

The Gainesville Cyclist

December 2010

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

happening's

December 11 (Sat)

Holiday Party



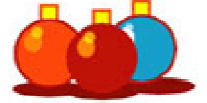
Venue

Holy Faith Catholic Church Social Hall
747 NW 43rd St

Set Up at 4 pm Social Hour at 5 pm Dinner at 6 pm

As you enter the parking lot from 43rd St, the Social Hall is


the far building to the left. The hall is on the second floor, with a ground level entry to the rear that we will use.



Eating

The club will provide turkeys, soda pop, beer, and wine. Bring appetizers, side dishes, and desserts to complement the birds.

Food Contest

 When you arrive you will be given a food label and a food ballot. The label will have a number on it. Write your name and a description of your dish on the label and make sure that it is placed so that everyone can tell that it goes with your dish. When you decide to vote for a dish as "best", write the number that is on it's label on your ballot, and place it in the ballot box. Prizes will be awarded for best appetizer, best side dish, and best dessert

Bazar

Everyone coming to the party should bring a wrapped gift. Select something that you think may be sufficiently desirable that people might want to fight over it. But you do not need to spend a huge amount of money; a box of power bars might do the trick if you cannot come up with something more original! Huge battles have been fought over a \$3 stuffed animal from Dollar General! See more on page 8.



RSVP

We need to know how much turkey to buy! RSVP in the Members Area on the Club web site. We'll also send an email to those able to receive our administrative emails with a direct link.

December 15 (Wed)

Breast Cancer Jersey Deadline

See page 7 for details. Your check must be **received** by this date.

January 8 (Sat)

Tour de Felasco

The ride is full. To volunteer to help out, email info@sanfelasco.net.

January 15 (Sat)

200 Kilometer Brevet

Registration is open for the Gainesville Brevet Series on the club web site. Preregistration is highly recommended. Inspections and rider check in will be held from 6:30 to 7:30 pm Friday at the Rush Lake Motel or **after the ride start** on the morning of the ride.

January 29 (Sat)

Chilly Chili Picnic

See page 4 for full details about this anticipated annual picnic event, held at O'Leno State Park.



From The Editor

Roger Pierce

GainesvilleCycling Club Inc. Board of Directors

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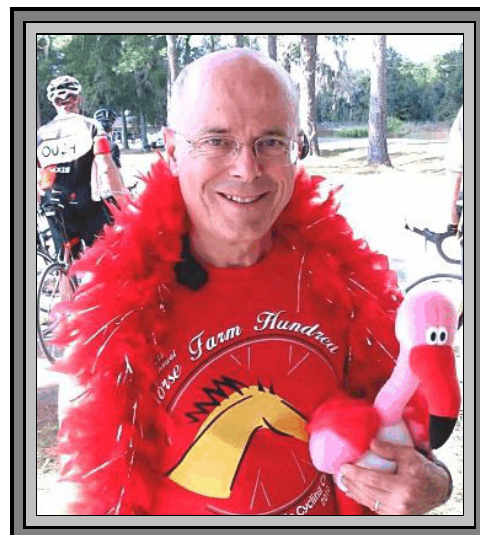

Barb Thomas

GCC Web Page

gainesvillecyclingclub.org
gainesvilleecc.org

Speaking as the Director of the Gainesville Cycling Festival, I can't thank our volunteers enough for making the event possible.

In addition to the support we are able to give to the Boys and Girls Club, the proceeds are needed to keep our dues down (our general account usually runs in the red for the year), and to make it possible for us to support state and national bicycling organizations.

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Peew!

by Roger Pierce

This time of year, some strip off their riding clothes after a ride and note "They're not even damp!", and proceed to put them on the ready rack to be used again on the next ride.

What "some" do not realize is that even in the colder temperatures we ride in these days, we do sweat quite a bit, and the biological leftovers are there, even if the moisture has evaporated into the dry winter air.

In the warmth of your home, these leftovers become the home to billions of bacteria, who quietly set up housekeeping.

Now billions of bacteria produce a significant amount of waste products, which accumulate in your jerseys and shorts. These waste products have a very distinctive odor which most of us find somewhat unpleasant.

When these jerseys and shorts are worn by the rider in front of us, the wind carries a steady stream of this odor back, which can only be avoided by moving well out of the draft, or by getting in front of the offending jersey and shorts (and their wearer).

PLEASE, don't come out on a group ride with unlaundered jerseys, shorts, and base layers. The rest of us would like to enjoy the crisp, clean, winter air without feeling like we're riding through a laundry hamper!

