

The Gainesville Cyclist

February 2010

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

HAPPENINGS

February 20 (Sat)

300 Kilometer Brevet

See the GCC web site for full information on this event. 186 miles. Jim Wilson (352)373-0023.

February 27 (Sat)

Annual Meeting / Party / Swap Meet

5 to 9 pm, United Church of Gainesville, 1624 NW 5th Avenue.

Meal catered by Mi Apa Latin Café

Arroz con Pollo (Chicken and Rice)

Lechon Asado (Roasted Pork)

Ropa Vieja (Shredded Beef)

Maduros (Sweet Plantains)

Frijoles Negros (Black Beans)

Yuca con Mojo (Cassava with Mojo)

Arroz Amarillo (Yellow Rice)

Flan (Dessert)

We will provide soda pop, ice tea, and beer. **Cost of the meal (heavily subsidized) is \$5 per person.** Mail your check with the member number of each attendee in the memo to:

Gainesville Cycling Club Meeting, 5015 NW 19th Place, Gainesville FL 32605

We may also have a link to pay in the Members Area before the meeting, check GCCMail.

Wear your favorite cycling t-shirt; prize awarded to the wearer of the most popular shirt.

Special Event: Concours d' Elegance

Bring your "special" bike to compete for an award in the Fourth Annual Concours d' Elegance. Members will vote for the winner in two categories: Standard and Unique.

February 28 (Sun)

Adopt-A-Road

Meet at 3 pm to get organized for a 3:15 pm sharp deployment. Park along NW 136th St north of Millhopper (close to CR 241).

Please don't be late; it's hard to get you supplied and assigned after we have started. We need about 9 people for an optimal crew.

RSVP to Ally Gill at foxally@cox.net or call (352) 745-2011. If I don't acknowledge your RSVP, please follow up with a phone call.. We'll eat at a local eatery after we work up our appetite picking up the trash!

March 13 (Sat)

400 Kilometer Brevet

See the GCC web site for full information on this event. 248 miles. Jim Wilson (352)373-0023.

March 14 (Sun)

Daylight Savings Time Begins

Don't forget to set your clocks forward and lose an hour of sleep! Standard ride time is still 9 am, but you'll need to get up an hour earlier by the sun to make it.

May 15 (Sat)

R2R4

The Ride To Remember's fourth year. See the GCC web site for full information on this event. Registration is now open.



From The Editor

Roger Pierce

GainesvilleCycling Club Inc. Board of Directors

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Bobnewman@cox.net

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Photographer
Rob Wilt (386)418-3794
nullview@yahoo.com

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Chanbike@aol.com

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wilson@afn.org

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foxally@cox.net

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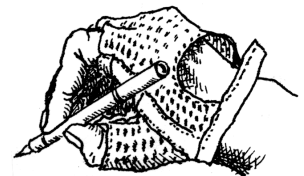
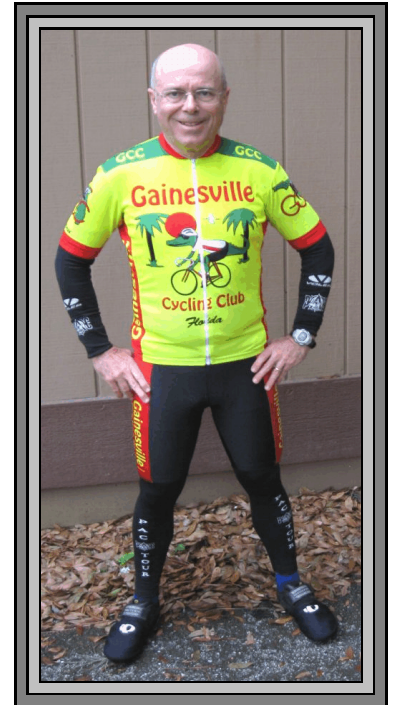
gainesvillecyclingclub.org
gainesvillecc.org
gccfla.org

We are looking at a few initiatives that we might do over the next year or so that would change some of the administrative aspects of the Club. Work will be required to implement them, so they cannot be done at the snap of our fingers.

