experienced cyclists. The rural landscape along the trail offers a peaceful experience for family ride groups and the historic railroad bridge that crosses the Suwannee River near Old Town is a favorite destination (about 12 miles from Trenton). Maps of the trail will be provided. Refreshments will be offered at the Depot; there are convenience stores along the trail for en route provisioning. The ride is not otherwise supported. Helmets are recommended for everyone and required by Florida law for children under 16.



June 27 (Sat) Gainesville Cycling Festival Organizational Meeting

We're looking for a few good cyclists to take a small chunk of the job of putting on the Gainesville Cycling Festival. With a few people each taking a small piece of the pie, no one gets overloaded with too much to comfortably do. If you think you can spare some time over the next few months, come on out to the meeting and we'll see if we can fit you into the equation.

The meeting will be held at 5015 NW 19th Place at 5 pm. We'll serve dinner after the meeting. To make sure that we have food for you, please RSVP to roger@gccfla.org.

July 18 (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>



From The Editor

Roger Pierce

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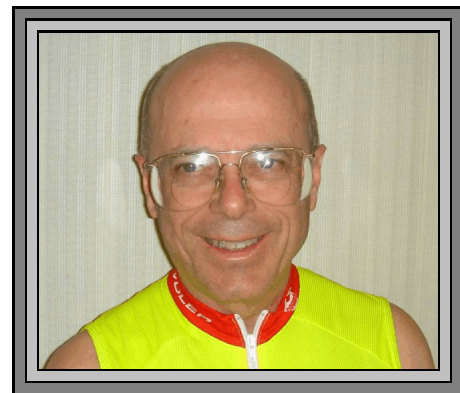
Barb Thomas

GCC Web Page


gainesvillecyclingclub.org
gainesvillecc.org
<http://gccfla.org/>

If you are viewing the newsletter online, you'll notice that there is a lot more color. Hard copy continues to be, black, white, and grey.

If you do not need to receive a printed copy in the mail, you can opt out in the Members Area on the club web site. Go to My Preferences, the opt out is the first item in Options. You can change this as often as you wish; the setting at the instant we pull the labels is the one that counts.



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President's Letter

I had this month's newsletter article almost complete but after a brush with near accident today I have decided to change my topic. Most of you are aware that I had a crash last December and broke my pelvis; over time many others have sustained much worse injuries than I. Accidents are a risk that all cyclists must accept regardless of how safe (comparatively) your riding location may be.



or, on occasion, even deliberately causing an accident. Far too many cyclists, however, are either unaware or choose to ignore the fact that actions taken by them often greatly affect whether an accident takes place or not.

In my case today a simple "on your left" would have eliminated the possibility of an accident.

While these three words should be a cyclist's best friend, they seem to be a foreign language to many of us.

We all know the basic things that promote safe cycling: don't ride in the

center of the road, use extreme caution while drafting, make trailing cyclists aware of debris, etc. The list goes on, almost all of it common courtesy. And yet some of us ride as though we are oblivious to these things.

Some accidents while riding may be inevitable, many others can be avoided with the use of a little common sense. Let's control the things we can control. Safe cycling to everyone.

Bob Newman 

Training tip of the Month

by Herb Kieklak, CSCS
Blue Lizard Sports Performance

Hill Repeats

Why: Hill Repeats are probably the most feared and yet the biggest bang for your buck in the list of cycling training tips. Not only does it do great things for your anaerobic energy system so you can crank at a higher level, but it is as close as most cyclist come to real strength training without the feared and much maligned weight lifting program. Since you are pushing your bodyweight uphill against gravity it is a true resistance strengthening program and will encourage muscle growth.

How: Find a hill that is comfortable for you to climb to the top safely. While at the bottom and beginning your ascent decide on your target RPM/cadence or speed for the climb. You can climb either standing or sitting in the saddle, as both have their respective benefits. Once you have made it to the top, return to bottom and repeat without resting in order to stimulate the anaerobic system. After 3-5 reps, you can rest and come to full recovery while at the bottom. Then repeat for

2-5 sets depending on your program goals.

