

Club Happenings

August 17 (Sat) Horse Farm Hundred Volunteer Party, 5 pm

Meet at 5015 NW 19th Place (from NW 43rd St, take 19th Ave west to 46th St, then cut over to 19th Place at the circle). The club will have a main course and sodas, bring a side dish. We'll find a place for you to help out at the Horse Farm Hundred or Santa Fe Century.

August 24 (Sat) 5th Annual Gliders Training Century, 7 am

Meet at the GRU Facility for a run over the Santa Fe Century course. Stops in High Springs, Myrtis, and Worthington Springs. This is a regular club ride – no sag support. Gliders pace (speed limit 20 mph). If you anticipate problems maintaining Gliders pace, print out a Santa Fe Century map from the web site.

September 2 (Mon) Labor Day Rides and Picnic at Boulware Springs

Meet at Boulware at 8:00-8:15, rides start at 8:30. There will be a variety of road rides and a group may go to Gum Root Swamp city park for off-road adventures. A picnic is featured at noon, please bring a healthy and delicious side dish to complement the mystery meats and sodas that the club provides. The Gainesville Hawthorne Rail Trail is located at Boulware Springs, so rides will be safe and scenic. Boulware is on SE 15th Street in southeast Gainesville.

September 22 (Sun) Adopt-A-Road Cleanup and Pigout, 4 pm

Meet at the Pearl station in Micanopy (please park along CR 234 or across the street). Long pants and sturdy shoes recommended. Afterwards, pig out at a local eatery.

October 5-6 (Sat-Sun) Gainesville Cycling Festival



Two Centuries in Two Days! The Saturn Santa Fe Century, and our own Horse Farm Hundred. Look for full details soon in the mail, including your *personal* Gainesville Cycling Festival Entry Certificate. This certificate is worth \$5 off on the entry fee for the Horse Farm Hundred. *Use this certificate when registering*, either by mail or on the day of the ride, to get your \$5 discount.





President's Message



Gainesville Cycling Club Inc. Board of Directors

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GCC Web Page
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Dear Friends:

Since the first of this year there have been a number of people around our area concerned with safety issues, as evidenced by email on my screen, including injuries while riding without permission on private property, cyclists upset because they were ticketed by the police for running stop signs, and most lately a concern about joggers in bicycle lanes. All these relate to matters of safety for the cycling community, and in a larger sense to the safety of all citizens who use various forms of transportation.

At times we it seemed we were being asked to take the side of the bicyclist against motor vehicles and the law, and it is tempting to conclude instinctively that the bicyclist is always in the right. Sadly, this is not the case. We once did a little informal survey of bicycling behavior which consisted of observing bicyclists as we drove around town, and simply recording if at the moment of observation the bicyclist was 1) complying with traffic ordinances, or 2) in violation of some ordinance or other. The outcome was that for more than 50% of the observations the bicyclist was in violation of one or more traffic ordinances. (Motor vehicle operators would fare no better, probably worse in such a survey, I think, but I was concerned with bicyclist behavior.)

Let me state for the record that the Board of Directors of the Gainesville Cycling Club is strongly supportive of law enforcement for bicyclists and for motor vehicles. Our By-Laws are very clear that one of the Purposes of our Club is "to promote the lawful use of the roadways". You are expected to obey the law at all times while riding your bike or driving your car. We will not

stand behind you if you run a stop sign and get a ticket.

Remember, the last fatal bicycle/motor vehicle crash in Gainesville happened because the (adult) cyclist ran a stop sign and went into the path of the motor vehicle. There is a reason for this law, and a reason the Police enforce it. We stand behind the Police.

The same goes for riding on private property without permission, which is trespass. Usually these properties are closed for reasons of safety and related liability concerns on the part of the owner. Either get permission or stay off. Period. Trespassing can include riding in State Parks during times when they are closed to the public, also for reasons of safety, and we do not condone such misbehavior in any way.

Rob Wilt (President Emeritus) had some wise words to say about joggers in the bike lane. Yield to them, even if you think you have the right-of-way. The law is pretty clear that the jogger is in violation if there is a sidewalk available (FS 316.130 (4)), but try that complaint out on a GPD officer and see how far you get. Absent a sidewalk, it is less clear whether they should be on the shoulder or on the pavement. In any case, be smart and yield to them.