The current dues level was established in the early 90's. We have been lucky our bank account is healthy and there is no need to increase dues even today. Two thirds of your dues payment goes towards getting you a paper copy of this newsletter. For those who prefer to read online, or would like to save a few bucks, a dues structure that provides for a low non-paper rate and a cost based fee for those wishing a newsletter may make sense. I do not expect that this would increase anyone's dues, but would provide a dues cut to those opting for the electronic newsletter version. (The electronic version is in vivid color!)

I would like to be able to offer a business membership to local bike stores. This membership would allow them to sign up their employees as club members, provide for a regular ad placement in the newsletter, would include Florida Bicycle Association membership, and membership identification on our web site.

I know one of the things that a number of you would like to see is the ability to pay your dues online. The club now has a PayPal account, and we hope to implement a payment system using it soon. However, we still have an issue with the insurance release that we must have when you pay dues; our insurance company (the last time we asked) said they are not yet ready to accept an online signature for that document. I'm going to continue to look for ways that we can do this (I know that other clubs have found a way, perhaps with a different insurer).



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President's Letter

I'm sure we've all made enough New Year's resolutions to keep us busy for more than the entire year. A few of us may even still be sticking to one or two of them. Like many people, my resolutions included vows to improve my physical condition and get my weight to as close to an ideal level as possible. So far I have been somewhat successful. For me cycling has been a big part of that. Of course we are all different but for many of us being on the bike plays a major part in achieving those goals. Biking obviously helps build many of your muscles and burns many calories. Another somewhat hidden benefit is that for most people regular exercise

also will actually decrease your hunger making it easier to stay on a diet. Consistency in exercise is essential. Like most of us there are many times (especially in the cold weather) that I intend to ride but it doesn't take long to find an excuse to not do it, just this one time. I do have an advantage in this regard. In my capacity as ride leader of the LoBees I feel a responsibility to at least show up for the rides that I have posted. GCC has riding groups for everyone, from easy 'sight seeing' rides all the way to hard core racers. Everyone should join a group and feel you are obligated to partake in that group's activities. With a little (or a lot) of effort we CAN keep this resolution.

The GCC Annual Party / Meeting is coming up soon and it's always a fun time for those who can make it. I look forward to seeing you there. Please look elsewhere in this newsletter for further details.



Be safe, be happy.

Bob Newman



Training tip of the Month

by Herb Kieklak, CSCS
Coach K Fitness

Posture

OK, let's talk about your riding posture – which usually doesn't get the attention that it deserves. Everyone is most concerned about the legs, a few core exercises and then, of course, high-end components for their bike. Yes, all of that is good stuff, but start thinking of riding posture as what holds all the pieces together; it's hard to pedal for any decent distance if your back is killing you or your hands keep going numb because your neck is squished up like some contorted turtle drawn up into its shell. Your spine is what connects the upper body (shoulder girdle complex) to the lower body (pelvic girdle complex), if things are in poor alignment or weak then there is no anchor from which the legs can generate power. It is important to maintain this for your health and to improve your fitness both on and off the bike.

A good analogy is to imagine using a fishing pole consisting of a dozen mismatched pieces that are duct taped

together versus one that is a solid, contiguous pole. Next time you are riding and look at your shadow, thinking its "Quasimodo" then you need to consider doing something to improve your fit or posture on the bike. A tight, scrunched up neck can result in increased hand numbness, cause headaches or speed up the progression of arthritis. A rounded low back can increase low back pain, sciatica, and possible disc herniations.

A simple exercise is to sit on floor with your legs in front of you, then place your back against a door or flat wall. Try and make complete contact from pelvis to the back of your head and hold position for 30-60 seconds. If you can't do this basic exercise, then think about finding a certified trainer, yoga, or Tai Chi

Chuan instructor to help teach you some flexibility and strengthening exercises.

K

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Holiday Party / Feast!

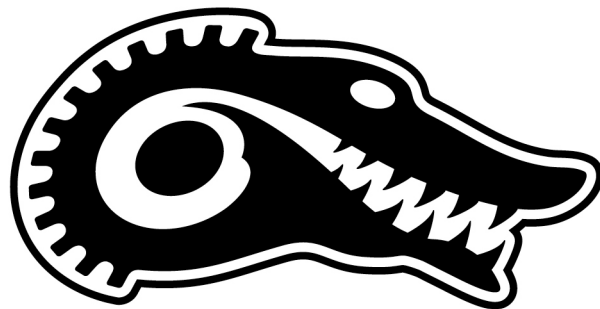


We had a great turnout for our annual Holiday Party in December. We had tons of food, and a lively gift exchange game. Make plans to attend next year!