NOTE: if you are unable to make your target RPM/speed after a full rest, then it is time to stop for the day.

Frequency: Once a week is great, more often if you expect to have events that require hill climbing skills or a great anaerobic capacity.





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There I was, after months of preparation starting my solo journey on the Natchez Trace Parkway, at about mile marker 10 near Natchez, Mississippi, my Surly fully-loaded, and having serious butterflies in my stomach. The emotion I was feeling threatened to derail an otherwise smooth beginning. I was finally reaching a long sought-after goal. It was cool and hazy, air heavy with humidity, green with sticky new spring leaves, road paved with reddish asphalt, and edged with wildflowers. The



four-mile ride from Natchez State Park had already been a test for me, with big downhill and lowest gear uphill. The three day journey from Gainesville to accomplish a "self-shuttle" and position my vehicle at the end of my week long bike trip had been a major accomplishment. The more than three months of twice-weekly sessions with GCC's own Herb Kieklak, and the 65 mile rides fully-loaded represented my commitment to seeing this adventure through despite the miles ahead and the unknowns down the road.

The historic markers along the Trace told of its long life: Its first use by animals migrating to greener pastures; then of Native peoples – the first humans to use it – the early Mississippians, the Natchez, the Chickasaw, the Choctaw. Indian Mounds along the way told the stories of their lives, and their burials: Emerald Mound, Magnum Mound, Bynum, Pharr Mounds, Bear Creek Mound and others. After them came the farmers who floated their products downriver on flatboats to lucrative markets on the Mississippi River, then sold their goods as well as the lumber

their boats were made from, and walked the nearly 500 miles back home, facing untold hardships along the route, such as swamps, mosquitoes, bad weather, thievery, lack of shelter, food, or water. If they were lucky to have a horse, they could ride it. Most of these boatmen or "Caintucks" as they were called, walked the Trace.

The topsoil or loess was blown to the bluff side of the Mississippi River during the last Ice Age, as evidenced wherever a creek or stream cuts deeply through it. The "Sunken Trace", or Old Trace, is what was created over years and centuries, by the tramping of hooves and feet, and tamping down that topsoil. In the early 1800's, the Trace became the Post Route between Nashville and Natchez. It was used by Andrew Jackson in the War of 1812, by U.S. Grant in the War Between the States, and the Battle of Raymond, which was part of the Vicksburg campaign, was fought nearby. By the 1830's the Indians were tricked out of their lands, despite their treaties signed in good faith, and were banished to Oklahoma on the

"Trail of Tears". Steamboats on the Mississippi sealed the fate of the old road, rendering it obsolete, as river travel proved faster and safer.

Rocky Spring, Ratliff Ferry, French Camp, Davis Lake, Tishomingo, and Collinwood, in northbound order were places where I camped, stayed in a log cabin or a cottage. The mile markers ticked off my progress; small numbers at first – tan posts with white numerals on the east side of the road – as I made my way north toward Tennessee, where the numbers

grew into the 300's. People along the way were generous and helpful, offering food, advice, emergency phone numbers, and assistance. "Was I riding alone?" "Gosh no!", said I, "wouldn't think of it." I fabricated friends who were riding "just ahead" so that people wouldn't see me as



vulnerable and lay their own fears onto me. I heard from several the story of the woman who got killed on a bike "just last week". It was comforting somehow, to have my imaginary friends along on this trip.

Despite the Trace not having a bike lane, cars were courteous and generally moved over to the far side or waited behind me while oncoming vehicles passed by. The speed limit was 50 mph throughout and no commercial vehicles were allowed. The riding was pretty great with the exception of a rough patch of about 50 miles, which locals insist will be resurfaced soon. I saw few cyclists, although word was that the previous week lots more in groups of 16 and 12 had gone southbound. I saw no one "fully-loaded"; all had managed their own shuttles or SAGs. It was disappointing for me not to see more bicyclists, as this is one of the nicest continuous bike routes I've seen or read about. My biggest problem was having to get off the Trace to get food. Most of the resources, which listed services at 1/4 mile from the Trace, turned out to be more like one mile away. That's a big difference when you've ridden 55 miles and need food and water. The lack of signage along the way was frustrating.

