

The Gainesville Cyclist



Apr 2012

The Official Newsletter of the Gainesville Cycling Club, Inc. gccfla.org

LAWS of THE LAND (From Florida Statutes)

Roadway Position

(see Section 316.2065, F.S.)

A bicyclist who is not traveling at the same speed of other traffic must ride in a designated bike lane (see [Bike Lane Law Explained](#)) or as close as practicable to the right-hand curb or edge of the roadway. A bicyclist may leave the right-most portion of the road in the following situations: when passing, making a left turn, to avoid road hazards, or *when a lane is too narrow for a bicycle and a car to share safely.* (see [Roadway Position Explained](#))

A bicyclist operating on a one-way street with two or more traffic lanes may ride as close to the left-hand edge of the roadway as practicable.

Persons riding bicycles upon a roadway shall not ride more than two abreast except on paths or parts of roadways set aside for the exclusive use of bicycles. Persons riding two abreast shall not impede traffic when traveling at less than the normal speed of traffic at the time and place and under the conditions existing, and shall ride within a single lane. (see [Impeding Traffic Explained](#))

Happenings

MEETINGS, RACES, RIDES, LES RENDEZ-VOUS

The full **FLORIDA TOURING CALENDAR**

Can be found here <http://www.floridabicycle.org/fbtc/index.html>

SAN FELASCO PICNIC

May 5, 2012

San Felasco State Park

Food and Beverage Provided by the GCC

Featuring *Adam's Rib Company*

R.S.V.P. in the Members' Area at www.gccfla.org

Mark Your Calendar Picnics

Memorial Day and July 14th, Both Locations To Be Announced

Gainesville Cycling Festival Dates Re-Set

The Gainesville Cycling Festival will be held October 27-28, 2012. The Santa Fe Century is on Saturday, and the Horse Farm Hundred on Sunday. We had originally scheduled for the previous weekend, but the Gator schedule was adjusted to make that a home game.

RIDE TO REMEMBER

May 19, 2012

Boulware Springs

[Click here to sign up and for more information.](#)

A benefit for *ElderCare* of Alachua County.

Supporting *Al'z Place*,

Alzheimer's Day Care.



This one was made for the cover . . . Cabe Crisler (and his beard) at the recent 300k Brevet. If you think you have a cover-worthy "Centerfold" shot, make sure to send it to gainesvillecycling-club@gmail.com

The Gainesville Cyclist

Apr 2012



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MEMBER AT LARGE

Allen Kushner

From the Editor

Be looking for some major changes to our news and our web site. On March 18, 2012 the Board approved some very dramatic and positive changes that will move us toward a reduced-paper news production. Building on some updates that have already been made to the web site (www.gccfla.org), we will now post news in "teaser" form (short descriptions) on the home page. Members only will be allowed to actually read the news by clicking on news items and going to the Members' Area.

These updates will allow us to report news more immediately, reduce our newsletters from six to four a year, and make those newsletters smaller, since articles of major length will live on the website. This system is evolving as we speak, so there may be minor changes. As always, we will keep you informed.

The gist of all this is if you want absolutely all the news, all the time, you will need to go electronic. This doesn't mean you have to be on the list-serve, by the way. The newsletter postings from the News Editor (me) come through a separate bulk mail.

Members will be notified in some form when new news items appear, likely through the list-serve and/or the News Editor bulk mail.

We are one of the last cycling clubs to use paper. This helps us be green, as any cycling club should be.

From the President

Another cycling year is fully upon us. Our club now has now grown to more than 1,100 members. I would like to remind everyone that May is *National Bike Month*, with the week of May 14-18 designated as "Bike To Work Week."

Being even more specific for those that cannot bike to work the whole week, Friday, May 18th is the official "Bike To Work Day." The GCC has a very active advocacy arm in our Commuter Committee (Jim Funk, Chair). The Committee has accomplished quite a bit in their first year, but there is much work to be done.

If you would like to help the cause of commuters in Gainesville you can sign up for the Committee in the Members Area of our web-site. Further information can be had by contacting James Thompson, our Advocacy Director (jtexconsult@gmail.com).

