

The Gainesville Cyclist

June 2010

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

HAPPENINGS

June 6 (Sun)

Adopt-A-Road Cleanup 4 pm

Meet at 4 pm near the west end of Millhopper Road to get organized for a 4:15 pm sharp deployment. Please don't be late; it's hard to get you supplied and assigned after we have started. At newsletter publication, we have a **full crew signed up!** THANKS. The club will help pay for dinner after the cleanup.

As we only need a few people, if you sign up it is important that you show! Losing two people shorts us one entire crew.

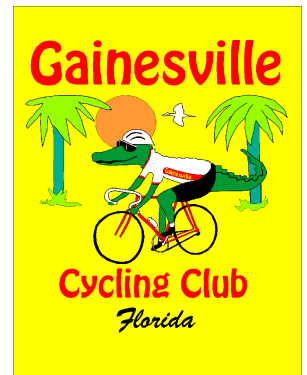
July 11 (Sun)

Jersey Order Deadline

The sixth printing of our Classic GCC jersey is scheduled for delivery in September. Use the link in the Members Area to access the Voler ordering system. Short sleeve and sleeveless jerseys, shorts, technical undershirts, booties, skull caps, and gloves are available.

Thanks to our sponsors, Apartments in Gainesville.com, Bike Route, Darryl Thompkins Real Estate Lawyer, Davis Monk Financial Group, Fine Farkash & Parlapiano, Ryan Saylor "Cyclists Realtor", and Perry McGriff State Farm Insurance, the cost to you of the jerseys and shorts is below cost.

It's been eight years since this jersey has been available, and it could be another eight before it comes up again! Don't miss out if you want one.



July 17 (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.

Please RSVP so that we know how many mouths to plan for. Use the link in the notification email that will be sent out in early July, or sign in to the Members Area on the club web site.

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 8:10.

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 \$4 for a single occupant car, \$6 for 2 to 8 persons in a car, \$2 on bike or on foot.

For more information on the park, visit:

<http://www.floridastateparks.org/fanningsprings/default.cfm>

There is bonus content in the online version of this newsletter. Plus, the online version is in vivid color! Sign in to the Members Area on the club web site to view it.



From The Editor

Roger Pierce

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gainesvillecyclingclub.org
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Welcome to the Schwinn Shop and the 8th Ave Bike & Coffee House as GCC Business Sponsors. See page 11 for discounts available at these stores. All Gainesville bicycle stores are now GCC Business Sponsors.

As this newsletter goes to press, it will be made available to our 805 members. This is the first time we've been over 800 after an expiration date.

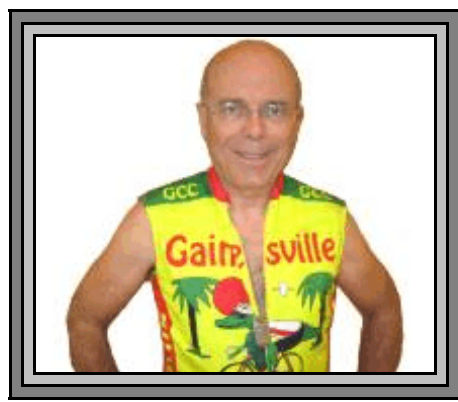
Advocacy Director Elected

James Thompson has been elected to the Board of Directors of the Gainesville Cycling Club as Advocacy Director. Welcome!

Event RSVP System

I've implemented an RSVP system that we plan to use 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.

Ride To Remember

Attendance was up at RTR4, with 290 persons registering to ride. Ride fees provided over \$10,000 to help with the operation of Al's Place, which provides day care for Alzheimer's patients.

Attention Graphics Artists

I need someone to do graphics for the Gainesville Cycling Festival, which this year will feature the 30th running of the Horse Farm Hundred. Give me a call if you are interested (378-7063).



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!