**Gator cycle is now a Cervelo dealer!
Come and see the Cervelos
and visit our new Pro Shop!**

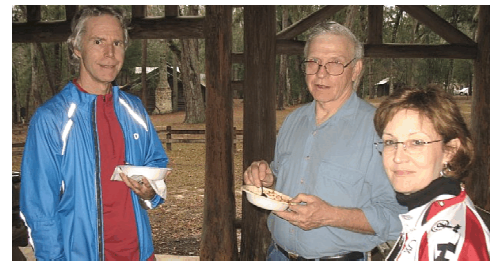
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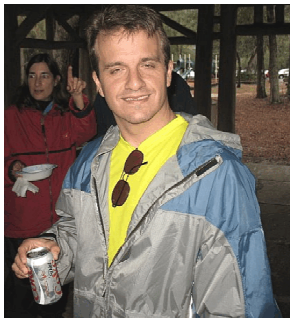


GATOR CYCLE

Gator Cycle - Archer road and 34th street Gainesville (352) 373-3962



Chilly Chili Picnic



Not all that chilly...

Lots of chili!

No bikes (rain)

Some hikes!

Burma Shave

Photos by Rob Wilt



CLASSIFIED

BICYCLE FOR SALE:

MOTOBECANE CENTURY PRO 2003, 50 cm. Aluminum frame with CARBON fork and seatstays. Shimano triple crank, nine-speed (12-27), all ULTEGRA components Shimano ULTEGRA brakes Shimano ULTEGRA SPD-SL pedals Velomax Circuit wheels Continental Gatorskin tires (700 x 23). Terry Gellissima saddle Aztec gel handlebar comfort wrap Ascent Wireless 9 bike computer. Cannondale seat pack. Lots of miles, but well maintained and clean/quick operation. Cassette, chain, freewheel, and brake pads recently replaced. Paid \$1400 new; asking \$650 or best reasonable offer

ACCESSORIES:

Most items below were equipment on a 2008 Specialized Roubaix S-Works, with only 69 miles on it at time of purchase. (Items were swapped out for my own equipment.)

SADDLE: SPECIALIZED TOUPE GEL 143 mm; titanium rails; white with red trim. Small blemish in paint at rear of saddle. \$90; compare new at about \$150. 69 miles of use.

SADDLE: FORTE PRO SLX: Black with Titanium rails. Very comfortable. Never touched a bike, brand new. \$45.

PEDALS: SPEEDPLAY LIGHT ACTION stainless steel, black; excellent condition. \$120; compare new at about \$180. 69 miles of use.

TIRES: SPECIALIZED S-WORKS MONDO 700x23, clinchers; black, with red stripes. \$40 each; compare new at about \$70. About 150 miles of use.

Contact: Velvet Yates
Call 386-418-3794

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




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Jersey News

Jersey orders have been placed, and we expect delivery in early April.

Thanks to our sponsors, whose support allowed us to offer you a significantly reduced price on jerseys and shorts.

We're planning on offering a printing of our original jersey (the one with the Gator riding a bike) in the spring. A number of persons have asked for this. We'll do some minor updates as modern technology allows us unlimited colors.

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Every Bicyclist Should Carry A ...BOOT!!

by Roger Pierce

As we all know, bicycling shoes are not made for walking. Many bicyclists attempting to do so are often identified with the ballet. But this is not why you should carry a boot.

All of us who ride in the winter know that your feet can get very cold on those morning commutes. But what good will a single boot do?

Actually, the boot you carry is for your tire! Now as you try to picture a tire climbing into a boot, let me describe this very special boot. To construct a boot, take an old tire, cut off the bead, and cut the tire into two inch segments. Each segment is a boot! A very compact, lightweight boot.

If you ride frequently, once every five to ten years (more often if you frequent bad roads) you will suffer a flat involving a significant cut in your

tire. You could put in a new tube, but it will eventually protrude through the cut and meet the same fate as its predecessor. Aaahh...tucked away under your patch kit is your...BOOT! Place it inside the tire, but outside the tube, and ride on!

