

WASSUP?

August 20 (Sat)

Time Trial Challenge #6

Details will be posted on GCCMail.

August 27 (Sat)

14th Annual Gliders Training Century 7 am

Meet at the Chevron on NW 43rd St at 53rd Ave for a 7:15 am departure for a ride over the Santa Fe Century course. Stops in High Springs, Watermelon Park, and Worthington Springs. This is a regular club ride – no SAG support. Gliders pace (average speed around 19.5 mph, cruise often around 21 mph). If you anticipate problems maintaining Gliders pace, print out a Santa Fe Century map from the web site. An A Ride group usually comes out and starts the ride with us, but does not do all of the rest stops.

September 4 (Sun)

8 Hours of Labor

An individual and team endurance race sponsored by Goneriding.com and the Friends of San Felasco. Proceeds support the park. Volunteers are needed. Send email to:

info@sanfelasco.net

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

http://www.goneriding.com/index.php?option=com_content&view=article&id=158&Itemid=201

September 5 (Mon)

Labor Day Picnic and Volunteer Party

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

September 18 (Sun)

Jersey Order Deadline

Deadline to place your order for a new design Official GCC Jersey. Jerseys, shorts, jackets, and more are available. See the Club web site Members Area for more details and to access the order page, which should be available by mid-August.

Gainesville Cycling Festival Entry Certificates

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

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

You save our volunteers work when you enter the Festival from the Club web site. You also can save up to \$15 per ride! Volunteers who enter this way won't even need to send in any paper if they are doing one ride and getting one t-shirt.





From The Editor

Roger Pierce

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Suzanne Newman
Barb Thomas

GCC Web Page

gainesvillecyclingclub.org
gainesvillecc.org

On July 11, the club membership exceeded 1,000 for the first time, a major milestone. If everyone shows up for the Labor Day picnic, we'll have quite a crowd!

Password Reminder

We do not have a record of your password (we use a one way hash to verify it when input). If you forget it, click the "Forgot Password" link on the Members Area sign in page. If you do not have a birthdate on the system, you will not be able to reset; contact me if this becomes a problem.

Website

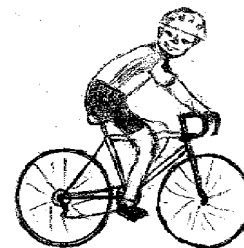
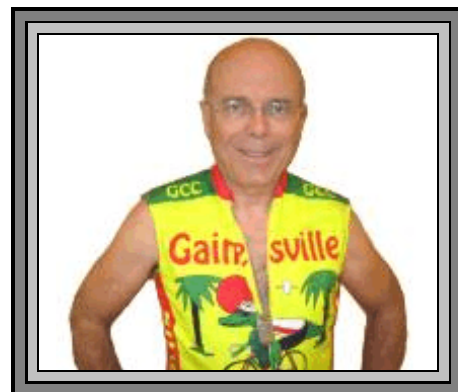
I'm attempting to make sure the web site stays up-to-date. I've just added some of the newer ride groups that were not previously listed. If you see anything that needs updating, let me know! We have a big enough web site that it is difficult for one person to keep track of it.

Festival

To put on a successful Festival, it's important that we have our management staff on board before September. We have some openings (see page 7 for a list). Please call me if you can help.

Newsletter

As you can see, I have a lot on my plate with the Club other than the newsletter. If you have the inclination and time to put out a publication six times a year, lets talk.



**WANTED:
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Bike Works

We are looking for full or part-time bike mechanics. Must be willing to assist with sales as needed and be able to teach basic skills.
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President's Letter

The Gainesville Cycling Club family is a unique one. Most of us initially joined the club for the benefits of an organized exercise group. Club picnics and parties have brought us together socially. Friendships and even marriages (including my own) have formed.

Since the inception of our club in 1981, it has grown consistently year after year to the point where the Gainesville Cycling Club is one of the largest clubs in the United States. The GCC has recently surpassed the 1,000 member milestone, which speaks volumes for this organization. Often this great camaraderie causes people to stay members even if they move away or have had to give up cycling altogether.