I would like to again thank all of the people who have volunteered their time in various capacities to help our club. Some of the most visible volunteers are members or the GCC Board of Directors. I would like to make you aware of two changes to the 2012 Board if you have not seen them on our web site. New to the Board since our



last year's Annual Meeting are Jayson O'Mahoney, replacing Scott Pfaff as our Ride Captain (this title replaces that of Ride Leader Coordinator) and Allen Kushner, who takes over from Dan Perrine as a member at large. I would like to personally thank Scott and Dan for their contributions while serving on the board for the last several years

As always, the Board is here to serve our membership, feel free to contact the appropriate person if necessary. A list of the complete board members and their contact links can be found both on our web site and in our newsletter.

*Be Happy Be Safe,
Bob Newman*

GCC Members Take Home Field Advantage to Podium at Haile's Trails

GCC Members took multiple podium spots at Sunday's Haile's Trails mountain bike race near Newberry, Florida. The race is the first in Ocala-based [Gone Riding's](#) Southeast Race Conference (S.E.R.C.) series.

Because of the technical expertise required, single-speed podiums are considered especially prestigious in the off-road world. Local fast-man and club member Ben Smith (*Bikes & More/352 Racing*) took 4th in this category.

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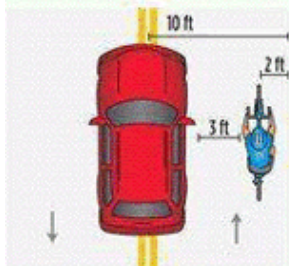
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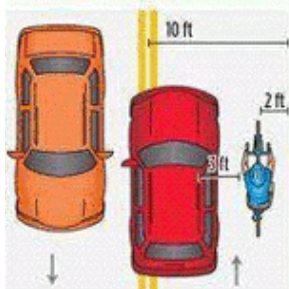
Riding for *Bike Works* in Gainesville, Chris "Bilo" Bilowich took second in the Sport 30-39 age group. "The course was more challenging this year," said Bilowich, "since they ran it opposite from last year. The first mile and a half was especially challenging. Without doubt Haile's Trails is the most demanding course in the state, with technical climbs and fast single-track."

Also mixing it up were Lukacs Ziemba (*Bike Works*) with a 6th place in the Expert 30-39. Everyone's favorite Belgian, Lambert Vaes (*CycleLogic/Bike Works*), was also seen cutting the trails.

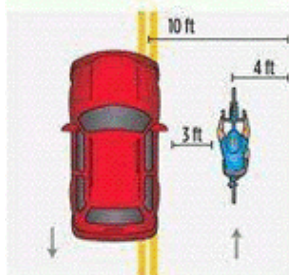
GUIDE TO SAFE BICYCLE PASSING



Most lanes in South Florida are 10-12 feet wide. If a bicyclist is the minimum safe distance of two feet from the edge of one of these lanes, a car has to partially switch lanes to pass it with the legal minimum clearance of three feet.



Impatient cars that squeeze between oncoming traffic and bicycles in these lanes are breaking the law by ignoring the three-foot clearance minimum. To prevent this hazard, cyclists are encouraged to travel nearer to the center of these lanes.



Bikes are legally entitled to use the entire lane to discourage motorists from squeezing by. This forces cars to wait for oncoming traffic to clear before they change lanes to pass.

Source: Florida Bicycle Association KARA DAPENA/MIAMI HERALD STAFF

Haile's Trails is private property and is open twice a year for bike racing.

More results can be found at www.GoneRiding.com.

(The above is an abbreviated version of a Gainesville Sun submission including non-club members. The Sports Desk at the Sun has ignored my attempts to write copy for local cycling. The Sun rarely publishes articles from the wire about major races other than the Tour de France. If you want this to change, write a letter to the editor by clicking [here](#). If your teammates do not appear here, it is because they are not club members. Disclaimer--riders from my employer's team are over-represented because they are required to join GCC. I have requested other teams to do the same in the past.--Ed.)

Why Many Motorists are Haters: What We Can Change, And What We Can't by James Thompson

What We Can Change . . .

It happens almost every day, at every bike shop in town. A bike-riding, Earth-loving, pedal commuter comes in with their fifteen year old helmet, rolled up right pant leg, and rusty-but-trusty trail-bike with bald street tires--and they complain.

They aren't complaining about cars, but about other cy-



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clists. And it's not just those "kamikaze cyclists" around UF campus, about whom a member of the Bicycle Pedestrian Advisory Board (who shall go un-named), blurted out at a City Commission meeting last year. It's also us, the members of the performance and recreational community. Allow me some examples.