But it all boils down to three elementary principles for safe vehicle operation:

1. Courtesy - if all roadway users were courteous to each other, the accident rate would drop dramatically. Discourtesy on the part of someone else is not license to you for reciprocal discourtesy - this isn't New Jersey, for Pete's sake.

2. Common Sense - the same can be said if we all used ordinary common sense at all times while riding and driving. And common sense includes obeying all the traffic signals and laws. Learn the law (State Uniform Motor Vehicle Code - Florida Statute 316). There is a booklet on this available from the Florida Bicycle Association at www.floridabicycle.org.

3. Yield the Right-of-Way - a wise old traffic cop told me years ago that the only thing we can legitimately do with the right-of-way (when we have it) is to yield it. This follows from the first two principles, but it seems hard for bicyclists to grasp. ("I was taking the right-of-way, and then this SOB in a pick up cut me off!") When was the last time you heard of someone getting a ticket for failing to take the right-of-way? Seek out opportunities to yield the right-of-way, as we used to teach student pilots.

Despite the peculiarly skewed statistics published in the *SUN*, Gainesville is a pretty safe place to ride a bicycle. If we, and the motoring public, would observe the basic principles of safe vehicle use it would be even safer. If the Gainesville Police Department enforced elementary traffic regulations such as use of turn signals, stopping at stop signs, and observation of the right-of-way regulations, it would be even safer still, but the GPD obviously has problems with management, budget, staffing, policy, and training. We won't fix those problems over night.

As for roadway position, we are required to keep as far right as practicable. Riding in packs is prohibited by law (FS 316.2065(5)). You can ride two abreast but only if you do not impede other traffic. I guess that is part of courtesy and common sense, actually.

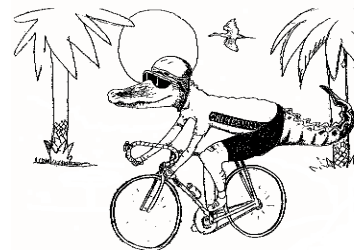
You guys are nice folks, and I like riding with you. I would appreciate it if you stayed alive so I could enjoy you some more.

Ride Safely,

George H. Edwards



Club Jersey



AUGUST 15

Time is running out to get your club jersey and shorts order in! We plan on submitting the order to VOMax on August 15 to ensure delivery before the Gainesville Cycling Festival. There is a fit kit at the Bike Route; we have to send it back on August 7, so get in NOW if you aren't sure of your size.

\$36.45 (with tax \$39) is an outstanding price for a custom jersey with a full length zipper. You may be able to find a comparable jersey if you look at the pro team jerseys that you can buy for \$69.95. This price will NOT be available after August 15; retail prices reflect the cost of a building, sales staff, and financing, and thus will be somewhat higher.

Consider getting a couple of sets so that you can ride both days of the weekend without having to wash (we know about those of you who try to wear the same outfit for both days everytime we have the misfortune to get behind you!).

It is becoming obvious that some club members really like their jerseys and wear them every time they ride. This is good (as they are great jerseys) but, as with all clothing, they do not last forever. Take a close look at your old GCC jerseys, and consider whether you need to replace them; we've seen quite a few really faded old ones out on the road.

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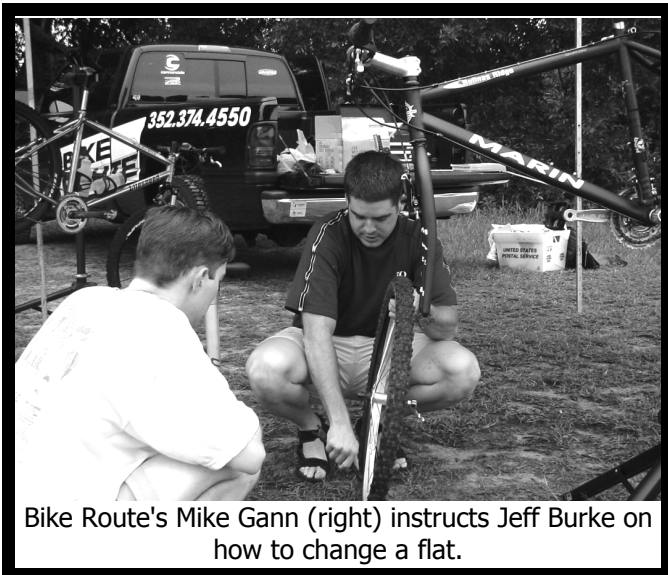