The forerunner of the Gainesville Cycling Festival, the Horse Farm Century Ride took place on November 1, 1981. Like the club itself, this event has grown steadily over the years. Buoyed by members who have volunteered their time and talents, this single century ride has grown to the dual century Gainesville Cycling Festival. The Festival generates a significant amount of money for charity and direct benefits to our membership. The Santa Fe Century generates a substantial charitable gift to the Boys and Girls Club of Alachua County, typically about \$10,000. Funds from the Festival help to offset the costs of our many picnics and other functions.

This year's Festival will be held on October 22nd & 23rd and will again be

staffed entirely by volunteers, nearly all of which will come from the ranks of GCC members. As always, your continued support will keep this event as great as it is grown to be. Please see the information on page 7 of this newsletter regarding how the club can again use member support. With your help we can make the 2011 Festival the best ever. I hope to see you all there.

Bob Newman



Life Memberships

by Roger Pierce

The GCC is currently in the process of implementing a policy of providing life memberships to members who are current on their 75th birthday. When you renew your membership, and the term will end after your 75th birthday, you'll get a membership card with "LIFE MEMBER" on it.

Congratulations to our first crop of Life Members:

Charles Broward
Mosetta Cohen
Joanne Dofing
George & Lee Edwards
Paul Hargrave
Thomas Idoyaga
Bud Jones
Fred Malmshemer
Perry McGriff
Jim & Mary Lou Merkner
Gil Murray
John G. Orthoefer
Robert Siegel
Martin & Dorit Uman
Lambert Vaes

Jim & Meegan Wilson

It's important to note that not everyone in this list is over 75! All of them have renewed their memberships so that the expiration date will be past their 75th birthday.

It's not hard to calculate your renewal cost if you would like to extend it for life if you have an individual membership. First, look at your expiration date (in the Members Area, About Me block). Calculate the number of years needed to extend it beyond your 75th birthday. The basic formula is \$12 a year plus \$3 (less \$1 if you are in the bonus).

For two person families, calculate the number of years needed for each member. The amount needed is \$15 per year for the youngest person plus \$5 (less \$1 if in the bonus). Subtract \$3 for each

of the years in the difference between the two members ages.

Email me if there are more than two persons in your family.

It's important that your birthdate on the club records be correct, as otherwise you might receive a fraudulent life membership. (Birthdates can be hidden from other club members if you are sensitive.)

The club is in great shape financially, and we're offering this as a service to the membership for those who enjoy not getting a bill.

Cathy G. Cain
Exclusive Agent

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New Trail

Lee Ross Reporting

June 14 - Good news cycling enthusiasts! The county commissioners who were present voted unanimously to approve the proposed bicycle trail between 39th Ave and Millhopper Road. Commissioner Pinkoson wanted it noted "for the record" that the signage should show that the trail may be temporary, because of a proposal for a possible future road in this area.

Many thanks to those of you who contacted commissioners, and many thanks to Parks Superintendent Robert Avery for this proposal.

New Jersey

The votes are in! The winner is a new jersey design. We've asked Matt Staras to do one for us, and expect to be able to show it to you after the Board of Directors takes a look at it in August.

You should have about a month to place your orders with Voler (order deadline is September 18). There will be a link in the Members Area to get you to the order web site. Payment is made directly to Voler.

Scott Erker, our Jersey Manager, is currently looking for sponsors to help defray the cost of the jersey to members. Sponsors get their logo on the jersey, on our web site, and in the next newsletter. The cost is \$600, which includes a jersey and shorts (\$500 without clothing). Email Scott at scotterker@ufl.edu to sign up.

Group Membership

419 of our members have joined one or more of our riding and/or interest groups.

This means that 558 (more than half the club!) have not yet signed up.

Get off the fence, get out on your bike, find your group and start riding. And don't forget to join!

The Stewardship of Cycling: The Importance of Volunteering

by Beatrice Solis

Who doesn't enjoy the benefits of riding a fully supported cycling event? The obvious answer is that everybody loves riding these wonderful events and the reason is the hundreds of volunteer hours donated by the community members make them great fun. Yes, it's what we individually volunteer for our cycling communities, and events, that make them so special for all who participate.