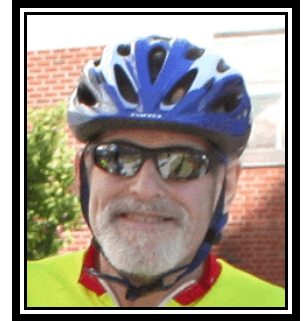


President's Letter

Now that the hot weather is firmly entrenched upon us, I like many of us am trying to get back in the saddle more consistently. I'm sure many of our members are, like me, still working on that spare tire we put on while hibernating over the winter. It's never too early to try to get in shape for the Gainesville Cycling Festival. A couple of years ago I somehow managed to get in all of the Santa Fe Century, although I'm still not sure how. I can't count on divine intervention again this year (although any help he may give would be greatly appreciated). I may even try to "graduate" to the Horse Farm Hundred. The weekend of October

23rd (Santa Fe Century) and 24th (Horse Farm Hundred) will be here before I know it. I'd better get to work. If you pass by me panting on the side of the road wish me luck.

Just as riding long distances takes preparation, so does putting on an event the scope of The Gainesville Cycling Festival. As usual we will be asking for volunteer help over the course of the summer, however if you would like to get involved in the front end planning process, please call (352-378-7063) or email (Roger@gccfla.org) Roger Pierce. All help is of course, greatly appreciated. It's never too early to get involved Gainesville Cycling Festival.



I hope to see many of you on the road. Be safe, be happy.

Bob Newman 

Training tip of the Month

by Herb Kieklak, CSCS
Coach K Fitness

Fluid and Fuel for Summer Riding

OK, here is the quick skinny from my textbook on how to fuel and stay hydrated for rides more than 90 minutes. Rides less than that can be simple water for hydration, and burn off those extra calories most of us are carrying around the midsection.

Fluid:

1. Drink 16-24 oz of water 2-3 hrs before your ride to allow for absorption and "getting rid of excess".
2. Drink 8 oz of water/sport drink every 30 minutes of exercise.
3. Drink 16 oz per lb of body weight loss at the end of your ride.
4. Sport drink should have
 - :12-24gr carb per 8oz
 - :110-117mg of NA (sodium)
 - :20-50mg of K (potassium)
5. If you do not like drinking sport drink, then go for some type of electrolyte replacement like Endurolytes by Hammer, Cliff Shots by Cliff Bar, or GU packs...
6. Very important to keep those electrolytes replaced when riding.

Fuel:

Now this one is tougher to lecture on as I have seen riders munch on some strange things mid ride and still do fine.

However,

1. Simple carb/protein meal 1 to 1½ hours pre ride.
2. Simple carbs during the ride for easy, quick digestion (bananas, gel packs)
3. And Very Important, when you finish riding, a meal with 4:1 carb:protein ratio to repair any muscle wear/tear and replace muscle glycogen for

K

your next ride. And for best results, eat 30-60 minutes post ride while your system is in repair mode.

If you have any questions on this topic or other training questions please feel free to contact me at: hkieklak@yahoo.com or 246-5514.

Thanks, Coach K

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Recycling Rides

Where I live we are finally seeing the back of one of the wettest winter/spring seasons in a while. Avoiding the showers, I've been lucky to get out on my bike once a week since December. Normally by March I'd have a solid base of miles and I'm well on the way to, if not already doing, the occasional race (or at least training with the racer types so that I might opt for a race on any given weekend). Not this year. I've averaged less than 40 miles a week since last fall. And whilst I'm not unfit - as a member of the general public I'm still an athletic outlier for my age - there is simply no way I could casually jump into my stock group rides and expect to last more than a couple of minutes. Which is why it came as quite a surprise when, out for a solo two-hour loop the other morning, I found myself getting bored. Yeah, bored.

Now, don't get me wrong. For the past few weeks, as the weather and daylight have improved, I've been steadily upping my miles. It's been wonderful just getting out on the bike at all, to take in the late spring flowers, breathe the still cool air. Except that race season is in full swing and I find my training lacks any particular purpose. I considered initiating my January-March base program late. But it's already mid-May. That would put me into August before I'm fit to do what? Race? In high summer, when it's a billion degrees out? Nah. Clearly, it is time for me to define a new objective.

There are half a dozen loops I can do from my house that give me between two and four hours without hitting major traffic. I figured I needed a way to recycle some of these loops and present myself with a fresh challenge, one that is greater than the admittedly useful expedient of getting back home in one piece.