President's Letter

Another successful year is nearly in the books for the Gainesville Cycling Club. In 2010, our membership has climbed to over 850 members. Once again the club was able to provide its members with numerous benefits, including our trademark staple of rides and picnics reinforcing our unofficial club motto of "ride to eat and eat to ride."



The Gainesville Cycling Festival was one of the best yet and our club is once again able to make a donation of \$10,000 to the Boys and Girls Clubs of Alachua County. This money was raised by both the Santa Fe Century and Horse Farm Hundred. We have enough left over to make additional donations to the League of American Bicyclists and the Florida Bicycle Association.

The Santa Fe Century had record attendance this year. A ride of this scope and its companion Horse Farm Hundred could not have been possible without the many volunteers who donated their time and efforts. I would like to again thank all of you who helped and give special recognition to Roger Pierce and Gary Greenberg without whose tireless efforts this event could not have taken place.

I look forward to seeing as many of you as possible at our Holiday Party December 11th.

Stay safe. Stay happy.

Bob Newman 

Training tip of the Month

by Herb Kieklak, CSCS
Coach K Fitness

Using Weight Training To Improve Your Mountain Bike Jumps

Mountain bike riding requires some serious body control compared to road riding. One of the more rigorous and yet most fun moves are jumps. At least jumps done well!!! I can't think of anything in road riding that even comes close.

So for beginning mountain bikers and experienced riders that are having trouble with this aspect here are a couple of exercises that may help you.

1. Bent Over Row. A simple

exercise that can be done either with dumbbells or barbell, but it has greater sport specificity if done with a barbell.

This will help you strengthen your back muscles and learn to lift/pull with your arms while keeping your back in a neutral position.

2. RDL - or Romanian Deadlift.

This is one of the queen momma's of exercise and should be done for all sports. This one is crucial to learn correctly, to prevent injury. But, once you have learned it you can build lots of leg power, and you will know how to move from your hips which is very important in mountain biking and performing jumps.

Once you have done these exercises for a few weeks, you should have improved core strength and body control. Now you can simultaneously "pull up" on front of bike while shifting your

weight back on the seat so that you are stable when your bike makes contact with a desired object.

Remember, staying strong will help prevent injuries.

Time Trial Riders Needed for Research

I am looking for 3-4 riders who compete in time trials to participate in an informal research project. There was an article in most recent NSCA Strength and Conditioning Journal about using strength routine to improve times in riders. The program will focus on core strength and lower extremity power.

I would like to run this two times per week for minimum of 4 weeks; there will be no cost to the participants. Times can be arranged to fit your schedule.

If you are interested, please phone me at (352)246-5514 or email hkieklak@yahoo.com.



<http://morewoodyblue.blogspot.com/p/bicycle-flags.html>

Chilly Chili at O'Leno

The GCC will have its world famous "Chilly Chili" picnic on Saturday, January 29 at Oleno State Park. Bike rides start at 9 a.m., food starts about noon.

The picnic features a Chili Cookoff, and everyone is invited to bring their best chili. For those who don't like spicy chili, The Club will provide the famous "Fowl Flesh Chili", a mild chili made with ground turkey, guaranteed to offend no one.

All chilis are welcome, including vegetarian recipes, hot or mild chilis and other variations. Prizes and praise will be awarded to the best chili's including vegetarian chili, mammal flesh (cow, swine, squirrel) chili, and fowl flesh (chicken, turkey, ostrich) chili. Insect and seafood based chilis are also welcome.

The Club will provide soft drinks and a big pot of rice to accompany the chili. All picnic participants are asked to bring either a chili or a side dish, such as a salad or dessert.

Bike rides will include both road rides and off-road rides.

Road ride leaders may want to organize road rides for the Oleno area. The top half of the Santa Fe Century route is near Oleno. Also, there is an off-road paved bike trail that goes from Oleno to Fort White, then to Ichetucknee and on to Branford, about 28 miles. This trail has no cars and is safe for family groups and beginners.

Oleno has 13 miles of gentle off-road trails, including the historic Bellamy Road, Florida's first Federal road built in 1826. Chandler will lead a history ride to the Bellamy Road, which will include the Old Spanish Trace and Wire Road, which have been in use for more than 300 years.

Directions to Oleno State Park: Oleno is 35 miles north of Gainesville on US 441. Take US 441 north through Alachua and High springs. Oleno is eight miles north of High springs on US 441. Riders and picnickers should meet at the picnic area in Oleno, which is next to the Santa Fe River.