Let's look at this responsibility to our Club as a win/win whereby we, the entire cycling community, benefit each and every time we give of our time, talent and treasure. Every time that one of us enjoys riding a fully supported event let's ask ourselves how can we "give back" and "pass it forward".

GCC has a number of volunteer slots still open and in need of staffing for the next GCC Santa Fe Century and Horse Farm Hundred event this Fall. You can support the event, volunteer, and ride too...these are not mutually exclusive activities instead they complement one another greatly. Consider that each of us has a unique and valuable skill set to offer our Club. Get involved and volunteer for the

next big event and help build our local annual cycling event into something even greater. Not only will you have great fun working with your fellow GCC members you will also meet



hundreds of cyclists who come from very far to ride our scenic countryside event.

In case you are wondering how you can get involved with our upcoming events please take a look at our Gainesville Cycling Club website for areas still needing man and woman power! I guarantee you will have a blast!

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ffp
LAW

Sharrows

The most popular question asked after the recent compromise on the 16th/23rd repaving issue was--"What exactly is a sharrow?" The County Commission unanimously passed the sharrow plan after a seven-hour meeting on July 12th. It calls for the re-marking of lanes on the four-lane corridor. The inside lane will be 10' 9" and the outside lane will be a "shared" lane of 13' 3" (I mistakenly wrote in an earlier letter to the list-serve that the plan was for a 10' and 14' set-up).

This outside lane will be marked with "sharrows," a bicycle-in-motion icon that tells motorists to watch out for us on the road. Signage will remind drivers that we have full use of the lane. This "sharrow" is distinguishable from the bike lane icon in form, and in that there will be no painted stripe distinguishing bicycle from automobile lane. In nearly all the Googled images for "sharrow," the icon is painted onto the lane well beyond the "virtual" bike lane stripe, sometimes appearing in the middle of the road.



Typical Sharrow Marking

As Commissioner Susan Baird said, the final decision leaves everyone party a little less than satisfied, which is sometimes the mark of a good compromise. Baird voted for the

option, of course, and we think she should give herself and the Board a little more credit. The neighborhood associations and local automobilists got to keep their luxurious median, and cyclists get bicycle facilities build on a roadway that currently has none. This was more of a win-win than a withering compromise.

While the GCC spoke in favor of the full and legal bicycle lane, those at the County meeting seemed content with the compromise. The full lane would have added more than \$1.0 million to the \$5.4 million project because of the need to completely resurface the road for gutter spillage, and to completely reinstall the gutter system. Given public input on the corridor and the state of the economy, none of the Commissioners had the political or fiscal momentum to go with a full bike lane. So, call it what you will--compromise or win-win--the sharrow plan beats all of the original plans, which shoved us over into a gutter of various inadequate widths.

"Secret" Trails

In other news, it's about time to puncture the tubes of a very sacred taboo in Gainesville. Yes, we're talking about the "in-town" trails, or "secret trails." Now so popular as to have an ongoing "festival" day (which shall remain nameless), the nearly seventy miles of alleys, fire roads, power-line single track, and cut-throughs running through Gainesville's city limits have long been the source of a pleasant debate among commuters and off-roaders.

In each group, certain riders guard the location of the trails with web-silent "invitation-only" rides. Several bike shops play mum when unknown riders or out-of-towners inquire as to their location. This is understandable since it is technically illegal to trespass upon this clandestine connectivity. While enforcement is unlikely and almost impossible, no one wants to make the secret trails so popular that people start complaining about hoards of riders

invading city property, or in some cases, private property.

But the times, they are a changin'. Some shop group rides openly ride the trails. A few City and County staff admit to riding the trails, either for recreation or as safe connectivity between paved streets and sidewalks. Certain in-town trails closer to the campus and urban core are regularly used by students and staff of our local public institutions. I myself have utilized a certain power line road to make my daily route from Ft. Clarke to Tioga Town Center a little more fun.