My first idea was elementary: do more distance. I've ridden a lot of centuries over the years (though not nearly as many as Roger Piercel!). And

whilst a century will always be a worthy challenge, I found that I wanted something different, something new. I decided three weeks ago to shift my focus from the horizontal to the vertical. Rather than aim for distance across the surface, I'd switch to height attained above sea level. Same roads, different focus. It meant the logistics of chasing my new goal would be straightforward because I'd still be riding out of my own driveway. All I had to do was opt for the loop with the most altitude gain and devise a challenge based on it.

During the summer I ride my local mountain, Mount Diablo, all the time. Barely a week goes by I don't go at least halfway up. And it's a fair hill; the summit sits 3,849 feet above sea level. From the perspective of time to climb, Mount Diablo is not dissimilar to l'Alpe d'Huez. A couple of people I know who've ridden both slopes did almost identical times to the top of each. Which would put Lance Armstrong atop Diablo in just under 40 minutes compared to me busting a lung to get there in under an hour, thereby reinforcing the soundness of my decision to choose a career in something other than cycling.

Anyway, last summer my midweek ride was to cruise to the summit of Diablo up the north gate road, descend the south gate road and then climb back to the halfway point at maximum effort. Then I would get a flat spin home from the bottom of south gate. Total time from my house is a shade over 4 hours. It's an efficient way to lock in fitness for whatever craziness I'm planning on the weekends.

A few years ago I ran into a friend, a serious (and good) racer type, one morning as we both began the Diablo climb up the north gate road. My friend was training for the world masters road racing championships that were coming up in Switzerland the following month. To simulate the course, my friend was out to do three consecutive ascents of Mount Diablo. That's approaching 12,000 feet of elevation

gain. Impressive, I thought. Actually, that's a lie. "You must be crazy," is what I actually offered him. But the other day I started wondering what that would be like, and whether I could even do it. I had my new challenge!

Of course, operating outside of your known limits takes a bit of planning. The smallest gear on my bike is a 39-25. That works pretty well anywhere on Diablo except the top few hundred feet, which at 18% grade is more akin to a squat machine in the gym than it is to cycling. My friend had wisely been using a compact that got him something like a 34-26 or a 39-29 gear ratio. But being of Scottish ancestry and therefore unable to part with money unless lives are at stake, I decided to suck it up and use what I had; my inadequate gearing would have to become part of the challenge.

Two weeks ago I did my relatively common 1.5 ascents. Last Wednesday I did two in a row for the very first time. I could feel the difference! I ate and drank early and often and made sure I stayed at a moderate pace, especially during the first half of the second ascent when I had the urge to hammer, as is my usual procedure for 1.5 laps. Even so, my legs were definitely relieved to reach the summit that second time, and it was all the energy I had to spin my way home on the flats.

Today I did 2.5 laps, deciding on the spur of the moment to make the last 0.5 the top half of the mountain rather than the bottom half as I'd planned; it meant less time getting chilled on the descent and a faster turnaround from descending to climbing. It was also better practice for next week when I will have to try to drag myself up that final 18% wall after three whole ascents.

My ride time today was a shade under six hours. Surprisingly, I wasn't totally wasted when I got home. (I'm sitting here typing into my laptop computer at any rate!) But next week's three ascents will probably take something like seven hours in the saddle. I've already promised myself

that once I've made the summit that third time - assuming that I do - I will ride as fast or as slow as I want getting home. I'll stop wherever and whenever I like. If I want to lie in the sun outside a coffee shop five miles from my house, so be it. I'll be done!

So there you have it, one recycled ride, one refocused cyclist. If you find yourself getting into a bit of a rut as the dog days of summer blanket Gainesville, consider taking your everyday rides and devising some new challenges for yourself. You may not be able to do a high vertical challenge without driving to north Georgia, but there are plenty of other demanding rides around north central Florida. Ten timed laps of Dungarvin Road, perhaps? Or do your regular three-hour loop in reverse and suck up that headwind on the way home. It doesn't have to involve seven hours on the bike. With a tiny bit of imagination I'm sure you'll be able to find an abundance of new ways to ride old roads.

P.S. For those of you who read my more regular contributions a few years ago, I did finish writing that novel. Thanks for asking! Check out "Bubble Chamber" by SCH Thurston on Amazon.com, or go to www.bubble-chamber.com. A significant portion of the story takes place in Gainesville, at a fictional UF department. I'm working on another novel now but I'll try to find a few minutes to let you know how I get on with the three ascents of Diablo, too.