Adopt-A-Road

Help Needed!

Ally Gill, our Adopt-A-Road Coordinator, will not be able to put on our next scheduled clean up due to health reasons. We need someone who can step up and organize the next pickup, which should be scheduled in February.

Ally will be able to talk you through the process, which is not difficult. It involves getting a stock of bags, vests, and signs from the County in Hague, rounding up a small group of volunteers (9 is optimal), getting equipment from the club warehouse, spending a couple of hours on a Sunday afternoon pickup up stuff on Millhopper Road, another hour enjoying dinner, and returning the supplies to the county and the warehouse.

We missed our last cleanup, so it is especially important that we do this next one!

If you can help, give Ally a call at (352)745-2011.



Social Notes

Congratulations to Steve Howell for winning the top prize at the Downtown Festival and Arts Show (Best In Show). "His ceramics are incredible, and this honor is very well-deserved." – Ally Gill. Steve has recently moved up from the High Bees, and is now one of the stronger Glider riders.




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GCC Deepens Commuter Commitment by James Thompson

In its continuing effort to promote cycling in all forms, the Gainesville Cycling Club has created a Commuter Group to address advocacy issues. Longtime GCC member Jim Funk will chair the committee, which is currently focusing efforts on recognizing local businesses that accommodate cycling and getting active members to regularly participate in County and City planning that affects bicycle access. The effort jibes nicely with the recent ascent of Gainesville to the #7 spot in the nation for percentage of workforce that bicycle to work (6.3%), just above Portland, Oregon (U. S. Census Bureau).

You can join the group go in the Members Area on the club website. Click to the My Riding block, and select Join A Group. Scroll down to Interest Groups.

Bike-able Gainesville by James Thompson

The GCC would like to recognize businesses, agencies, and others who accommodate cycling. A member may nominate their school, workplace, or office by submitting a very brief explanation of why they should be recognized, including (if applicable) descriptions of the following:

Infrastructure

- bike storage
- bike racks- especially under cover
- showers
- dressing areas

Attitude

- verbal encouragement
- office memos encouraging cycling

Advocacy

- public actions regarding cycling
- Include personal stories about other bike commuting co-workers, supportive staff, supervisors, or owners.

Until a web app is available, submit entries to jtexconsult@gmail.com.

Palatka-Lake Butler Trail Report

by George Edwards

On 30 October the EZ Riders explored part of the Palatka-Lake Butler Trail in Clay and Putnam County. John Parker, Dan Perrine, Diann Dimitri, Lee and George Edwards met at the Twin Lakes Park Trailhead off SR 100 South of Keystone Heights, and rode South to the present terminus at Grandin on very fresh asphalt that was just paved in October. Construction standards appear to be excellent

This is a beautiful stretch of trail, passing through woods and across a wide dry prairie. Part of the right-of-way is elevated high above the prairie on an artificial berm, and is pretty spectacular - just don't stray off the trail or you are in for a quick ride to the bottom. We agreed the southern stretch of this trail is as pretty as any we have ridden in Florida.

Along at least part of the main trail, you follow the trace of the route of the Old Bellamy Highway, the first Federally funded road project in Florida, dating from 1825.

We retraced our steps to Twin Lakes Park, and then rode North into Keystone Heights, and then North East on SR 21 to Johnny's BBQ, which provided us with an outstanding lunch. This is one of the best BBQ's around these parts, and is notably cleaner than many.

The trail continues along SR 21 as far as Gold Head Branch State Park, about 5.5 miles from Keystone Heights. The other branch, parallel to SR 100 continues through the village of Keystone Heights and a couple of miles beyond the village limits, but we saved the Northern

stretch for another day. About 15 miles are now paved, offering 30 miles of riding in a mixture of lovely wildwood and small town Florida. The portion through Keystone Heights, especially the 1/2 mile or so out NE along SR 21, crosses many streets and commercial parking lot entrances, so great care must be taken. Just watch for cars turning into the parking lots, or starting to back out. We had no problems in this regard, although this part of the "trail" is really village sidewalks.

The Twin Lakes Park Trailhead can be found by going East from Gainesville on SR 26 to Melrose, Left at the light in Melrose on SR 21, Right onto SR 100 at the light in Keystone Heights, and then Left on Twin Lakes Road a couple of miles South of the village, and finally Right on South Twin Lakes Road for about a mile. Twin Lakes Park is the County soccer field, so is obvious on your Right.