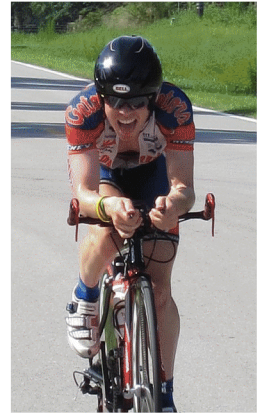
So here's the rub. The Gainesville Regional Utility Board of Directors is in fact the City Commission. The City Commission has strongly supported progressive approaches to bike infrastructure. People are already using the trails for recreation and commuting. Risk management is mitigated by Florida's Recreational Land Use Law (FS 375.251), which allows persons or entities to open private land at no risk or liability as long as no commerce (entry fees, usage fees, etc . . .) is involved. Other cities have already opened their clandestine connectivity with no negative impact. Doing so relieves paved roads of foot and bicycle traffic.

In short, there is no reason for the "secret" trails to be secret any more. Not if we are to make them truly owned by the public, not only in the sense of our utility possessing them, but also in the sense of citizens being able to use them. Your GCC Commuter Committee is already helping one of its members, a local attorney and planner, to GIS map these trails. We look forward to bringing the idea of decriminalizing/opening the trails to the appropriate elected officials and the general public in the near future.

To join the GCC Commuter Interest Group and receive even more detailed information about these and other issues, go to the Members Area at gccfla.org, My Riding block. The Group is devoted to improving cycling infrastructure in North Central Florida.

Time Trial Challenge

July 30, 2011



Photos by Rob Wilt

Fanning Springs Picnic, July 16, 2011

Photos by Rob Wilt



Tour de France Viewing Party, July 21, 2011

Snapshots by Roger Pierce



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Gainesville Cycling Festival

CALL FOR VOLUNTEERS

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

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

How to Sign Up

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

You can also sign up at the Labor Day Picnic.

Type of Help Needed

REST STOPS. Hand out food and water during the Horse Farm Hundred

at Loften High School, Flemington, the lunch stop at the Roberts farm, or the trail stop, and during the Santa Fe Century at the end of Millhopper Road, in High Springs, Watermelon Park, Worthington Springs, and DeSoto Park in Hague.

REGISTRATION. We will be open Friday evening, Saturday morning and afternoon at the Boys Club, and Sunday morning at Loften High School and in Flemington.

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

PARKING. We'll need a few people to help direct parking at the Boys Club on Saturday and at Loften on Sunday.

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

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



Horse Farm



Hundred

MANAGERS NEEDED NOW!

We're looking for a few people who can manage to join the up-front team now.

Call Roger Pierce at 378-7063 if you can help. Open positions include:

Aid Director
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Course Supervisors



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Power Meter vs. Heart Rate Monitor: Hyperbole and Science?

by Mike Robinson

Heart rate monitors and power meters have become important tools for serious cyclists with a dizzying number of options available to the consumer. Accompanying these devices has been a proliferation of books, websites, blogs, and forums concerning training for cyclists. A few years ago, my colleagues and I became interested in finding out what was known about training for the serious cyclist. More specifically, we wanted to know what was supported by sound, peer-reviewed scientific study with respect to the use of power meters (PM) and heart rate monitors (HRM). We found surprisingly little in the way of actual science, despite a very large body of opinions. This led us to conduct (and recently publish) a study directly comparing the effects of using a PM vs. HRM during high intensity interval training for cyclists. Before I get to the specifics of the study, some background would be helpful.

What do you want to improve or change with training? Physiologically, there are a lot of things that change with fitness. These include cardiovascular changes from strengthening of the heart (increased contractile force etc.), peripheral vascular changes (increased capillary beds etc.), energy system changes (increased mitochondrial density etc.), pulmonary changes (inspiratory/expiratory force and volume), muscle changes (increased muscle volume/strength) and more.

Mostly, you want to be able to go faster, and ride farther. Changing all that physiology is how you get to that goal.

The general consensus among exercise physiologists is that to achieve these physiological changes you need to stress (sometimes called overload) the system, then allow it to adapt (ie. increase the number of mitochondria) during recovery. Without an adequate stressor or load, or without sufficient recovery from that load, the physiology doesn't adapt, and you don't go faster.