But what if you do not heed this article, and while riding down the US 441 bike lane, IT happens. You hear the tinkle of a box cutter blade, and then POW!

Solution 1 requires that you were not totally irresponsible and are carrying a spare tube. Using your handy boy scout knife, or your teeth if you're desperate, cut a boot out of your old tube. To provide strength, use several layers, unless you were fortunate enough to be riding a thornproof tube.

Solution 2 requires that you have

access to duct tape. A roll of tape is more bulky to carry than a boot, and hardware stores are sparse on Paynes Prairie, so don't count on this solution.

Solution 3: As a desperate last stab, carry your bike to the next country store. Buy a package of gum and chew the full pack well. After masticulating out all the juices, take it out and age. Spread the gum over the cut inside the tire, reassemble, and pray.

But, be smart, carry a boot!

(Updated from the original publication in the Sept 1985 "Pedal Patter", newsletter of the Potomac Pedalers Touring Club)

Borrowing from RoadBikeRider.com articles...in final sprints, big guys can out sprint little guys for the same reason big guys go down hills faster than little guys....all else being equal regarding how straight the downhill path of the road, the quality of the bikes, the internal bearings, bladed spokes, dish wheels etc. I'll address that kind of thing later. So here we go...

Why do big guys out sprint and go down hills faster than little guys?

Two ideas: frontal surface area (FSA) & air friction (AF). Now, if you could subtract out the AF, the FSA becomes a moot concept. But, the earthly reality is we have to deal with both in the real world. So, here is the key point...FSA is a TWO dimension value, but VOLUME is a THREE dimensional value.

Let's say we have two riders of similar height $6' = 1.83 \text{ m}$, but one rider only weighs $150 \text{ lbs} = 68.2 \text{ kg}$ and the other rider weighs $200 \text{ lbs} = 91 \text{ kg}$. Now even though they both have a similar shoulder width, most of the weight in the heavier rider is in their abdomen, butt, & upper legs.

Let's create a working FSA for each rider...assume a shoulder width of $\sim 18" = 45.7 \text{ cm}$ and in the drops low with their head in alignment with their shoulders, their front to back, or in this case chest (bottom) to back (top), and inflating this number slightly to account for a helmet is gives a thickness of $\sim 10" = 25.4 \text{ cm}$. Multiplying gives us a torso/head FSA = $180 \text{ sq in} = 1161 \text{ sq cm}$.

Now we need to account for the FSA of their arms. A bent arm in the drops has a FSA of $\sim 7" \times 3" = 21 \text{ sq in} = 135.5 \text{ sq cm}$, for two arms that would be 42 sq in and 271 sq cm .

Now let's account for the legs...let's stop churning the legs...assume both riders are gliding straight downhill in the SAME tuck position...both riders have their knees in and touching the crossbar, pedals horizontal. A leg in this position has an FSA of $\sim 28" \times 4" = 112 \text{ sq in} = 722.6 \text{ sq cm}$, for two legs that will be 224 sq in and 1445 sq cm .

Adding all this up gives us a working

FSA for each rider of $180 + 42 + 224 = 446 \text{ sq in} = 2877 \text{ sq cm}$. Yep, there may be a minor difference for the heavier rider may have a FSA slightly larger by 3-10 %. NOTE that mass accumulation in the abdomen, butt, and upper legs has almost NO effect in the calculation of FSA.

Now, let's consider the volume of each rider. Rather than try to make more crude body estimates...there is an easier way to get this number with DENSITY. Now the density of a human body while breathing normally fluctuates as air moves in and out of the lungs...as is likely happening for a rider bombing downhill. Since most humans will float in water while breathing normally...a good working human body density is the density of fresh water = $1000 \text{ kg/cubic meter (kg/m}^3\text{)}$. NOTE: Density = Mass/Volume which means that: $V \text{ (cubic meters)} = M \text{ (kg)} / D \text{ (kg/m}^3\text{)}$

For the first rider this give a volume of $68.2 / 1000 = 0.682 \text{ m}^3$

For the second rider this gives a volume of $91 / 1000 = 0.91 \text{ m}^3$

This is a volume difference of $\sim 25 \%$.