FINE, FARKASH & PARLAPIANO, P.A.

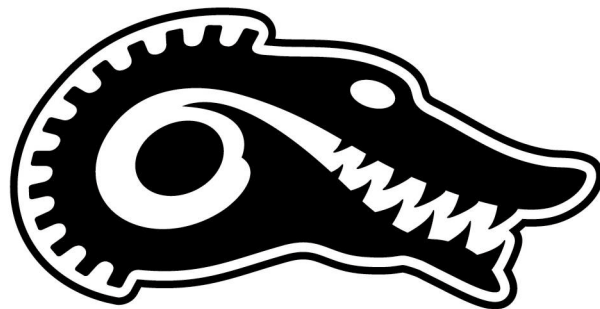
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Pedalers Do Cline Feagle Road
Photo by Melinda Koken, Ride Leader



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If there is one thing that really gives meaning to the pleasure that we get from biking, it is doing it to benefit others. I don't know what it is about two wheeled transport, but, be it peddle bikes or motor bikes, those riders always seem to be doing things for other people. Guess that makes us all special.

I am sure that there were several other riders from Gainesville Cycling Club that attended, and enjoyed the event. Perhaps some would be interested in joining the GCC Team for MS150 Cycle to the Shore in October?

Over the weekend of May 15th and 16th, 6 bikers from Gainesville joined the Team Xpedx group to ride the 75 miles (actually about 78) from Bok Tower, via a circuitous route through the citrus plantations to the Caribe Royal Hotel in Kissimmee. There were also 50 mile and 100 mile options to suit different ambitions.

If you are one of the riders that frequent Millhopper Road, those hills are nothing compared to those waiting to be found south of the Kissimmee area. They are long and they are steep! The other factor that makes it a challenging ride is that the roads are not in the same state of repair as we are used to and I could not believe how many railway lines they have!! However, these slight negatives were compensated by the weather and the company. For anyone that has not taken part in these rides, they are really well supported with SAG stops every 10 to 15 miles and roving

support crews in close attendance. At every stop there was a smiling face, some armed with water pistols, and some with a word of encouragement.

Caribe Royal is a really great hotel, and the soak in the pool with a beer for the boys and a Pina Collada for the ladies was a welcome treat to ourselves. The event sponsors a dinner in the evening, but our group always likes to take ourselves out to a restaurant dinner, so we skipped that part.

It is always hard to motivate yourself into the Sunday return trip, but again the enthusiasm from everyone involved soon spreads and the aches and pains are forgotten. Options for Sunday were 50 and 75 miles. A surprising number took the 50 mile option, but our group, being the brave soles that we are, opted for the 75. Again, the weather was perfect and the head wind served to cool us as we labored over hill and vale.

They save the hardest hill for the end. I'm sure it was not that steep going down, but it certainly is going back up! They put a SAG stop at the bottom, but I think they'd be better to put an oxygen tent at the top! I'm sure many riders would thumb their nose at this challenge of distance and

elevation, but I for one am proud to share this road with you and to have met the challenge!

The always emotional welcome greeted us back at Bok Tower where Bubba Burgers were in plentiful supply. And then, during the long drive home, the heavens opened and the rain that held off all weekend for us fell in torrents. At least the bikes were clean when we got home.

Team Xpedx raised \$9,540



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See you at MS150 Cycle to the Shore, October 2nd & 3rd, 2010. To join Team Gainesville Cycling Club & Friends, go to:
<http://main.nationalmssociety.org/goto/gccfriends>

Password: GCCFRIENDS2010





Gainesville Brevet Series



Next year, for the first time in its 112-year history, Paris-Brest-Paris[1] may limit ridership. If so, entries will be allotted to each country proportional to the distance ridden in all sanctioned events in 2010. The longest brevet completed this year will determine one's individual priority. In an unabashed effort to grab as many slots as possible, our national sanctioning body, Randonneurs USA, did their best to strike fear into the hearts of aspiring PBP riders.

Perhaps it was because of the FUD, or maybe because the market was up twenty percent, participation in Gainesville's four-ride series was way up over 2009. More riders (76 versus 68) rode more total kilometers (45200 versus 30690). On average, each rider went substantially further (370 total miles vs 280). And, this was despite the scheduling SNAFU that made it almost impossible to book a hotel room on the weekend of Gatornationals and the 400 ride.