What is supported by the scientific literature when it comes to increasing performance on the bike? Short answer: Interval training. There are a large number of interval training protocols out there. Just about every method tested shows good results. The key is that they stress the system, then allow it to adapt, resulting in the changes listed above. What doesn't have any empirical support? Short answer: LSD..no, not the drug, Long Slow Distance riding. Putting in lots of miles at a level of effort that does not stress your physiology sufficiently and will not lead to increased fitness...unless you are starting with virtually no fitness. One of my colleagues describes LSD as "exercising the soft tissues." If you are relatively fit, the only scientifically supported type of interval is high intensity interval training (typically 80-90+ percent of your maximum Heart Rate). It turns out that you can

do intervals based on HR, or you can do intervals based on Power, or you can do intervals based on perceived exertion. Many writers, bloggers, coaches, trainers, and riders have expounded voluminously on the superiority of power for training. Here are some of the arguments presented by these folks:

1. HR is too variable. It is influenced by heat, anxiety, fatigue.... So it is not an accurate or reliable estimate of your work.

Response: The fact is that HR and Power correlate .99 in the lab, and .97 in the field. That means that they are almost perfectly related. As power goes up, so does HR. Yes, extremely hot days require some of your cardiac output to go toward keeping you cool (up to 20%). Anxiety influences your HR while sitting at your desk. It has virtually no influence at all when you are doing an interval workout...demand for oxygen to the muscles takes over.

2. HR lags behind your power output, so your interval is not the length you think it is.

Response: Yes, when you stomp on your pedals, power will go up immediately, and HR will climb more slowly, generally taking 15-30 sec. to stabilize for a given effort. The timing of interval sessions is completely arbitrary. There is no scientific reason that indicates you should do a 5-minute interval, instead of a



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4-minute, 45-second interval. The best scientific evidence indicates that it is the total amount of time in intervals of high intensity (with sufficient recovery) that matters.

3. In hard efforts, HR is likely to rise over the session, making it unreliable as a measure of your workout effort.

Response: This is of course true for many workouts. It gets harder to maintain an effort as you deplete your immediate energy stores, as you become unable to clear metabolic waste products, as you fatigue etc. If your workout calls for you to do 10-minutes at 300 watts, but at 5-minutes you are at maximum HR, what are you going to do? Your heart won't pump any faster. HR is the better indicator of your effort than power, your physiology determines how much power you can produce. Remember, the point is to stress, then recover. If you HR shows that you are stressed, then with recovery, your physiology will adapt.

The Study:

We (Robinson, Plaschaert, Kisaalita in the Journal of Sports, Science and Medicine) set up a study to test which worked better for interval workouts: training based on power levels, or training based on HR levels. All participants were local recreational cyclists from the local clubs and riding groups. Everyone was tested at the UF/Shands Sports Performance Center. We recorded Lactate Threshold, VO2max, and 20km time trial during testing on a Computrainer. This testing was done twice: once before interval training, and a second time following approximately 6 weeks of twice-weekly intervals on the

Computrainer. Half of the group did their intervals based on an increase of power (5-15%) each week. The other half of the group did intervals designed to keep their HR during intervals in what has been called the "lactate threshold" range. Resistance was adjusted each week to keep their effort (HR) in that zone. All intervals were 5-minutes long, with 4-minutes rest during a 1.5 hour session.

Results: Both groups showed increases in fitness as evidenced by a 3.5-minute decrease in 20km TT times, and a 9.8% increase in power at lactate threshold (they could ride harder before measures of blood lactic acid began to accumulate rapidly). For perspective, these are substantial improvements in fitness. There were no differences between the HRM and PM groups with respect to fitness changes.