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KERRY DUGGAN	611 N. Main Street Gainesville, FL 32601

2010 Year End Report

The Trailkeepers of the Gainesville Cycling Club had a productive and interesting year. We were born in the Spring when the Friends of Paynes Prairie cancelled their Gainesville-Hawthorne Trail Committee, leaving no one to spearhead the maintenance of the Trail. A few of us saw a pressing need for this work, and banded together to organize a Trail maintenance program.

This small group came to the Board of Directors of GCC and requested organizational support, and the Board made us an Interest Group of the Club. There was operational funding left over from when the Friends of the Gainesville-Hawthorne Trail merged into the Friends of Paynes Prairie, bringing with them a small bank account. These funds supported us until October, when the Friends of Paynes Prairie decided we had "overspent our budget". At that point we made an appeal for on-going funding to the Board of the GCC, and they very generously decided to cover our expenses for gasoline, spare parts, and other miscellany.

Friday Morning Trail Clearing. Our original intent was to provide back-up to the assigned Trail Ranger, so that we could be sure the Trail got cleared of leaves and branches at least once a week, and the Trail Ranger would be freed-up to carry out other important duties. The Trail is constantly receiving leaves, litter, and sand: The only effective remedy for this is to use a powerful leave blower, shovels where the sand is too wet to be blown.

In early 2010 Paynes Prairie Preserve State Park, who manage the Trail, acquired the use of a Buffalo Turbine Cyclone trailer-mounted leaf blower with wireless controls enabling it to be operated from the cab of a pickup truck. After some initial safety modifications, this unit has worked well, and with it the entire Trail and side trails can be blown clear and safe in about three hours. We do this on Friday mornings, usually, although storms can

make enough of a mess that we get called out for special Trail blowing jobs during the week.

Regular users of the Trail will have noticed that the Trail is now much cleaner than in the past, particularly of the sugar sand which washes over the Trail at intersections during heavy rains. When dry, this sand is a hazard to bicycles, particularly those with narrow tires. We also tackle downed trees, branches, and those bushes which grow out to the Trail and obscure the sight-lines on curves and at intersections.

Grass Control Riders on the Trail often notice ragged-looking areas on the edges of the pavement, especially in sunny spots such as the old cotton fields. It is surprising that certain varieties of grass can attack asphalt, but apparently these grasses have roots that actually eat the tar in the asphalt. (Who knew? For that matter, who knew there are bacteria in the Gulf of Mexico that eat crude oil?)

In many places the damage is extensive, so every year we have to kill the marginal grass and weeds along the Trail to protect the pavement from further attack. The herbicide used is sprayed from a tank trailer towed by a truck. This herbicide has low toxicity for animal life (including us), but is nevertheless sufficiently dangerous that it must be applied by a trained professional. Therefore, the herbicide application must be done under the supervision of the Park Biologist.

This year, the Trailkeepers helped with this task, usually by driving the truck. A lot of this grass is now dead, and is no longer attacking the asphalt. This job has to be repeated each growing season to protect the edges of the Trail.

Tree Roots We love the trees of our forest Preserve, but those trees don't love the pavement of the Trail. For years we have had increasing problems with bumps and cracks which extend across the Trail, and they have gotten bad enough to become dangerous, not to mention

uncomfortable. And think of how much fun they are for a roller-blader! These bumps are caused by tree roots extending under the asphalt, and then growing until they become a serious problem. If allowed to grow untreated, they will destroy the pavement of the Trail.

After consultation with pavement contractors, trail consultants, and the Office of Greenways and Trails, we determined that the best approach (short of repaving the entire Trail) was to cut the roots, allow them time to decay and soften, and then to pound the Trail surface flat with a vibrating plate compactor. This technique was developed and used by the Office of Greenways and Trails with good results. We have followed their guidance in repairing damaged pavement on our Trail.

In 2009 FOPP acquired a single-prong root rake, fabricated to our order by the Rake Shop in Daytona. We mount this on the front of a John Deere diesel tractor, and put the prong into the ground beside the Trail, and run it along, cutting the roots as we go. We did this in early 2010, and again in November.

Bump Flattening and Crack Repair

Last Summer we worked with an inmate crew and a rented vibrating plate compactor, and hammered flat all the bumps for the entire length of the Trail. We then sealed the majority of the cracks with a special tar product, a little like a very thick driveway sealant. This job will have to be repeated every year.