by Leslie Folkert

BICYCLE MAINTENANCE CLINIC

The rain in Gainesville didn't stop a few hardy souls from attending the Gainesville Cycling Club's recent maintenance clinic, held at the San Felasco Hammock State Preserve bike trails. It was actually dry, although overcast, at the trailhead, and the rain held off until the clinic was finished!

Mike Gann from The Bike Route taught the hands-on clinic, and gave a thorough overview of basic maintenance and adjustment. Changing a flat, adjusting brakes, proper fit, and much more was covered, and from all accounts the participants enjoyed working on their bikes and learned a lot.



Bike Route's Mike Gann (right) instructs Jeff Burke on how to change a flat.

A big thanks for providing instruction goes to Mike and The Bike Route! We wish to also thank Anthony Rue, Mark Heller, Brian McAllister, Ernie Ash and Doug Folkert for their support. As always, the Friends of San Felasco (Citizens Support Organization), and San Felasco Hammock State Preserve deserve a round of applause for making this wonderful area possible for mountain bikers.

If you weren't able to attend the clinic this time around, come join us soon on one of the regular off-road rides. We are currently meeting every Sunday at 8 am at the San Felasco bike trails. All abilities are welcome, and some rides are geared towards the entire family, so the kids can participate as well. Watch the GCC listserv for details!

Suggested by a friend of Julie Baker's

Fiction:

The Man Who Rode His Ten-Speed Bike to Moon
by Bernard Fischman

Scissors Cut Paper Wrap Stone by Ian McDonald
A classic science fiction short story about bicycles is Avram Davidson's "Or All The Seas With Oysters"

Summer of Night by Dan Simmons

Boy's Life by Robert McCammon

Two Wheels, Perfect Circles, Derialleur, Dead Roll,
and Dead Air by Greg Moody

The Blue Bicycle by Regine Deforges

The Wheels of Chance by HG Wells

Nonfiction:

It's Not About the Bike by Lance Armstrong

Over the Hills: A Midlife Escape Across America
by Bicycle (1996) by David Lamb

The Masked Rider: Cycling in West Africa (1996)
by Neil Peart

Eddy Merckx : The Greatest Cyclist of the 20th
Century by Rik Van Walleghem

Iron Man by Chris Crutcher

Full Tilt: Ireland to India With a Bicycle by Dervia
Murphy (1965)

Daisy, Daisy by Christian Miller (1981)

The Long Ride by Lloyd Sumner (1978)

The Man Who Loved Bicycles by Daniel Behrman
(1973)

A Social History of the Bicycle by Robert A. Smith
(1972)

Going to the Sun by James McManus

Miles from Nowhere by Barbara Savage

French Revolutions: Cycling the Tour De France by
Tim Moore

Ultimate High by Goran Kropp

The Immortal Class: Bike Messengers and the Cult
of Human Power by Travis Hugh Culley

Horse Farm Hundred

CALL FOR VOLUNTEERS

The Gainesville Cycling Festival, which incorporates our own Horse Farm Hundred and the Saturn Santa Fe Century put on by the Boys and Girls Club, is coming up soon.

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.

You will receive an Entry Certificate soon that has entries on it for volunteers to fill in. CALL Roger Pierce (378-7063) to get a volunteer slot BEFORE sending in the Certificate to volunteer. The Certificate reserves your volunteer T-shirt and ensures that you are covered by our liability insurance. All day-of ride volunteers will receive a ride T-shirt, and those working multiple or long shifts will also be eligible to ride the Horse Farm for free (or get a reduced rate on the Santa Fe if your shift is during the Horse Farm).