By far the biggest complaint is that we break the law, especially by riding well into the roadway three and four abreast when it is unnecessary to do so. From experience, I know this happens quite often when faster groups of performance-level riders are in the double pace line formation. Some lolly-gagger inevitably spends two minutes falling back to the end of the group after taking a pull, even though the maneuver can be done in fifteen seconds in most packs.

In the same formation, riders from the old days (when we had 200 club members and only a handful of official rides and Gainesville had much less traffic) continue to pull off both sides of the double pace line, which creates a four abreast situation except among the most experienced packs (A riders). Many of the 900 riders that have come into our club since 2001 do not have the proficiency to do this safely, but they are fit enough to be on those rides where it is done. Once taught pro-actively to newer riders, the three-abreast pull-off is safer and less offensive to motorists. In this maneuver, the left-front rider pulls off and travels to the back. When he is far enough back, the right-front rider executes the same maneuver.

The "many abreast" problem also occurs when competitive rides sprint for County and City Limit signs. I was very proud a few weekends ago to see the A/Haile/Sunrise/Advanced Developer ride forego such a sprint when the pack was notified by yelling in the back that cars were coming from behind. This is the kind of defensive behavior we need to practice.

There will always be those big ride days where it is impossible for us to enjoy the ride without earning a few honks and middle fingers (the non-GCC-sanctioned Battle of Olustee comes to mind). The point is to be safe and polite the rest of the time so that motorists, many of whom are cyclists themselves, will give us a little extra room during "big pack" days.

Probably the second biggest complaint I hear, even way out in the Jonesville shop I work at, is that we are terrorizing people on the Gainesville-Hawthorne Trail. A few weeks ago, some performance riders scared a woman into a wreck. She is in a wheelchair for several weeks. They were going so fast they didn't notice her wreck, or chose to ignore it and fled. Roger Pierce and I had a debate about this in a past newsletter--him for riding safely on the trail, me against it at all. The compromise I suggest when I speak to riders in the shop or in the world is to only ride the trail South of the oak hammock (big climb and descent). The trail from here south to Hawthorne is wide open and straight, with almost no blind corners.

Of course there is no way to know if the frequent H-T riders are GCC members, but many of us have been guilty of riding a little too fast in the dangerous sections (myself included). Let's try to avoid any terrible headlines like "Club Rider Maims Child, Dog On Morning Ride."

Some of our ride groups are actually built around riding the H-T trail. Most of these groups are not competitive, and are among our less fast (and still awesome!) riders. Just please ride single file, keep the brakes covered and keep it slow during corners and descents. Even at slow speeds, you are a vehicle. No one else on the trail has this designation, or your momentum.

Even if you only ride the safe portion of the trail, keep in mind that passing kids, walkers, bird watchers, and dogs at even Hoakie Poakie or Saddle Tramp speeds can be terrifying to pedestrians and animals. Mandatory equipment for riding the rails-to-trails: a very loud and piercing metal bell. I recommend the *Origin 8 "Time Clock" brass bell*. *To my knowledge, every bike shop in town has an account with J & B distributors, whose house brand is Origin 8, so you can pick up one from any of our ten (Count 'em!) locally-owned shops. Commuter Christian Ahrens (shop staff at Bikes & More) reminded me of a similar treasure in Incredibell's "Brass Duet."*

One last thing. It goes without saying that we shouldn't run lights, stop signs, and pass dangerously close to parked or moving cars. Let's be the better rider and not give angry motorists any excuse to be mean.



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What We Can't Change

Most club cyclists are fairly well-educated. Industry data tells us that about 80% of shoppers at independent bicycle retailers own their own homes. Many studies link higher education to liberalism in political and social thinking. Put all these together and you get a demographic that, when making arguments about our rights on the road, tends to use logic, legal facts, and statistics to make its points.

But as we know from the debate over the 16th/23rd Avenue corridor repaving last year, logic is rarely the foundation or impulse behind the passion of bicycle haters. Anti-cycling folks don't care about statistics, laws, or history. They tell us we are unsafe, that we get in the way, that the Earth truly isn't warming, and that we don't pay taxes. They hide behind safety ("I don't want my baby boy on the dangerous road") and crypto-populist arguments ("Working people need to get to work, and we have a right to do so as quickly as possible--bikes keep us from making a living.").