Books from the Library and blogs helped me to formulate my plans. I was lucky to have family to help me out at the beginning, and at the end of my journey. My cousins tracked my progress each night on a map tacked to the door, and had me call in, when possible, to tell them I was O.K. Big thanks go to Herb for getting me in shape, as I couldn't have pulled those big hills without my training with him.



GCC Arm Warmers put to a new use.

Don't Say Clear!

by Roger Pierce

If you've ever been on a Gliders ride, you've probably heard me say that. The Gainesville Cycling Club strongly recommends that you do NOT use the call of "CLEAR" when your group is proceeding through an intersection.


In the high noise environment of a group ride, the transmission of meaningful sound is compromised. The words "CLEAR" and "CAR" both begin with the "k" sound and end with

an "r" sound, and have similar inflection patterns. It is very easy to hear one and think it is the other.

Riders who are accustomed to hearing the call of "CLEAR" may well think that is what they are hearing when the call of "CAR" is used. Riders trusting the call will be in danger.

An operator looking one way and calling "CLEAR" will likely drown out a milquetoast rider looking the other way and calling "CAR".

Each rider approaching an intersection should look both ways and only proceed when the roadway is not likely to be occupied by a motor vehicle during their crossing. If you see an approaching vehicle, give the call of "CAR" and the direction of approach ("LEFT" or "RIGHT"). We want to hear warnings at intersections (only).



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JOHN OLIVER
STORE MANAGER

2009 Brevet Series -- The Year in Review

by Jim Wilson

Last year, our brevet series was plagued by hail, torrential rain, gale force winds and the occasional tornado thrown in for good measure.

This year, the weather was much improved during the four-ride series of 125, 190, 250, and 375 miles.

Admittedly, the first two rides happened to coincide with the two coldest days of the year, but temperatures rose above freezing by the finish. And OK, the 600K route had to be changed because of the once-in-500-year flooding in Hamilton County and the occasional submerged road downstream near Mayo and Branford.

At least the wind and rain were mostly absent, and riders who understood the route-change briefing didn't have to wade. (To see why wading through flood waters is inadvisable, Google "fire ant raft".)

Sixty eight randonneurs completed at least one ride in the series. Eight riders (Dave Buzzee, Paul Calewarts, Patrick Donovan, Alan Dopfel, William Mitchel, John Schlitter, Henrik Schroeder and Troy Timmons) completed all four and qualified for the national Super Randonneur award.

Because they had not suffered enough, Calewarts, Donovan and Mitchel conscripted their friend Betsy Thorpe and GCC's own Ray Holzworth

to ride the *Sitzfleisch Fleche* – a 24-hour team event with arcane rules that assure the riders get no sleep during a 225-mile ride. With Calewarts as captain, their *Blood, Fleche, and Gears* team started in Jacksonville and ended at a celebratory breakfast on Easter morning in Floral City, south of Inverness.

Special recognition to Tom Marchand who attempted the series on his fixie.

Brevets are not races, so I can't detail the scorching pace set by RAAM veteran John Schlitter and his trusty sidekick Troy Timmons on the 600K, but I'll say that I was quite impressed.