You can call to volunteer, or you can wait and sign up at our gala Volunteer Party to be held on August 17th (see front page for details).

2003 Gainesville Cycling Festival

The dates for 2003 are September 27-28 (Gators at Kentucky).



We will need people to help with four basic functions during the rides:

REST STOPS. Hand out food and water during the Horse Farm Hundred at Morningside Nature Center, Irvine, the lunch stop, or the trail stop.

REGISTRATION. We will be open Friday evening at Saturn, Saturday morning and afternoon at the Boys Club, and Sunday morning at Morningside and in Irvine.

SAG. Drivers will be needed for both the Santa Fe and Horse Farm.

COURSE. We need people to put out directional signs and paint the roads.

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.

2004 Gainesville Cycling Festival

The Gators are playing at home on all of our normal dates in 2004. We are going to have to choose between an early date, September 18-19 (Gators at Tennessee), or a late one, October 23-24 (Gators at Mississippi State). We may be on the same weekend as the PGA Tour MS 150 with the September date, and the Spaghetti 100 on the October date. If you have a preference, talk to any board member.





Florida

Bicycle Touring Calendar

(VERY ABRIDGED)



See the complete calendar on the World Wide Web at <http://www.floridabicycle.org/fbtc/>

- August 24-25 **Dog Days Pedal & Paddle**
Suwannee River State Park, FL
Suwannee Bicycle Association, PO Box 247, White Springs FL 32096. Event directors: Mike and Suzanne (850)878-7927.
- August 31 (Sat) **Autumn Challenge Century Ride**
Montgomery AL
Montgomery Bicycle Club, PO Box 23116, Montgomery AL 66123.
- August 31-Sep 2 **Tour of Sebring**
Sebring FL
Bill and Diane 954-480-9970.
- August 31 - Sep 1 **Annual Historic Savannah Bikefest**
Savannah GA
25, 50 or 100 miles. bicycleSavannahLLC, PO Box 60533-0533, Savannah GA 31420. (912)351-RIDE.
- Sep 7 (Sat) **Birmingham Bicycle Club's 29th Annual Century & Double Century**
Birmingham, AL
BBC, PO Box 55283, Birmingham, AL 35255.
- Sep 8 (Sun) **Endless Summer Watermelon Ride**
Baldwin FL
25, 47, 72 and 100 miles. 904-389-2782 (9to5) North Florida Bicycle Club, PO Box 550963, Jacksonville FL 32255-0963.
- Sep 8 (Sun) **Scott Wilson Century**
Fayetteville GA
Kurt and Leslie Phillips at 770-393-6583
- Sep 14 (Sat) **Huntsville "All You Can Eat" Century**
Huntsville AL
23, 50, 65, 90 or 107 miles. Spring City Cycling Club, PO Box 2231, Huntsville AL 35804
- Sep 21 (Sat) **The Coconut Grove Tour**
Homestead FL
407-831-5142.
- Sep 21-22 **15th Annual PGA Tour MS 150 Bike Tour**
St Augustine FL
904-725-6800/1-800-FIGHT-MS to register.
- Sep 21-22 **Georgia MS 150**
Conyers GA
National MS Society/Georgia Chapter, 12 Perimeter Center East, Suite 1200, Atlanta GA 30346-1398. 1-800-822-3379.
- Sep 26-29 **Share the Road Rally & Bicycle Summit**
Madison FL
BIKE FLORIDA, P.O. Box 451514, Kissimmee, FL 34745-1514.
- Sep 28-29 **Alabama MS 150**
Orange Beach AL
1-800-373-8881.
- Sep 29-Oct 6 **International Sunshine Tour**
Miami FL
SKEELERNEWSNET@cs.com
- Sep 29 (Sun) **Six Gap Century and 3 Gap Fifty Bike Ride**