What they truly fear is something deeper--that they will have to radically change their behavior in a world where gas is expensive, traffic unreparable, the economy in tatters, or oil is virtually depleted. It does no good to remind them that the World War II generation radically altered its lifestyle to achieve victory over tyranny--they were the greatest recyclers in our history, and they lived under rationing and scarcity without sacrificing fundamental American institutions. This is history. It is logic. It can be proven. And it doesn't matter to the haters.

Cyclists are seen by the anti-bike crowd as part of the conspiracy to forcibly change our lifestyle. We are all car-hating, non-tax-paying, dangerous people. We are, in short, a threat to the American Way of Life (AWOL). We also remind society, unintentionally, of its general unhealthiness, stress during commuting, lack of time to spend outdoors. We represent an ideal that seems always unattainable, and that for many, is unattainable.

We can't help it if someone looks at us in hate, as a threat, because of their own insecurities. It is when we intentionally remind society of its faults, when we are self-righteous, that we do society and cycling a dis-service.

We know from the Civil Rights Movement that it can be easier to change what people do than what they believe. A generation of privileged whites was forced to desegregate public services and schools, but it took decades for our society as a whole (and with notable exceptions) to truly acknowledge that race has no merit in evaluating character.

Without trivializing the struggle for racial equality, the same may be true of the Bicycle Rights Movement. Don't let any sand settle in your shoes if you are up against a true bicycle hater. They feed off of your failed attempts to convince them--it only confirms their self-righteous image of themselves. Instead, let's continue to work with reasonable governing bodies, like our County Commission (which unanimously approved bicycle infrastructure on 16th/23rd and the same with the Multi-Modal Traffic Mitigation program last year, across party lines) to change laws, improve infrastructure, and make compromises, where necessary.

First Time Trial in the GCC TT Challenge a Big Hit

The first installment of the Gainesville TT Challenge came with more than its fair share of wind, giving each of the challengers something to work against. However, they persevered and



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LAW

pushed on, and suffered, and felt pain, and pushed harder still. At the end of the day, the series leaders for 2012 were crowned and each given a commemorative water bottle courtesy of the Gainesville Cycling Club.

Merckx Category (No aero equipment)

1. Andrea Tosolini, 22:33 (Dustin got your water bottle, stick around a little longer next time!)
2. Dustin White, 23:06
3. Mike Something or another, but he looked like Rob Robins, 23:24
4. Justin Runce [sic], 23:41
5. Todd Leedy, 23:55
6. Shannon Woodruff, 24:53
7. David Bello, 26:53
8. George Rojas, 27:52

Honorable Mention: Greg Farrone, who put out so much torque he broke his rear hub almost immediately after he launched from the starting line (better luck next time).

Aero Category (standard road or triathlon bicycle with aerodynamic equipment)

1. Derek Schanze, 20:26
2. Tom Cox, 21:32
3. Kevin Grogan, 23:14 (atta boy Kevin!)
4. Graham Partain, 23:42 (w00t!) [*Was he on his 'cross bike? Never seen him ride anything else! --Ed.*]
5. Terry Marquard, 24:53 (great job for your first TT!)




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GCC Members Conquering Haile's Trails (Clockwise from Top): Robby Lester's first trail race; Chris Bilowich unpacking his soul from his suitcase on his way to 2nd Place in Sport 30-39; Part-time trail-head, full-time grinder, Lambert Vaes; A double-plus intense Ben Wilson took 4th in the much-revered Single Speed category. So, where are the ladies? Good question, ladies!



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Current Memership = 1117

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Gary Audette	Gainesville
Aric Austin	Newberry
Karen Beaulieu	Gainesville
Sarah Berger	Gainesville
Susanna Blair	Gainesville
Bredt Bredthauer	Gainesville
Tom Clark	Springfield IL
Solomon Dees	Gainesville
Kelly Geuerlin	Gainesville
Daniel Doan	Gainesville
Dobbs Kyle	Gainesville
Richard Dreher	High Springs
Danielle Dymock	Gainesville
Christina Eagan	Gainesville
Tiffan Esposito	Newberry
George Galindo	Archer
John Grosh	Gainesville
Scott Holley	Bell
Sharon Hook	Alachua
Paula Hunstman	High Springs
Patricia Kirk	Gainesville
Sherman Klausner	Gainesville
Megan Martin	Newberry
Will Martin	Gainesville
Gerrard McAteer	Gainesville
Adam McCollister	Gainesville
Russ McIntire	Gainesville
Rachel Michaud	Gainesville
Travis Mitchell	Gainesville