Rider	Home Town	200K	300K	400K	600K	Fleche
Alain Abbate	Coral Springs, FL		*		*	
Hamid Akbarian	Boca Raton, FL	*	*	*		
John Appel	Apopka, FL	*				
Michael Appel	Apopka, FL	*				
Melanie Ashby	Miami, FL				*	
Arnold Bentancourt	St. Johns, FL			*	*	
Linda Blankenship	Winter Park, FL	*				
Eugene Broomfield	Sunrise, FL	*				
Dave Buyns	Plant City, FL	*				
David Buzzee	Columbus, OH	*	*	*	*	
Paul Calewarts	Jacksonville, FL	*	*	*	*	*
Effrain Camacho	Pembroke Pines, FL	*				
Ed Clark	Fayetteville, GA		*			
Robert Coldwell	Gainesville, FL	*	*	*	*	
Phil Creel	Columbia, SC	*	*	*		
Patrick Donovan	Orange Park, FL	*	*	*	*	*
Alan Dopfel	Framington, MA	*	*	*	*	
Allan Duhm	Lakeland, FL	*				
Jim Elder	Odessa, FL	*				
Jack Emerick	Lakeland, FL	*				
Bill Erwin	Clermont, FL	*				
Mary Florian	Lumberton, NC			*		
Thomas Florian	Lumberton, NC			*		
Joe Fritz	Panama City Beach, FL	*				
Dean Furbish	Raleigh, NC	*				
James Gaines	Decatur, GA	*				
Allen Gencarelle	Orange City, FL		*	*	*	

Salt Your Bottle

by Roger Pierce

Now that hot weather has returned, I am adding two pinches of salt to each water bottle before a ride.

That amount of salt is not enough that you will detect it by taste (though your water may taste better). It is enough to help with the salt loss that we experience when sweating a lot.

Salt your bottle - help avoid cramps!

Rider	Home Town	200K	300K	400K	600K	Fleche
Woody Graham	Columbia, SC		*			
Deb Griffith	Lithopolis, OH	*				
Michael Griffith	Lithopolis, OH	*				
Craig Hablewitz	Ft. Meyers, FL	*			*	
Ray Holzworth, Jr.	Gainesville, FL	*	*			*
Chris Kaiser	McDonough, GA	*	*	*		
Scott Keeler	Perry, FL	*				
Martin Lavoie	Gainesville, FL	*				
Paul Links	Decatur, GA	*				
Judith Longley	Deland, FL	*				
Tom Marchand	Jacksonville, FL	*	*	*		
Greg Masterson	Stone Mountain, GA	*				
Nathan Michael	Jacksonville, FL	*	*	*		
William Mitchell	Jacksonville, FL	*	*	*	*	*
Rene Mortara	Flemington, NJ		*			
Robert Mortara	Flemington, NJ		*			
Christina Muntzel	Peachtree City, GA		*			
Peter Noris	Gainesville, FL	*	*	*		
Lindley Osborne	Cary, NC	*				
James Ossa	Gainesville, FL	*	*			
Paul Palmer, Jr.	Columbia, SC	*				
Wayne Phelps	Miami, FL				*	
Marshall Price	Macon, GA	*				
Mike Pyles	Orlando, FL	*				
Peter Ricciardi	Bridgewater, NJ	*				
David Roderick	Groveport, OH	*				
John Schlitter	St. Petersburg, FL	*	*	*	*	
Henrik Schroeder	Lighthouse Point, FL	*	*	*	*	
Tycer Scriven	East Point, GA	*				
Stephen Shackelford	Fayetteville, GA		*			
Victoriya	Coral Springs, FL		*		*	
Michiele Sherman	Ocala, FL	*				
Terry Shuya	Jacksonville, FL		*	*		
Paul Smith	Charlotte, NC		*		*	
John Tanner	Clearwater, FL	*	*			
David Thompson	New Smyrna Beach, FL		*	*	*	
Betsy Thorpe	Tallahassee, FL					*
Troy Timmons	Navarre, FL	*	*	*	*	
Donald Webster	Riverdale, GA	*				
Jim Wilson	Gainesville, FL	*	*	*		
Mark Wolff	Jacksonville, FL	*	*	*		
Projected 600K results not yet blessed by ACP						
Gainesville Cycling Club members in bold						

D.A.V.I.D.

Most law enforcement agencies in Florida use Florida's Driver and Vehicle Information Database (D.A.V.I.D.) which is maintained by the Department of Highway Safety and Motor Vehicles. D.A.V.I.D. provides officers information on drivers licensed in Florida and those who have Florida Identification Cards. This information includes a photo of the person, vehicles registered to them, their driving record, addresses, etc.