Hole Repair At a few places on the Trail you will have noticed major root heaves or actual miniature sinkholes. These can be dangerous to cyclists, or at the least annoying. A couple of years ago we cut out a patch at the apex of the tight turn at the bottom of the hill at the East end of the hammock, and this year we tackled the "blue circle sinkhole" just beyond Mile 8. We cut away the pavement with a pavement saw, removed roots as appropriate, leveled up with limerock

fill, and used cold-patch asphalt to fill the hole. The surface was completed by leveling with a small vibrating plate compactor. These former tank traps now are smooth and comfortable under our wheels.

Erosion Repair There are many places along the edge of the Trail where a decade or more of rainfall has eroded away the limestone base rock, leaving gaps which are both dangerous to cyclists, and damaging to the pavement because the lack of support allows the asphalt to crumble away. There is an active program underway at the end of 2010 to address this by applying new limestone fill, and packing into place. It is going to take a lot of limestone, and a lot of work by the inmate crew, but we hope to have the job done in the first quarter of 2011.

Maintenance Manual Late in the year, with the help of Chris Russell and Chuck Broward, we completed a Maintenance Manual for the Trail, listing all the jobs that need to be done, how often to do them, the necessary equipment and materials, and notes on techniques used. It even includes a video about running the root pruning tractor.

Personnel All the above work has been accomplished by a small crew of dedicated Trailkeepers: Chuck Broward, Ken Duffield, Chandler Otis, Fairlie Bagley, our visitor from England, Chris Russell, and George Edwards comprise the present crew. We could use one or two more stalwarts who can get free on Fridays to help blow the Trail. If you are interested in helping with this vital work, contact George Edwards at 333-3184.

RSVP by Roger Pierce

How to RSVP for Events

The club uses an RSVP system for club events where we need to know who's coming for planning purposes. As you'll be using the same system for all of the events you RSVP for, I hope you'll get used to how it works!

When you get notification of an event, which will be sent to everyone with an email address, simply click the link in the email and indicate that you'll be coming to the event. **If you find you won't be able to attend**, click the link and change your status. You can usually also get to the link from the Members Area on the web site.

For those events where we have a charge to attend (usually fully catered meal events), you can elect to pay using PayPal, or by mailing in a check.



Pink Ribbon Jersey by Barb Thomas

By popular demand, there is going to be a 6th pink ribbon jersey order placed by December 15th. The prices haven't changed since the first order was placed with Louis Garneau in August of 2007, and ALL proceeds go to the CSCRB, a group at U.F. studying triple negative breast cancer. Please follow the link on the GCC opening page, or go to <http://www.pinkribbonjersey.com>.

I designed (with help from a GCC member/graphic artist) the jersey for myself as a breast cancer survivor, and the design is copyrighted.

Short sleeved men's and women's are \$65, women's sleeveless (also in men's if I get enough orders) \$60. Matching gloves are \$18. If you need shipping please add \$5 per items.

Checks must be received before I place the order on the 15th, since I must make a 50% deposit at that time. Please make them out to Barb Thomas. Let me know what size you want and I will send you the mailing address in my reply.

Remember that these jerseys run one size small!

They should be in just in time for Valentine's day gifts.

For additional information please email me at bnbbarb@aol.com or call me at home at (352)377-4427. I can send you links to various websites listing the jersey, as well.

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JOHN OLIVER
STORE MANAGER

The Bazar

This game is a variant of the "Chinese Gift Exchange", or the "White Elephant Gift Exchange".

Each participant brings a wrapped item (gift). The items are placed in Santa's workshop.

As a participant, you are a shopkeeper in the Bazar. You are limited to one item at a time in your inventory.

The objective of the game is to "sell" the most items from your shop in the Bazar. The person with the most sales wins the Grand Prize. You may not purchase the item that you have in your shop.

Each participant is supplied with three stickers with which they can purchase an item from a shop in the Bazar. They then attempt to "sell" the item in their shop.

Items can also be obtained at no "cost" from Santa's workshop. You do this when you have no more stickers, or wish to conserve your stickers. You do not know what the item is that you select from Santa's workshop, as they are wrapped.

Players are introduced into the game five at a time. As no shops are open in the Bazar at the start of the game, the first batch of players must select items from Santa's workshop.

Subsequent players entering the game can purchase an item from a shop, or select one from Santa's workshop.

Items selected from Santa's workshop must be immediately unwrapped and placed into your shop.

When you sell the item in your shop, you can either purchase a new item from another shop (you are not permitted to purchase the item that you just sold) or you may get a new item from Santa's workshop. If you have no more stickers, you must obtain an item from Santa's workshop.