Except for a frosty start on the January 200 and a little headwind on the first day of the 600, the weather could not have been much better. Congratulations to all that completing the still-grueling series: Paul Calewarts, Charles Coldwell, Phil Creel, Darin Crowley, Jim Davis, Pat Donovan, Allen Gencarelle, Ray Holzworth, Chris Kaiser, Larry Patz, Marshal Price, John Tanner, and Betsy Thorpe.

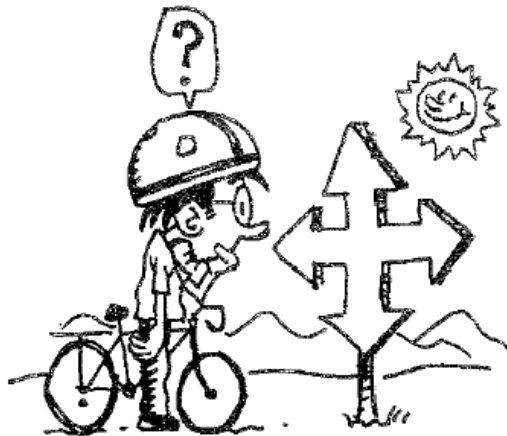
Sympathy goes to UF professor emeritus Robert Coldwell who crossed wheels with his son in the final miles of the 600, broke his collar bone and abandoned. He assures me he will return for more punishment next year.

[1] Closed to cycling professionals, Paris-Brest-Paris is the oldest organized cycling event in the world. It is often cited as the inspiration for the Tour de France.

Rider	Home Town	ST	200	300	400	600
Andy Akard	Atlanta	GA	x	x		
Hamid Akbarian	Boca Raton	FL				x
Robert Allen	Reynoldsburg	OH	x			
Rorie Anderson	Boca Raton	FL	x			x
John Appel	Apopka	FL		x		
Tom Bardauskas	Florence	SC			x	
RitaAnn Becker	Havana	FL	x			
Leon Beeler	Cocoa Beach	FL	x			
Laura Bergamini	Arlington	MA			x	
Linda Blankenship	Winter Park	FL	x			
Roy Burnham	Columbus	OH	x			
David Buzzee	Columbus	OH	x	x	x	
Paul Calewarts	Jacksonville	FL	x	x	x	x
Sara Kay Carrell	Hays	KS		x		
Charles Coldwell	Winchester	MA	x	x	x	x
Robert Coldwell	Gainesville	FL	x	x	x	
Scott Connelly	Florence	SC			x	
Tim Creamer	Athens	OH	x	x		
Philip Creel	Columbia	SC	x	x	x	x
Darin Crowley	Crestview	FL	x	x	x	x
Jim Davis	St Petersburg	FL	x	x	x	x
Patrick Donovan	Orange Park	FL	x	x	x	x
Jim Elder	Odessa	FL	x			
Bill Erwin	Clermont	FL	x			
Boris Fayfer	Coral Springs	FL		x		
Joe Fritz	Panama City Bch	FL	x			
Dean Furbish	Raleigh	NC	x			
Cindy Gaudette	Lauderhill	FL		x		
Allen Gencarelle	Orange City	FL	x	x	x	x
Woody Graham	Columbia	SC	x	x		x
Ross Gridley	Pickerington	OH	x			
Deb Griffith	Lithopolis	OH	x			
Mike Griffith	Lithopolis	OH	x			
Craig Hablewitz	Fort Myers	FL	x			
Julia Hilty	Lancaster	OH	x			
Ray Holzworth, Jr	Gainesville	FL	x	x	x	x
Alan Johnson	Morrisville	NC	x			
Chris Kaiser	McDonough	GA	x	x	x	x
Brian Kennedy	Satellite Beach	FL		x		x
Robert Kennedy	Boca Raton	FL		x		x
Cathy Kamhi	Largo	FL		x	x	x