Now remember the volume of the second rider is PACKED with MASS. So here comes the critical factor to explain why a heavier rider goes downhill faster. Remember that the VOLUME and associated MASS difference is $\sim 25\%$, but the slowing effect of the FSA and associated AF difference is not likely to be more than 10 % and there could easily NOT be an FSA difference between two riders.

Since the slowing effect of AF will work on BOTH riders with a variation of NOT MORE than 10 %, but the heavier rider has a volume and proportional mass difference of $\sim 25 \%$, all things being equal, a heavier rider will have a greater acceleration rate going downhill. Putting it another way: Both riders are overcoming about the same AF, but at a minimum, the heavy rider will move at least $\sim 15 \%$ faster than the lighter rider due to the density and mass advantage the heavier rider has over the light rider. A third way: AF is slowing down the lighter rider for the same reasons a lighter kite will work

better than a heavy kite.

At a downhill max speed of say 35 mph for the lighter rider, a 15 % difference would add 5 mph for the heavy rider = 40 mph. So, a heavier rider ($\sim 40 \text{ mph}$) could be that much faster at the bottom of a longer hill than the lighter rider ($\sim 35 \text{ mph}$). The speeds for both riders will actually increase following a parabolic curve, that flattens for both riders when each reaches terminal velocity (TV) from the effects of AF on FSA. (Think of a parachutist in free fall.) But the TV for the light rider will be slower than the TV for the heavy rider. For shorter hills, NEITHER is likely to reach TV, so at the bottom of a shorter hill the speed differential is likely to be no more than 2-3 mph...but for longer straight down hills, like Mebane Hill on 241 N, yes, I have seen differentials that must approach 5 mph.

Now, if some one is riding a new Trek that weighs 15 lbs, is running dish wheels, and has superb moving parts, despite the fact that they may be lighter than a nearby heavier rider, the new bike may help the lighter rider keep up assuming both are NOT pedaling and are in a tuck position. A superb bike will make up some or all of this difference...pedaling hard to keep up helps too.

Another way to attack this is to determine the downhill acceleration due to gravity as a function of the angle of the hill and each rider's mass. That mean's trigonometry...so let me do it for you. First, assume the bikes are mechanically similar and NO one is pedaling so the rolling friction for each bike is the nearly same. Second, let's assume a 8% down hill at a constant angle of 5 degrees. Third, let's assume that based on the FSA of each rider, that the slowing AF force on each rider is nearly the same, but let's make the light rider's slowing force an arbitrary (but close to accurate) value of 50 Newtons...guess who the force unit is named after? Let's make the larger rider's slowing AF 10% bigger at 55 N. Finally, the straight down gravity acceleration is 9.8 m/s^2 . All this allows us to calculate the WEIGHT of each rider

using $F = ma$ (Weight Force = mass x acceleration due to gravity.)

Light rider weight = $68.2(9.8) = 668.4 \text{ N}$

Heavy rider weight = $91(9.8) = 892 \text{ N}$

Next, the trig function we need for the rolling force parallel to the road is Sine.

For the light rider, the parallel force is $668.4(\sin 5) = 58.3 \text{ N}$

For the heavy rider, the parallel force is $892(\sin 5) = 77.7 \text{ N}$

Now, subtract each rider's AF slowing force down the hill. This gives 8.3 N for the light rider and 22.7 N for the heavy one.

Finally, here is the critical step...reversing our $F=ma$ equation...the downhill rolling acceleration is calculated as $a = F/m$.

For the light rider: $8.3 \text{ N} / 68.2 \text{ kg} = .12 \text{ m/s}^2$

For the heavy rider: $22.7 \text{ N} / 91 \text{ kg} = .25 \text{ m/s}^2$...**that 0.13 m/s² of acceleration difference is important.**

If a down hill takes about 15 seconds, then (time down) x (acceleration difference) is $15(0.13) = 1.95 \text{ m/s}$ (4.4 mph) of **speed difference** at the bottom of this hill. For a 15 second down hill...that number seems a bit high and it is...this is a best case ideal set of calculations. I'm ignoring actual FSA & bicycle efficiency differences between each rider. In the real world, even on identical bikes, a larger rider could have a much larger FSA (a big jacket on a cold day) and slowing friction force which will decrease the speed difference between the two riders down to more like 1-2-3 mph on short hills...but as much as 3-4-5 mph on longer hill. But, realize...even a moderately aerodynamically "sloppy" heavier rider is going to go down a hill faster than a lighter rider...and the longer the hill the greater the possible speed difference at the bottom.