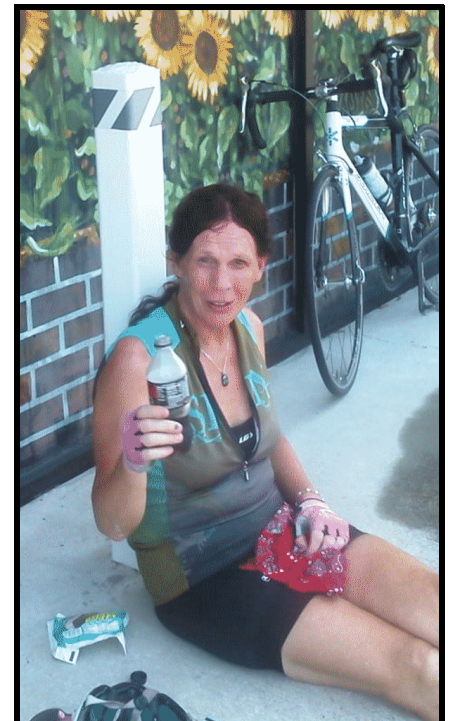
Bottom Line: For the only scientifically supported form of training to increase cycling performance (High Intensity Intervals) it doesn't matter whether you use a HRM or a PM to design and perform your intervals. Your heart, lungs, muscles, and mitochondria don't know or care if you use a HRM or PM to make them adapt to a higher level of intensity!

There will be many of you who own a PM who will disagree based on your personal experience, or your coaches experience, or because Pros use PM's, so they must be better. Or maybe because you spent \$3500 on a PM, it must be better than the \$50 HRM. That may be true, but those results are coming from another mechanism...maybe I'll write about that another day. There may be other

uses for PM and HRM that show specific superiority of one over the other, but there are no published studies demonstrating these effects.

Disclaimer: I don't have any financial interest in any HRM, or PM company. I've owned both, and am still slow....maybe neither of them work.

Michael E. Robinson, Ph.D.
Professor
Center for Pain Research and Behavioral Health
University of Florida




A familiar sight at the Chevron post ride, Diane Rix enjoying lunch. This is her last one for a while, as she is moving to New York.



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KERRY DUGGAN

Nuisance

by Melinda Koken

It was my third day riding, and it was hot. At 11:00 a.m. with no shade in sight, I wheeled into a county recycling yard near the town of Newsome Store, North Carolina. The only shade was cast by the shack the attendant sat in with the door wide open and the air-conditioning on full blast, and his fly-swatter in hand.

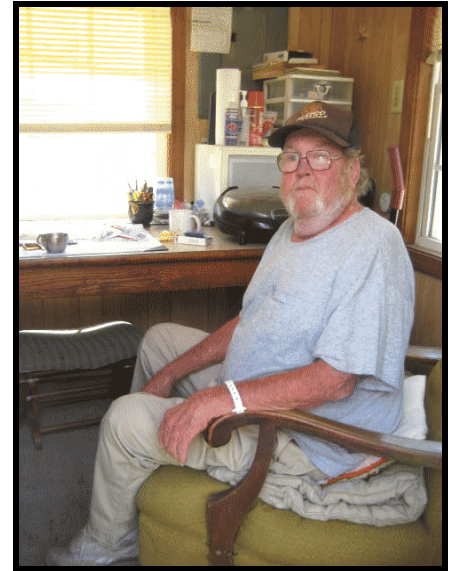
"Can't park there," says the grizzled old man in the shack. I ignore him, take my chocolate milk and gulp down about half of it. "Where can I recycle this bottle?" I ask. "Can't recycle it when it has sompin' in it," says the friendly attendant. "It'll be empty in a minute," I say. "Where d'you git it?" "Gatesville" I say. "Where's that?" As the crow flies, it can't be more than nine miles north of where we are. Of course, the road winds all around because of the only bridge across the Chowan River. "North", I say. "Only thing up north are Yankees", the friendly man says. I say nothing.

"Where ya going?" he asks. "South," I say. "Want part of a cookie?" I break a piece off, hand it to him. He sniffs it like a dog might, to see if perhaps I've tried to poison him. "How long d'it take you to make this?" Me: "I didn't make it; I bought it in Gatesville". He: "My doctor says I shouldn't eat sweets-I'll lose my teeth." He might have four teeth left.

"Can you ride without your map? I saw a woman read a map once." He turns a paper upside down, then sideways to parody how she read the map.