Starting in the dark



-ADVENTURE CYCLING

<i>Rider</i>	<i>Home Town</i>	<i>ST</i>	200	300	400	600
Kelly Knapp	Jacksonville	FL	x			
Martin Lavoie	Gainesville	FL	x			
Todd Lee	Lancaster	OH	x			
Judith Longley	Deland	FL	x		x	
Tom Marchand	Jacksonville	FL	x	x	x	
Garrett Marecki	Jupiter	FL	x	x		
Frank Mileto	Millbrook	AL	x	x	x	
David Miller	Columbus	OH	x			
William F. Mitchell	Jacksonville	FL	x			
Ric Noland	Canal Winchester	OH	x			
Michael O'Connor	Durham	NC	x			
Amanda Orr	Blacklick	OH	x			
Lindley Osborne	Cary	NC	x			
Larry Patz	Jacksonville	FL	x	x	x	x
Van Perry, III	St Petersburg	FL	x		x	
Steve Phillips	Kimberly	AL		x		
Marshall Price	Macon	GA	x	x	x	x
Donn Rathburn	Canal Winchester	OH	x			
David Roderick	Groveport	OH	x			
Paul Rozelle	Gulfport	FL	x			
John Schlitter	St Petersburg	FL	x	x		
Jim Shanni	Watkinsville	GA				x
Terry Shuya	Jacksonville	FL	x	x		x
Paul Smith	Charlotte	NC		x		
Sridhar Sourirajan	Cary	NC	x			
Kayla Starr	Lancaster	OH	x			
Roger Swanson	Lindale	GA	x	x		
Hardy Swinson	Cochran	GA	x			
John Tanner	Clearwater	FL	x	x	x	x
Terry Thomson	Waxhaw	NC	x			
Betsy Thorpe	Tallahassee	FL	x	x	x	x
Troy Timmons	Navarre	FL		x		x
Jim Tolbert	Winter Park	FL				x
Mark Wilkinson	Jacksonville Bch	FL	x	x		
Mark Wolff	Jacksonville	FL	x			
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Dive gear - mens L, womens M BC, 2 regulators with octopus and gauges, women's size 8 full reversible wetsuit. \$200 for everything.

Chest of drawers - the "Wood You" kind, dark brown wood stain, 5 drawers, \$25.

Contact Leslie Folkerth -
leslieanddoug@gmail.com.

2000 Litespeed Classic Titanium, 48cm frame (small), complete

bicycle, no paint or logos, head badge intact. Shimano 9-spd Ultegra components (including branded brakes and hubs), shifters are Dura Ace. SUP UB Comp wheelset w/Continental 4000 tires. Cane Creek headset, Thompson Elite seat post, new San Marco G'l'amour saddle, flight deck computer. Ruby Rock Shox Road fork w/classic 1" steerer tube and ride-reachable lockout. Recently tuned at bike shop, very good condition. A new Litespeed frame alone would cost at least \$2000, so this is a great opportunity if you've been thinking about going "ti." \$1995 obo. Diann Dimitri 378-7063,
diann@piercepages.com.

SPINERGY AERO RAV X composite wheels, barely ridden with less than 400 miles on them - 3 years old - sadly I am too heavy for them!!! Superior Racing wheels still considered today as one of the finest AERO wheel set on the market - ok for training...Come with skewerers and Michelin Pro Race tires as well...Asking \$600 or best reasonable offer ...Also have **EASTON DELTA FORCE** Composite bars with detachable SYNTACE Aero Bars together asking \$200. Contact: David Kniseley 352.378.7531,
knizgtr@gmail.com

Cycling shorts, brand new (tags on) Canari, Men's Large. \$20. Contact Beatrice Solis, 317-6414,
Beatrice.Solis@holyyfaithchurch.org.

Big Agnes Insulated Air Core Sleeping Pad (non self-inflating), 20" x 66" x 2.5". New, \$50 obo.

Cycling shorts, GCC VOMax red panel, size Med, virtually unused. Two available at \$30.
Diann Dimitri 378-7063,
diann@piercepages.com.

1999 Litespeed Classic Titanium frame, 61cm, great condition, \$600
Handlebars, Super Italia Pro-260, double grooved for hidden cables, 42cm, \$10

Basket, sits on top of rear rack, 14.75" long, 9.5" wide, 9" deep, \$5
Ice tray, makes nice long icicles to chill your hydration pack top to bottom, \$2

Road pedals, Look, used, PP 247 and PP 357, \$20/pair
Andrew Gill gillap@gmail.com
352-284-4347

Gloves yellow with GCC logo, size L and XL, \$20.