However, on twisting down hills, like at 6 Gap, down hill technical skills become much more important. Further, sweeping through tight turns, INERTIA (inaccurately known as centrifugal force) may win over into-the-curve-center centripetal force (this force helps you lean into the curve and depends on the traction of your tires to the road). From this effect,

a heavier rider may slam straight into a rock wall at 40 mph, while a lighter rider can slash through the same turn at the same speed. Again, I've seen this phenomena with my own eyes. Recall the down hill skill of Paolo Savoldelli (Il Falco) who weighed 150 lbs...just like me.

Before my heart attack, I knew I could climb and drag a heavy rider in my draft with me to the top of a hill...but after cresting the straight downhill, I tucked back behind them. This would happen naturally because they would pass me starting the downhill phase due to the FSA and AF differences outlined above. Trying this backwards (heavy up, light down) was NEVER faster.

Next, for the same reasons as above, assuming the big guys are fit, when a pack tries to move in to a head wind, get behind the big guys. They usually can produce more power into what amounts to the same FSA and AF.

Finally, as above, all else being equal and everyone is fit...a heavier rider can outsprint a light rider...which is why climbers are lighter guys...because the FSA and AF are nearly the same for both riders...but a fit heavier rider can generate more POWER to the finish line. The differences here are smaller, but at those speeds in excess of 45 mph...1-2-3 % is all that is needed for a win.

Now, without knowing the actual power output of a rider per lb of body weight, a crude quick way to think about power output is to compare total body weight/foot of height. The faulty assumption here is you are assuming all riders physiology is the same...clearly it is not...but this measure will allow for some quick comparisons...and arguments.

Using this crude measure you can see why Contador (140 lbs, 5'10" = 24 lbs/foot of height) will never win a sprint finish. But, IS why Mark Cavendish (150 lbs, 5'9" = 26 lbs/foot of height) was the 2009 TdF Green Jersey winner. What's interesting...Contador can time trial very well. This is a tribute to refining his aerodynamic profile and his body's natural ability to sustain very high levels of aerobic output for long

periods of time.

Of note, 6 time Green Jersey winner, Erik Zabel, weighs 150 lbs and stands 5'10" = 25.7 lbs/foot of height. This is NOT the model of a pure sprinter, yet he could still outsprint heavier riders. Note that his weight/foot of height number is similar to Cavendish's. No doubt, being slightly shorter gave him enough power from muscle in his body weight to be a winner. And, many of you recall, he was a pretty good climber.

Then there is Armstrong at 5'9.5" and his prime racing weight of 163 lbs = 28.1 lbs/foot of height. This would suggest he should be among the sprinters and in his younger days, in the early and mid-90s, at 174 lbs he WAS among the sprinters. But, post cancer, the weight loss of ~11 lbs (a 6% decrease) with the ~SAME power output (~6% increase in power per lb of weight), put him among the best of the climbers too. His 28.1 number also explains why he was a great time trialist as well as being a pretty good downhiller.

What's the bottom line here: unless you know you have a better bike and it can roll faster...you will go faster and save huge amounts of energy drafting in the wake of a heavier rider in a straight downhill. But, if the down hills get curvy, you may have an advantage...assuming you have the bravery and the skill to bomb a downhill. And do not plan to outsprint your heavier buddy, unless you are physiologically blessed &/or just fitter and can produce more total power/lb of body weight in the anaerobic burst required to win a sprint.

Either way...do what I do...spin the hills...Bob Howland

Some references:

<http://sportsci.org/jour/9804/dps.html>

<http://www.thenakedscientists.com/H/TML/content/questions/question/1843/>

In the morning hours of January 24th, 2010, soldiers gathered at the barracks known as Holiday Inn University Center in the sleepy town of Gainesville, Florida in preparation for the Battle of Olustee. The battle would take the combatants over 113 miles over the course of the day. Maps of the battlefield were passed around for those unfamiliar with the terrain and the silent procession toward battle began.