"Don't know how these flies get in here. Must be a crack in the window." He swats a few flies. The door is still open. I take a picture because I think no one will believe this encounter.

"Are you rich? You must be rich." I've had enough and push on.



"What's your name?" I ask him as I'm rolling out. "Nuisance" he replies. "Charles Newsome."

I'm outa there.

GCCMail Digest Available

by Roger Pierce

For those of you who would prefer to receive one GCCMail a day with everything in it, we now have that capability.

The Digest is sent out just after 6 pm each day. This means that anything posted during the evening will not be seen by folks getting the Digest until the following day at supper time. You will not get notices of last minute ride announcements or

cancellations in time to act on them. The Digest is sent at the same time that the Archive is updated on the web site.

To switch to the Digest, go to the Members Area and click on "All About GCCMail". Find the subscribe button and click on the "Daily digest summary format" check box, and then the Subscribe button. You will receive a confirmation email which you must

respond to in order to be switched. You will then receive an email welcoming you to the list.

To switch back, do the same thing without checking the check box.

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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.

OCTOBER DEADLINES

Ad copy needing setup work
September 9
Articles and classifieds
September 19
Ads in GIF or TIFF format
September 26

Jacksonville Bicycle Casino

Saturday, October 15th, 2011

The Jacksonville Bicycle Casino is a laid back weekend dedicated to anything bicycle related. There is no charge to participate. There will be a swap meet area to find great deals and to clear out some under utilized equipment. Bring your own table and tent. There will also be a show area to display your antique, classic or custom bicycle with awards for various classifications. Demo bicycles of various types will be available to test ride. These will include kids bikes, BMX, recumbent, road and mountain. There will also be a bicycle advocacy, education and event area. Participation is free. Primitive camping is available. For information: facebook/Jacksonville Bicycle Casino, or contact

Smart Ride 8

A 165-mile ride from Miami to Key West, to be held November 18 - 19, 2011. Riders, including teams, and crew members are needed to help raise funds to provide direct services to HIV/AIDS clients.

Since 2003, Smart Ride has raised \$2.6 million for HIV/AIDS service organizations throughout Florida. 100% of funds raised by the ride benefit Florida charities, and funds must be used for direct client services, not overhead or administrative costs. Riders can designate which of six participating agencies they choose to support. Smart Ride 8 provides an opportunity for bicycle club members and serious bike enthusiasts to enjoy their sport, while supporting a worthy cause.

For additional details and information regarding registration and Florida practice rides, log on to <http://TheSmartRide.org>.

See many more out-of-town rides on the Florida Bicycle Touring Calendar:

<http://www.floridabicycle.com/fbtc/> Also on the GCC web site.

BUSINESS SPONSORS

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

Alligator Island Optical	10%	332-9028	2275 SW 91 st Street – Ste 160	www.alligatorisland.net
Bike Works	10%	225-3585	13005 SW 1 st Road – Ste 123	http://bikeworksofjonesville.com
Bikes & More	15%	373-6574	2113 NW 6 th Street	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/
Mr Goodbike	10%	336-5100	425 NW 13 th Street	http://mrgoodbike.com/
Pedalers Pub & Grille	10%		(Exotic cycling tours)	www.pedalerspubandgrille.com/gcc
Pointy Helmet Coaching	20%		573-9481	www.pointyhelmetcoaching.com
Recycled Bicycles	10%	372-4890	805 West University Avenue	
Schwinn Shop	10%	374-2064	1225 W University Avenue	www.schwinnshop.com
Simply Nutrition	15%	336-7500	5835 SW 75th Street	http://simplynutrition.co/
Sisters (restaurant)	10%	379-0281	5212 SW 91st Terrace	www.eatatsisters.com
Spin Cycle	20%	373-3355	424 West University Avenue	www.spinracing.com
Super Cool Bike Shop	15%	371-2453	3460 W University Ave	www.supercoolbikeshop.com
The 8 th Ave Bike & Coffee House	50% (on service)	378-2100	235 NW 8 th Ave	http://8thavebikecoffeehouse.yolasite.com/

Some restrictions apply, ask for details at the stores.