Neal Moran	Fanning Springs
Sara Moran	Fanning Springs
Jocelyn Mullins	Newberry
Kathy Murphey	Newberry
Kerry Myers	Gainesville
Paul Olsen	Gainesville
Michael Porter	Gainesville
Julia Pringle	Gainesville
Christopher Quire	Gainesville
Ephraim Ragasa	Gainesville
Sebastian Ramey	Newberry
Laurie Rinfret	Gainesville
Brett Robison	Gainesville
Annalee Ruwe	Gainesville
Blake Sanders	Alachua
Jarrood Sanders	Alachua
Jennifer Sanders	Alachua
Nic Sanders	Alachua
John Sawyer	Gainesville
Bran Scheick	Micanopy
Charles Searfass	Gainesville
Jerry Skirvin	Orange Park
Lauren Spang	Naples

And this month we had a taker in the "Anything Goes" category. Looking "Just Fabulous" with his fixed gear, yellow chain driven Quintana Roo, complete with tassles and Tri-Bottle, Mark Kiester ran away from the competition with a time of 25:26.

Additionally, Adrian Tyndall competed but chose the non-reported option..

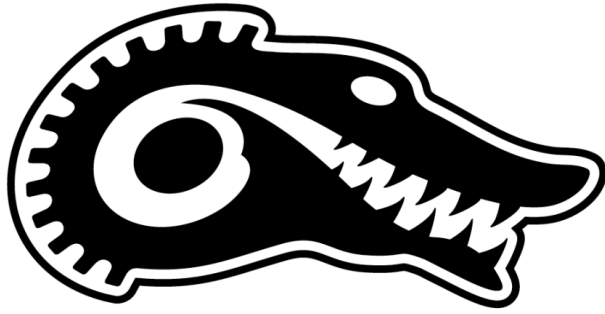
We will see you guys on April 7th for the next one!

--Ken Sallot, *A Rider and Alleged Member of the Committee to Avoid Responsibility.*



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2012 300K BREVET

Clockwise from top: Brev. Director Jim Wilson points his magic pen towards the future; Doug Folklerth and the handlebar mounted Flux Capacitating Particle Accelerator; The “Anti-Luddite” Brevet Star Trek Technology Kit; “Regulators, Mount!”—riders clicking in at the Downtown garage.

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New Members (Continued)

Tom Stevenson	Fort Myers
Helen Whitley	High Springs
Thomas Whitman	Gainesville
Joshua Wirth	Gainesville
Robert Zeidler	Litchfield
Justine Abram	Gainesville
Matthew Abram	Gainesville
Rachel Abram	Gainesville
Sus Austil	Micanopy
Gail Basker	Gainesville
Robert Bell	Gainesville
Robert Bobilin	Gainesville
John Curtis Boynton	Gainesville
Philip Bras	Gainesville
Lisa Cannon	High Springs
Kathy Carriker	Sprintown, PA
Billie Denunzo	Gainesville
Curtiss Devereux	Durham, NC
Thomas Droege	Durham, NC
Jeff Emminger	Gainesville
Jeff Fricker	Gainesville
Chris Furlow	Gainesville
Greg Griffis	Newberry
Jeff Hamilton	Agawam, MA
Frank Handy	Charlottesville, VA
Daehyun Kim	Gainesville
Alexander "The Great"	
Kio (<i>Ed. ;</i>)	Gainesville
Mark Kovi	Alachua
Jane Martin	Chiefland
Rich Martin	Chiefland
Judy McKenrick	Ocala
Stephanie Meyer	Gainesville
Walter O'Dell	Hawthorne
Richard Paige	Jacksonville
Michele Polman	Gainesville
Jerzy Polmerski	Gainesville
Gonzalo Samitier	Gainesville
Hank Smith	Newberry
Charles Thomas	Gainesville
Jake Vaudreuil	Gainesville
Riley Vaudreuil	Gainesville
Robin Vaudreuil	Gainesville

FLORIDA FIGHTS AMATEUR DOPING

(from floridacleanridefund.com.)