Each shopkeeper has an envelope with their name on it. To purchase the item in their shop, a participant sticks one of their stickers on the envelope (which remains with the shopkeeper). The number of stickers on the envelope is the count of the items sold in the shop.

The game ends when everyone in the game has inventory in their shop, and there are no more persons available to purchase items. The shopkeepers get to keep their inventory.

Thanks Festival Volunteers!

Sorry if we missed anyone! With all that goes on, someone almost certainly chipped in somewhere.

Course Crew

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Glen Morey

With two full blown club century rides over a single weekend, the Gainesville Cycling Festival provides a unique challenge to the club cyclist. This year, 120 registered to do both the Nationwide Santa Fe Century and the Horse Farm Hundred. An additional group elected to make a more moderate weekend of it, and do shorter options that are also offered on both days.

The centerpiece of the weekend is the Horse Farm Hundred, which was first run in 1981. The 30th running of the event featured warm, dry weather with a bit of wind to add challenge to the 3,246 feet of climbing (a lot of climbing by Florida standards). Of the 700 riders participating on Sunday, 500 were signed up for the full century.

The first 25 miles of the event are quite flat, so large groups formed pace lines moving at different speeds. The lead group behind the pace car moved along at 25 mph or better, while others were at 22-23, 20, and slower. Everything changed as the riders hit Orange Lake Hill, followed closely by Sky Car Hill and the Rollers of Dungarvin; the pace lines were much shorter thereafter.

As the riders approached the first aid stop, they were introduced to Jim Wilson's massive blue arch, which spanned the entry drive and rose nearly two stories.

The southern half of the course is where the riders from the coast receive their greatest challenge. While the hills are not long, they don't stop coming. For those whose climbing experience is limited to the odd bridge over a freeway, these are mountains!

Fortunately, the ten SAG vehicles on the course did not have much to do other than attend to the occasional flat tire. On the other hand, the Aid Stop workers were as busy as bees making sandwiches and mixing Heed (donated by Hammer Nutrition). The Aid Stops offered a variety of other items, included bananas, grapes, orange slices, packaged bars and cookies, peanuts, and soda pop (you

can get a Coke at all of our stops!).

A Horse Farm tradition for 13 years, Team VetMed rides as a group to raise money for scholarships to the University of Florida College of Veterinary Medicine. This year, over 40 riders participated, and raised over \$8,700. This year's ride had special meaning, as they were riding in memory of their late leader Dr. Kevin Anderson, who passed away this past summer from cancer. He rode his last century in last year's Horse Farm Hundred.

One unique element on Sunday is that there are two different starting locations. Riding from Gainesville's Lofton High School, you can do the Horse Farm Hundred or the Rush 55. But back in the early 90's, we noted that a lot of riders would pick up their packet, and drive 25 miles south to pick up the most scenic middle part of the course. So we established an official start location, complete with registration, packet pickup, bagels, muffins, and coffee, in Flemington, and called the rides from there the Horse Farm Tours. The century riders arrive at Flemington from Gainesville, do a 45 mile lower loop back to Flemington, and head back to Gainesville. The longest Horse Farm Tour is the 45 mile lower portion, and there are also short cuts to provide 25 and 30 mile options.

The 18th edition of the Nationwide Santa Fe Century set a record for Saturday attendance at the Festival this year with 450 signing up. This event is a benefit for the Boys and Girls Club of Alachua County, and they did their usual great job of providing a full breakfast and a great lunch selection (Pizza Vito pizza, Beef O'Bradys sandwiches, and Adam's Rib BBQ). In these tight times for non profit service agencies, the \$10,000 provided to the Boys and Girls Club from event receipts is very welcome. Back in the early days of the Santa Fe, when I took the check in to the Boys Club director, he commented "Good, now we'll be able to meet payroll next month!"

The Santa Fe has 2,535 feet of

climbing, and most find it an easier go than the Horse Farm (the swiftest riders are generally 15 minutes faster). The ride starts out down Millhopper Road, a designated scenic road. After winding through the town of High Springs, the ride traverses "Pre-Columbian Road" (CR 1491), and then winds through the tree-lined Feagle roads. There's lots of country scenery before passing by the Hare Krishna Temple, and back into Gainesville.

Support for the Santa Fe is the same as for the Horse Farm – lots of SAG drivers, and fully stocked aid stops. The final stop on the Santa Fe this year featured a spirited group of "Tween Bees" who decked out their shelter with a tropical and flamingo theme. Island music played in the background. The centerpiece was a reclining flamingo sporting a red boa. Visiting dignitaries were obliged to don the boa for a photo (see page 2).