Several war heroes were in the ranks including General Phil Gaimon (Kenda) and Lieutenant Jason Snow (former Masters Road Race World Champion and multi-time Masters US National Criterium Champion). Major Kent Lofton (Velobrew) brought his platoon and Cycle Logic company was also present.

Captain Justin Marquand (Team Florida) arrived in his vehicle and served as chief medical officer and head mechanic supporting any fallen soldiers whose equipment had failed them.

After a slow two hour march, the troupe arrived at Olustee. The anxious warriors stopped at a canteen for some final provisions before heading into battle. With full bellies, the march resumed through Osceola National Forest. The group received a surprise visit and subsequent escort by a constable of the forest who cleared the way for the march.

The generals met at around mile 70 and decided that war was eminent. The battle cry went out and the big guns came out a blazin'. The elements

contributed heavily to the morale of the combatants as a stiff headwind stifled the spirits of many men. Despite this, flank attacks came from both sides but none were successful. General Gaimon himself was responsible for the most casualties and took no prisoners. Gaimon fought hard to gain the tactical advantage by placing his flag first atop every hill the soldiers encountered.

Unusually, there were many men still standing during the closing miles of the conflict. General Gaimon, Lieutenant Eric Stubbs (352 Racing) and Major Lofton attacked the remaining troops and wounded many. General Ryan Woodall (Dedicated Athlete) and Major Phil Bailey (Cycle Logic) joined the fierce trio combining their forces to slay the rest. However, reinforcements were called in and Majors Jim Wright (JRC) and Katey DeGoursey (JRC) worked in tandem to lead the wounded back into the fray.

In the closing moments of battle, it was Lieutenant Chris Janiszewski (Terrapin), who's more adept at mountain warfare, emerged as the day's savviest strong man and claimed victory of the 2010 Battle of Olustee. General Gaimon earned a silver star for bravery and Major David Lavenhagen (Velobrew) walked away with a bronze star for his own heroic efforts.

2010 marked the 28th Battle of Olustee Ride, a remarkable record in that it is not put on by any club or organization. The responsibility for "organizing" it has been passed down over the years among various individuals, usually associated with the local racing community.

The turnout these days is quite large, but there were a few years when only a handful of hardy souls attempted the ride.

The ride is so named because it travels north and passes through the battlefield in Olustee that is annually the scene of a major reenactment. It then loops through the forest, travels through Lake City Community College, before the sprint back to Gainesville.

There is one stop planned on the 113 mile ride, which is unsupported except for the possible provision of maps at the ride start. The ride operates as a group ride until the last 40 miles, when those so inclined pick up the pace to see who can be first back to Gainesville.



County Road 241 from Alachua up to CR-236 (Mebane Hill, etc) is under construction. The project is expected to last 3 to 4 months.

EDITOR

Roger Pierce 378-7063
roger@gccfla.org

AD GRAPHICS

Craig Lee 475-1825
craig@craigdidit.com

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.

APRIL DEADLINES

Ad copy needing setup work
March 15
Articles and classifieds
March 22
Ads in GIF or TIFF format
March 26

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GCC members escorted two British "Solar Cyclists" into town near the end of their 13,000 kilometer trip around the world. They used solar panels mounted on their bike to recharge their cell phones and GPS unit.

<http://www.thesolarcyclediaries.com/>

FINE, FARKASH & PARLAPIANO, P.A.

JACK J. FINE
ATTORNEY AT LAW

622 N. E. FIRST STREET
GAINESVILLE, FL 32601
jfine@ffplaw.com

TELEPHONE (352) 376-6046
IN FLORIDA (800) 637-4545
FAX (352) 372-0049

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

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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	5-20%	373-4052	1630 West University Avenue	www.chainreactionbikes.com
Coach K Fitness	20%	246-5514		http://coachkfitness.net/
Gator Cycle	10%	373-3962	3321 SW Archer Road	http://gatorcycle.com/
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Sisters (restaurant)	10%	379-0281	5212 SW 91st Terrace	www.eatatsisters.com
Spin Cycle	22%	373-3355	425 West University Avenue	www.spinracing.com
Super Cool Bike Shop	15%	371-2453	3460 W University Ave	www.supercoolbikeshop.com

Some restrictions apply, ask for details at the stores.