The Florida Clean Ride Fund is designed to facilitate U.S. Anti-Doping Agency (USADA) testing at Florida road events and ensure fair competition at the local amateur level.

As racers, we all would like to know that our achievements in sport were the result of our training, teamwork, tactics and drive. The way to ensure all competitors are competing without the aid of performance enhancing drugs (PEDs) is through testing conducted by the USADA, and by educating cyclists about the dangers and/or side effects of using PEDs. One barrier that has kept Florida from being a clean cycling state was the lack of funding required to hire USADA to conduct testing and to build the infrastructure for an educational platform.

The Florida Clean Ride Fund has been established to eliminate these barriers. The fund will be a place where riders, sponsors, teams, and fans of true and fair competition can work together to generate the funding needed for USADA testing. The Florida Clean Ride Fund will also take on the role of coordinator between the USADA, event promoters and FRCA to ensure that every step in the implementation of testing at FRCA events runs smoothly. The fund allows those who want to support clean and fair sport to do just that. Donating sponsors, teams, and riders have the option to remain anonymous or be recognized publicly on the website and in other marketing as contributors and supporters of clean and fair sport.

The Florida Clean Ride Fund will be administered through the Florida Road Cycling Association, FRCA. Donations made through this web site will be administered and disbursed by FRCA. The USA Anti-Doping Agency, USADA, will provide all testing at local Florida events. USA Cycling, USAC, will set the rules and guidelines regarding all license holders abiding by the USADA list of prohibited substances.

The funds raised by the Florida Clean Ride Fund will pay for the expenses associated with an anti-doping education and random testing campaign throughout Florida.

All USA Cycling license holders are subject to testing in the State of Florida.



Your Article Here

Got something you'd like to get off your chest? Had a great ride with friends that bears sharing in printed form? Is there an advocacy issue you've been working on or would like to see brought to our attention? Tell us about it! We are particularly interested in tales of yesterday. What was your first group ride in Gainesville? Remember what you rode, who you rode with, and what the weather was like during your first Horse



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The following businesses provide discounts to current members of the GCC who present their yellow membership cards or their newsletter envelope with expiration date. GCC is not responsible for compliance. Some restrictions apply. Ask for details at the store.

Alligator Island Optical	10%	332-9028	2275 SW 91st Street, Ste 160	www.alligatorisland.net
Bike Works	10%	225-3585	13005 SW 1st Road, Ste 123	gobikeworks.com
Bikes & More	15%	373-6574	2113 NW 6th Street	www.bikesandmoregainesville.com
Chain Reaction	20%	373-4052	1630 W University Ave.	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 13th Street	http://mrgoodbike.com
Pedalers Pub & Grille	10%		(Exotic Cycling Tours)	http://pedalerspubandgrille.com/gcc
Pointy Helmet Coaching	20%	573-9481		www.pointyhelmetcoaching.com
Recycled Bicycles	10%	372-4890	805 W University Ave.	
Schwinn Shop	10%	374-2064	1225 W University Ave.	www.schwinnshop.com
Sisters Restaurant	10%	379-0281	5212 SW 91st Terrace	www.eatatsisters.com
Spin Cycle	20%	373-3355	425 W University Ave.	www.spinracing.com
Super Cool Bike Shop	15%	371-2453	3460 W University Ave.	www.supercoolbikeshop.com
The 8th Ave. Bike Shop & Coffee House	50% (on service)	378-2100	235 NW 8th Ave.	http://8thavebikecoffeehouse.com

About GCC

- ~ The Gainesville Cyclist is published bi-monthly in Gainesville, Florida on even-numbered months in *Magneto* and Times New Roman. Submissions are welcome from members and from the General Public.
- ~ Classifieds are free of charge to members. Email the editor.
- ~ Ads are \$20 for a business card size, \$40 for quarter page, and \$80 for half a page. One year (six issues) of business card size costs \$100.
- ~ Deadlines are the 7th day of the month prior to publication for Ad copy, 17th day for articles and classifieds, and 24th day for PDF formatted ads.
- ~ Gainesville Cycling Club, Inc. is a 401-C not-for-profit organization under Florida Statute with over 1000 members.
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- ~ Submissions, advertising, and other Newsletter issues may be directed to the Editor, James Thompson, at
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