The Santa Fe Century finish this year was unusual in that a single rider broke away from a strong lead pack and soloed in from forty miles out. Derek Schanze, a 19 year old Nuclear Engineering student at the University of Florida, has been wowing us with his time trial times all year. Doing it for forty miles was a move to a new level. Derek has been riding with the big dogs in the Gainesville Cycling Club since he was 15.

Next year's Festival has been scheduled for October 22 & 23, 2011. It's an open date for the Gators, so we hope that a hurricane doesn't move a game to that weekend.

Lastly, many thanks to Gary Greenberg for his tireless efforts over the last several years as the Festival Aid Director. Gary has taken a new job out of town, and will not be able to do that function next year. Give me a call if you are interested in doing that job.

(Most of this article was written for Florida Cycling Magazine, an online magazine for Florida cyclists:

<http://www.floridacyclingmagazine.com/nov-1-2010.html>)

These folks registered to ride both the Santa Fe Century and the Horse Farm Hundred.

Congrats Twin Century Riders

Jesse Alston
 Len Altamura
 Ralph Baker
 Mike Beckham
 Hazem Behiry
 Ulrich Bernier
 Robert Brockett
 Marla Buechner
 Jim Bush
 Dave Buyens
 Len Cabrera
 Robert Carnegie
 Harvey Carver
 Tony Champagne
 Junnie Chung
 Rosemary Clark
 Robert Claude
 Eric Clonce
 Lee Cohnstaedt
 Doug Connor
 Keith Cook
 Luis Cova
 Gretta Cullen
 May-li Cuypers
 Mary Delie
 Lynn Duke
 Linda Dupuis
 Diana Durante
 John Fahnestock
 Kay Fellows
 Andrew Fisher
 Mary Fisher
 Doug Folkert
 Albert Fournier
 Bryan Fowler
 Allen Gencarelle
 Michael Gengler
 Larry Gies
 Dale Gilreath
 Christopher Goller
 Woody Graham
 Steve Grosteffon
 Ajames Harris
 Brett Harris
 Dave Hecker
 Bill Hemme
 Daniel Hemme
 Robert Henry
 Sarah Herald
 Michael Herman
 Pam Hester
 Brandon Hill
 Darren Hill
 Ruth Holmberg
 Ted Hudspith
 Allen Hughes
 Yaniv Jacobson
 Wayne F. Jentis
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 Fran Jones
 Jimmy Karp
 Gary Knowland
 William Kracov
 Rod Kubier
 S. Allen Kushner
 Gary J. Lampe
 Hal Litchford
 John Mannix
 Robert Marrazzo
 Charlie McGee
 Sam McJunkin
 Greg Michael
 Nathan Michael
 Michael Moreno
 Susan Mosher
 Alessandro Muknicka
 Antonio Muknicka
 Toni Nations
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 John C. Orthoefer
 John G. Orthoefer
 James Ossa
 Ed Pavelka
 Calista Phillips
 Everett Phillips
 Ed Poppell
 Robert Preato
 Gilberto Ramirez
 Christopher Reed
 Tim Richardson
 Diane Rix
 Rob Robins
 Michael Robinson
 Joshua Root
 Michael Rosato
 Drew Schiavone
 Richard Schiavone
 Gregory Schultz
 Paul Schwartz
 Gwen Shields
 Rick Shields
 Richard Stephens
 Robert Stevens
 Bill Stockton
 Shana Stott
 Pamela Sumner
 Ronald Swaby
 Arun Tahiliani
 John Van Aken
 Jane Vasileff
 Robert Villalobos
 Tom. Ward
 Eric Williams
 Eric Wubbel
 Allen Wysocki

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Racing Scene

by Roger Pierce

I began following professional bicycle racing in the 1980's, when in 1981 Jonathan Boyer became the first American to enter the Tour de France. He went on to do 5 tours, finishing as high as 12th place in 1983.

The next notable American in the Tour was Greg LeMond, who finished second in 1985. But most of these early accomplishments were isolated Americans riding on French teams. It still felt a lot like we were on the outside looking in.

Then in 1986, an American team was invited to the Tour de France, Team 7-11. That same year, Greg LeMond won the Tour. America had arrived on the world stage in a big way.

And then, of course, came Lance. Nuff said.