D.A.V.I.D. was enhanced a couple of years ago to allow collection of emergency contact information (ECI) into the database. Now, licensed drivers or ID holders can enter their emergency contact information into D.A.V.I.D. and it is then available to law enforcement officers in the event of an emergency. This information may save crucial time if ever it becomes necessary to contact family members or other loved ones. Almost 1.5 million people have already entered their ECI into D.A.V.I.D.

Here's a link to information about ECI and the on-line form to add your emergency contact to D.A.V.I.D.
<http://www.flhsmv.gov/EmerContInfoHistory1.html>

ICE

We recommend that you program a number into your cell phone with the name "ICE". This stands for "In Case of Emergency", and first responders are trained to look for this number in cell phones. If you slip on a banana peel while walking down the sidewalk, your loved ones can be notified.

A number of GCC members have been following in the footsteps of Herschel Streit and riding one mile for each year on their birthday. Last I heard, Herschel last did 86 miles.

In May, Justin Pfaff rode 13 miles, during his warm up, on the way to the real ride.

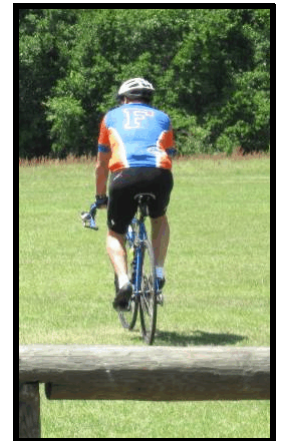
Our President's are well into this. Chandler Otis reports of past President Edward's ride in March: "To celebrate his birthday, George rode 74 miles on the Nature Coast Trail, accompanied by GCC member John Parker. Lee Edwards and Chandler Otis provided SAG support (which proved unnecessary, George finished the 74 miles in grand style, with energy to spare)."



Jack Kohn on Earth Day

Last December Bob Newman, our current President, started his string with a 61 mile ride.

Glider rider Jack Kohn did his 70 mile ride in April, stopping by the Earth Day picnic for refueling.



Jack sets off on the final leg

Pace Line Tips

1. Always strive to maintain a constant speed and predictable path as you ride in a pace line. Sudden changes in speed or direction, even though they may seem minor to you, can disrupt the pace for other riders, and could lead to a collision.

2. Never stop pedaling unless you must slow down. When you stop pedaling, you do slow down (except on a downhill). Practice such things as getting your water bottle and adjusting your shorts while continuing to pedal.

3. When leading a pace line on a downhill increase your pedaling effort. Those behind have the combined advantage of drafting you and gravity, and will probably have to brake even if you pedal your hardest. Don't be surprised if a heavysset rider whooshes by.

4. In a double pace line, ride next to the rider next to you. Otherwise you will create dangerous overlapping wheel situations.

5. When you stand up on your bike, do so smoothly and slowly. When you stand up, your center of gravity

with respect to the bike shifts significantly. Since you weigh much more than the bike, it is the bike that moves as a result of this shift. If you stand up suddenly, this will result in the bike moving back about 6 inches almost instantaneously. If the person behind you is riding 6 inches from your wheel.... This effect can be even greater if you do not continue pedaling during the standing up process.

6. When you take the lead in a pace line, maintain the same speed (do not immediately increase speed; attempt to not slow down). After the yielding leader has time to get back on the end of the line you may gradually adjust your speed. When you pull off the front of a pace line, decrease speed to allow the line to pass, but only after you are clear of the line!