Water Bottles GCC logo Specialized yellow \$3, 2 for \$5.

Roger Pierce roger@gccfla.org

Florida Bicyclists Call for Veto of HB 971

by Mike Lasché

Advocates for Florida bicyclists and pedestrians are asking Governor Crist to veto the recently passed law known as House Bill 971 (HB 971). The bill (attached) was received by the Governor on May 21 and he has 15 days, until June 5, to approve or veto it. The bill is opposed because it allows local governments to allow motor vehicles on sidewalks, requires cyclists to engage in unsafe behavior, and changes Florida law to allow offender with 4 DUI convictions the chance to drive again.

HB 971 (page 78, lines 2157-2163) allows a county or municipality to permit "the operation of vehicles, golf carts, mopeds, motorized scooters, and electric personal assistive

mobility devices on sidewalks or sidewalk areas when such use is permissible under federal law." Current law allows pedestrians, cyclists, Segways, and motorized wheelchairs on sidewalks and advocates predict that mixing higher-speed motorized vehicles with them will lead to crashes. Crashes are also predicted at driveways and crosswalks when motorists, accustomed to traditional slow sidewalk traffic, encounter these higher-speed vehicles. Though HB 971 declares a speed limit of 15 mph for motorized vehicles on the sidewalk, the ability to enforce this is doubtful. In addition, HB 971 does not require these motor vehicles to yield to pedestrians.

For bicyclists, the bill requires mandatory use of a bike lane (pp. 17-18, lines 473-490) even when such use is unsafe. In the case of a bike lane next to a line of parked cars, a cyclist would not be allowed to leave the bike lane to avoid the possibility of a suddenly opened car door. Where the bike lane is placed to the left of a right-turn lane, right-turning cyclists would be required to stay in the bike lane and make their right turn by turning across the front of the right-turn lane. Where the bike lane is to the right of a right-turn lane, safe practice calls for a right-turning cyclist to leave the bike lane and enter the right turn lane, in order to avoid being crunched against the curb by

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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.

JUNE DEADLINES

Ad copy needing setup work
May 14
Articles and classifieds
May 21
Ads in GIF or TIFF format
May 25

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Florida Bicyclists Call for Veto of HB 971

(Continued)

right-turning motor vehicles, but HB 971 does not allow this safe practice. For a cyclist moving straight through an intersection, it will be illegal to follow the safe practice of leaving a bike lane placed to the right of a right-turn lane, in order to move to a through lane. Numerous other safe bicycling practices would become illegal, some of which are mentioned in a document in the online version.

HB 971 (pp. 69-73, lines 1916 –2020) changes Florida law to allow a person convicted of 4 DUI offenses to drive again.

In November 2009, Bicycle/Pedestrian Advocates (BPA)

reported that Florida, according to the National Highway Traffic and Safety Administration (NHTSA), had placed either #1 or in the top 3 in both bicycle and pedestrian fatalities per capita, among the 50 states, from 2001 to 2008. The NHTSA figures also showed that 1 in 6 US bicycle fatalities occurs in Florida and 1 in 10 pedestrian fatalities occurs in Florida. BPA also reported that the Dangerous by Design study, commissioned by the Surface Transportation Policy Project and Transportation for America, showed 4 Florida cities, Orlando, Tampa-St. Pete, Miami-Ft. Lauderdale, and

Jacksonville, ranked 1, 2, 3, 4 in the US for pedestrian danger among the nation's 52 large metropolitan areas. The Dangerous by Design study also showed that 13 of the top 25 most dangerous metropolitan areas for pedestrians in the nation, among all sized metro areas, were in Florida. Recognizing the seriousness of the current situation, Bicycle/Pedestrian Advocates, the Florida Bicycle Association, and advocates throughout the state have called upon Governor Crist to veto HB 971 as its language, if enacted into law, is expected to make the situation even worse.

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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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Mr Goodbike	10%	336-5100	425 NW 13 th Street	http://mrgoodbike.com/
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Super Cool Bike Shop	15%	371-2453	3460 W University Ave	www.supercoolbikeshop.com
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Some restrictions apply, ask for details at the stores.



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