Dahlonega GA
Dahlonega/Lumpkin County Chamber of Commerce, 13 South Park Street, Dahlonega, GA 30533. 800-231-5543
- Oct 4-6 **BRAG Georgia Bikefest**
Newnan GA
Bike Ride Across Georgia (BRAG), PO Box 87111, Stone Mtn. GA 30087-0028. Phone (770)921-6166.
- Oct 4-6 **2nd Annl George L. Smith State Park Bike Fest**
Twin City GA
No entry fee.
- Oct 5 (Sat) **10th Annual Saturn Santa Fe Century**
Gainesville FL
A tour through the lush forest and pasture land north of Gainesville up through the Santa Fe River valley. 100, 55, 28, 18 miles.
- Oct 5 (Sat) **Tropical Island Century**
West Palm Beach FL Part of CycleFest.
- Oct 6 (Sun) **22nd Annual Horse Farm Hundred**
Gainesville FL
The Gainesville Cycling Club's tour through the picturesque horse farms of northern Marion county. 102, 55, 45, 30, and 25 miles.
- Oct 6 (Sun) **Sunshine Metric Century**
West Palm Beach FL Part of CycleFest.
- Oct 6 (Sun) **8th Annual Rails to Trails Bike Ride**
Inverness FL
Rails to Trails of the Withlacoochee, PO Box 807, Inverness FL 34451-0807.
- Oct 11-13 **Mt Dora Bicycle Festival**
Mt Dora FL
3 to 100 miles. Mt Dora Chamber of Commerce, PO Box 196, Mt Dora FL 32757. (352)383-2165
- Oct 18-20 **Southern Tandem Rally**
Diamond Head MS
- Oct 19 (Sat) **19th Annual Spaghetti 100**
Tallahassee FL
100/62/31 miles. Capital City Cyclists, P. O. Box 4222, Tallahassee, FL 32315. (850)539-9598.
- Oct 20 **Freewheeling Hilly 100**
Dade City FL
(Planning Date) 18, 34, 62 and 100 miles. (813) 238-2464.
- Oct 25-27 **Lake Wales BikeFest 2002**
Lake Wales FL
(863)676-3445.
- Oct 26 (Sat) **BikExpo 2002**
Cape Coral FL
Booths and displays. Charlie Leibold 239-772-3720.
- Oct 26 (Sat) **2002 Cycle For Charity Ride with a USPS Pro**
Jacksonville FL
4, 30, 40, and 61 miles. (904) 858-6504.
- Oct 27 (Sun) **Intracoastal Waterway Century**
Cocoa Beach FL
100, 62 miles. Spacecoast Freewheelers, P.O.Box 320622, Cocoa Beach FL 32932. (321) 784-4686.
- Nov 3 (Sun) **South Broward Wheelers 18th Annl Century**
Cooper City FL
South Broward Wheelers, POB 290723, Davie FL 33329.
- Nov 3 (Sun) **Sarasota-Manatee Bicycle Club's Annual Gulf Coast Cycle Fest**
Sarasota FL
15, 31, 62, and 100 miles. Tom Chiotti (941)342-0758. Sarasota-Manatee Bicycle Club, Box 15053, Sarasota, Florida 34277-11053.
- Nov 8-10 **Cruisin' In the Country Century Weekend**
Claxton GA
Sat - 100, 65, 30, 18 miles. Sun 30, 45 miles.
- Nov 9 (Sat) **6th Annual Diabetes Challenge**
Tampa FL
Lynn 1-800-741-3730.
- Nov 10 (Sun) **14th Annual Lake Okeechobee Lark**
Belle Glade FL
120 miles around the lake, or 62 mile option. Carol and Jim Corbitt, 561-622-9909.
- Nov 15-17 **Alafia Fat Tire Festival 2002**
Brandon FL
Alafia River State Park, South of Brandon, FL. 813-689-5109.
- Nov 17 (Sun) **24th Annual Horrible Hundred**
Clermont FL
31, 71,102 miles. Florida Freewheelers, P.O. Box 916524, Longwood, FL 32791. 407-788-BIKE (2453).

Featured Riding Groups

These groups meet Saturday and Sunday at the GRU Facility. They have been the most active groups this summer, though we expect the LoBees to become more active as we get closer to the Horse Farm Hundred.