7. Glass, trash, road kill, potholes, and other impediments. All things we do NOT want to run over. In a pace line, only the lead rider has a clear view of these things as the line approaches them, and it is his responsibility to notify everyone else of their presence. There are three ways to do this, presented in decreasing

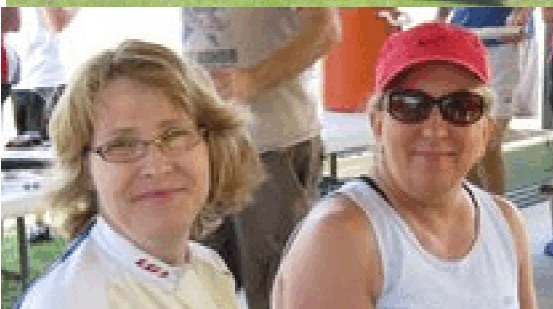
order of effectiveness:

(1) Guide the pace line well away from (around) the obstruction. This is easiest done for obstructions that can be seen from a distance away. Traffic is also a consideration. You may need to gesture to distinguish your guiding move from a pull-off move. If you are not going around an obstruction, someone in a long line is almost certain to hit it.

(2) Yell loudly. Such as GLASS!!! If it makes sense to do so, also yell the location, such as GLASS RIGHT.

Then do the following...

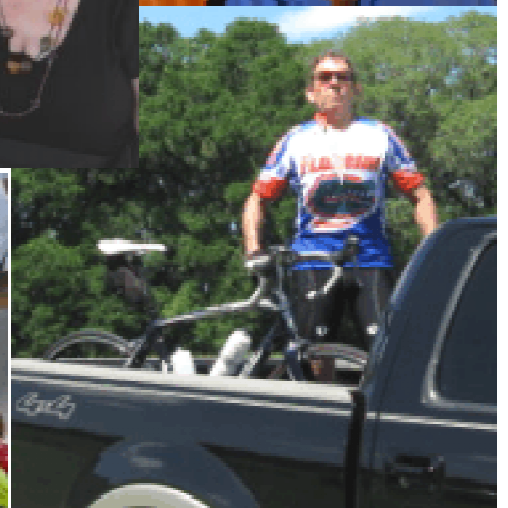
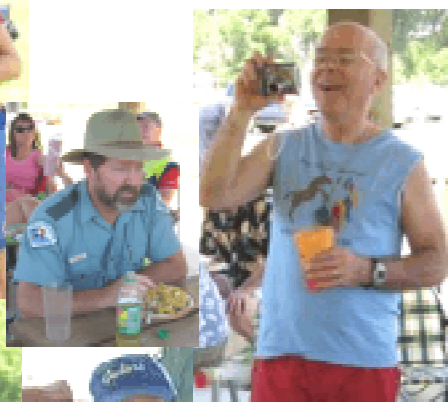
(3) Point at the obstruction. Once you are past it, STOP pointing. When you are the recipient of one of these notifications, pass it back. Those in the back of long pace lines often do not get the word.



Earth Day Picnic
April 25



San Felasco Park

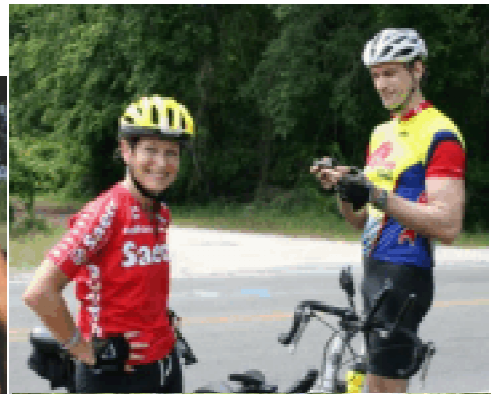


Ride 2 Remember 3

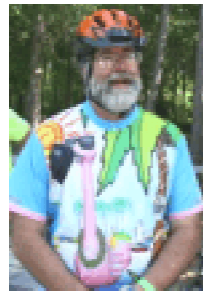
May 16, 2009



Organizers Dr Ralph Cott and Anthony Clarizo



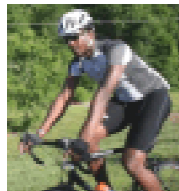
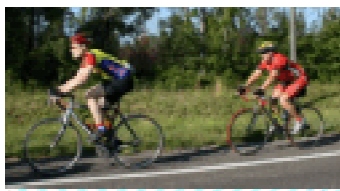
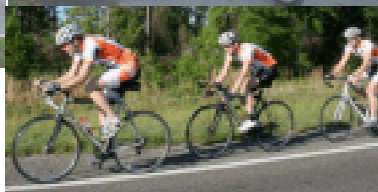
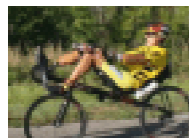
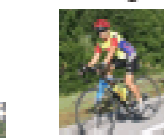
in center is David Neilson, Flemington Chief