Last month, the slate of teams that will have top level pro status for 2011 was announced. To an American who remembers the early days, the lineup is stunning:

2011 UCI ProTeams

USA: Garmin-Cervello, RadioShack, HTC, BMC

Belgium: Omega Pharma, Quick Step

Spain: Euskaltel, Movistar

Italy: Lampre, Liquigas

Netherlands: Rabobank, Vacansoleil

Denmark: Saxo Bank

France: AG2R-La Mondiale

Great Britain: Sky

Kazakhstan: Astana

Luxembourg: Luxembourg Pro Cycling

Russia: Katusha

There are FOUR American teams, one French team, and no German teams. The times have changed!

CLASSIFIED

Saddle: Men's Forte Pro SLX. Black with red and white detailing. Titanium rails with adjustment markings. Very comfortable seat, but this one has never touched a bike, brand new. \$45. View at Performance website or email for a link to pictures.

Pedals: Speedplay Zero Light Action Stainless Steel 2009, black and silver, \$115. only 69 miles of use, not a scratch. Do not mistake these for the heavier Cromoly version. At \$115 you are getting the Stainless for the price of Cromoly. Compare at Nashbar for \$199.99.

Sandals: Women's Shimano Clipless Sandals SH-SD65S:

Used but in great shape. Size 41-42 (8- 8 1/2). \$30.

Camelbacks: Three different models of Camelback, used but in very good shape. \$25 each.

Contact Velvet Yates. 386-418-3704.

To get a link to see images of the above items, send an email to velvetyates@yahoo.com.

Keeping Your Feet Warm Better Living Through Chemistry

by Jim Wilson

Randonneurs pride themselves on riding in all kinds of weather. Because the rides are quite long, predawn starts are quite common. Even in Florida, January and February events can have temperatures in the low 20s. Although the weather warms as the day proceeds, I sometimes had trouble keeping my feet warm for the the first 80-100 miles.

Perhaps because they accomodate multiple layers of thick socks, my cycling sandals are actually warmer than my close-toed Sidis. Down to freezing, wool inner socks, fleece outer socks and a plastic grocery bag in between to block the wind was about the best combination I had found. At 20F, it just wasn't enough.

Hearing my complaint, a fellow rider from Ft. Meyers, Larry Grabiak, recommended chemical hand warmers. He reached into his pocket and tossed me a tiny package. "Here, try these the next time it's cold."



Instructions on the package warned me never to place the warmers in contact with bare skin. So on my next cold ride, time I affixed them outside the wool socks under my toes. As before, the grocery bag, fleece socks and sandals completed the footwear.

I was somewhat disappointed. My feet weren't much warmer, and as the day wore on, a chemical reaction turned the heaters into concrete-like lumps. It was like riding with pebbles under the balls of my feet. When next I saw Larry, I mentioned the problems.

"Ignore the instructions," he told me. "Put 'em directly on your skin. And on top of your feet, not on bottom."

Google turned up some articles in medical journals describing burns from this practice, but cited cases seemed to have extenuating circumstances: Use in hyperbaric oxygen chambers, diabetes-related neuropathy, etc. Still, it was with some trepedation I decided to heed Larry's advice on a cold, rainy 300K in February.

The verdict? My feet stayed toasty warm until the riding conditions became bearable later in the morning. I could still feel the heaters turn to stone, but on top of my feet, they didn't bother me. Now I'm not a doctor, but unless your trainer is set up in a chilly decompression chamber where you're being treated for diabetes, you may want to consider the chemical solution too.

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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.

FEBRUARY DEADLINES

Ad copy needing setup work
 Jan 7
 Articles and classifieds
 Jan 17
 Ads in GIF or TIFF format
 Jan 24

Christmas Bike Program

by Chandler Otis

It's Christmas and once again, the Gainesville Cycling Club is helping the Gainesville Police Department with it's annual Christmas bikes for underprivileged children program.

We need donations of used children's bikes, especially bikes with 20" and 24" wheels.

If you don't have a bike to give, you might want to visit garage sales or thrift stores at which children's bikes can be purchased inexpensively.

If you have a bike to donate, please contact Chandler at chanbike@aol.com, or call him at 376-4963 or 215-4247.

The bikes that we donate will be distributed by Gainesville Police Department School Resource Officers, to children in elementary and middle school.

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Bike Works	10%	225-3585	13005 SW 1 st Road – Ste 123	bikeworksjonesville.com
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Spin Cycle	20%	373-3355	425 West University Avenue	www.spinracing.com
Super Cool Bike Shop	15%	371-2453	3460 W University Ave	www.supercoolbikeshop.com
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