Chandler painted the arrows and led a beginner ride



Key volunteers Leo Lowe and Damon Rice



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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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AUGUST DEADLINES

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July 10
Articles and classifieds
July 20
Ads in GIF or TIFF format
July 22

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Help Scott Help Kids

I am doing a century ride up in Massachusetts on May 30th to benefit Best Buddies - a charity that helps special needs kids. Please help by making a donation at my official Best Buddies website at:

<http://tinyurl.com/ScottErker>

Scott Erker

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Owners: John & Lois

Weekday Lunch Specials • Breakfast Served All Day

Hours: Wed. - Mon. 8 a.m. - 4 p.m. • Closed Tuesdays

CLASSIFIED

Saddle - Performance Forte Pro SLX - Brand new, never been on a bike - \$50. Rob Wilt 386-418-3794 – please leave a message.

http://www.performancebike.com/shop/profile.cfm?SKU=18270&subcategory_ID=5210

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):

Alligator Island Optical	10%	332-9028	2275 SW 91 st Street – Ste 160	www.alligatorisland.net
Bike Route	15%	(386)462-5250	N US 441 (10100 NW 13th Street)	www.bikeroute.net
Bikes & More	10%	373-6574	2113 NW 6 th Avenue	www.bikesandmoregainesville.com
Chain Reaction	20%	373-4052	1630 West University Avenue	www.chainreactionbikes.com
Gator Cycle	10%	373-3962	3321 SW Archer Road	http://gatorcycle.com/
Mr Goodbike	10%	336-5100	425 NW 13 th Street	http://mrgoodbike.com/
Pedalers Pub & Grille	10%	(Exotic cycling tours)		www.pedalerspubandgrille.com/gcc
Recycled Bicycles	10%	372-4890	805 West University Avenue	
Spin Cycle	22%	373-3355	425 West University Avenue	www.spinracing.com
Super Cool Bike Shop	15%	502-4146	3460 W University Ave	www.supercoolbikeshop.com

Some restrictions apply, ask for details at the store.

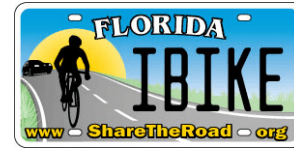


Gainesville Cycling Club
 5015 NW 19th Place
 Gainesville FL 32605-3435



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JUNE 2009 ISSUE Mailing label with expiration date identifies current member.

2009 Gainesville Cycling Festival - 24-25 Oct - Santa Fe Century - Horse Farm Hundred

Welcome New Members!

Christopher Borgert	Gainesville FL
Roxanne Burrus	Gainesville FL
Phil Colacino	Newberry FL
Ana Abele Cuevas	Coral Gables FL
Bob Cuevas	Coral Gables FL
Kristin Frank	Gainesville FL
Lisa Gardner	Gainesville FL
James Gravesen	Newberry FL
Hilary Held	Gainesville FL
Jane Hodess	Ocala FL
Michael Killian	Gainesville FL
Sandra Killian	Gainesville FL
Martin Lavoie	Gainesville FL
Chelsea Magin	Gainesville FL
Tobin McKnight	Gainesville FL
Steven Partridge	Gainesville FL

Richard Reichert
 Ericka Ryals
 Tucker Ryals
 Barbara Williams
 Hao Zheng

Lake City FL
 Gainesville FL
 Gainesville FL
 Gainesville FL
 Gainesville FL

FINE, FARKASH & PARLAPIANO, P.A.

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