G l i d e r s

To participate, you must wear a helmet, be able to change a flat tire, and have a capable road bike (we have had a professional mountain biker ride with us on a mountain bike, but mere mortals should not attempt this). You should have some experience in group riding, but a strong newcomer may be able to hang on and learn the ropes. The average speed of the rides will range between 17 and 19 mph depending on conditions. We observe a 20 mph speed limit on flat terrain (downhill speeds will be higher). The speed limit usually goes away over the last several miles of the ride (when we are on the last road heading home).

Rides will normally be around 50 miles, but can range between 35 and 75. We will usually stop at a store about half way through the ride; on longer rides we may stop twice.

The group uses pace lines to maintain higher speeds. The group rides at a consistent pace and will adjust its speed (within limits) to keep everyone together. These are group rides; you should be prepared to stop if someone has a mechanical problem. We will stop briefly to regroup if the group is broken up by traffic conditions, stop lights, or big hills.

If you find that you cannot maintain the pace, you should let another group member know that you are going to drop off. If you do not know where you are and anticipate dropping, ask someone how to get home before its too late!

The A Riders frequently start with us. If there are a lot of them, they will split off at some point to do their typically faster ride. It is very important that you realize when this occurs and choose the group that you want to be in; the protocols of the two groups are somewhat different.

A R i d e r s

A group that strives to maintain a very high level of fitness and enhance their capability to accelerate quickly and to maintain high rates of speed over long distances. The route may change without notice at any time. These rides can be very fast, and do not necessarily make rest stops. These rides are sometimes joined by riders from Team Florida and other miscellaneous racers.

The group will usually start riding into the wind. It sometimes splits into two rides, one rather short and the other perhaps quite long; know which ride the person you are following is going on! If the group stops at a store, it will be 30 to 50 miles into the ride.

While the riding pace will vary, on some days there will be times when the pace of the ride will exceed 25 MPH. The overall average speed for the entire ride usually will fall between 18 and 21 MPH. To attain these speeds, the riders use several different pace line formations; riders should be comfortable with single and double pace lines and be able to ride echelons and rotating pace lines. Riders who cannot maintain the pace of the ride normally fall off the back of the ride; occasionally several will be able to form a second pack, but often a dropped rider will be on their own for the return trip to Gainesville. The group may stop if you have a flat or other mechanical problem, but do not count on it.

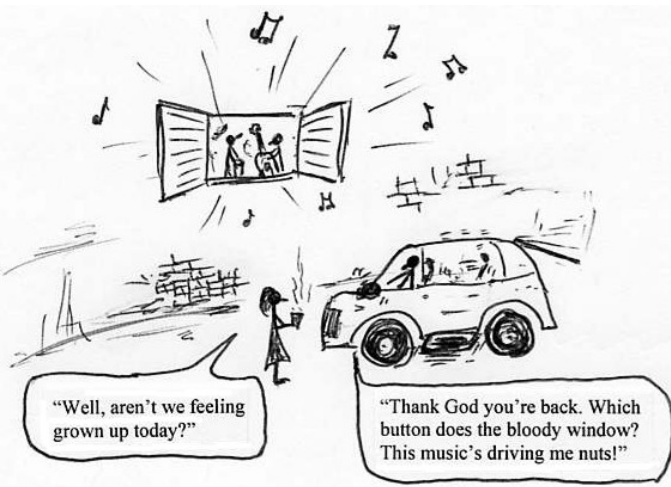
Occasionally (especially toward the end of the ride) some riders will sprint to be the first to reach city limits and county line signs. Sprint speeds will sometimes exceed 30 MPH. Sometimes the entire group will accelerate to rejoin the sprinters, resulting in higher speed levels for a period of time. When this occurs the ride will frequently split into several groups and single riders may be left behind. When the group splits you cannot count on it reforming

Wannabe

Sage advice from the decidedly amateur ranks of cycling

Volenevs Virtual Race Reports: All the Latest Action from Pro Cycling!

Welcome back after the break. In this segment, a complete review of the past two months' action in the world of pro cycling - brought to you commercial-free by Lincoln Navigator! There are those who travel, and those who travel without hearing that infernal music every five minutes. Not that it's a bad tune, but come on!



To begin with, we pick up the action in weeks two and three of the Giro d'Italia. When we left, Mario Cipollini was thrashing all and sundry in the flat stage sprints during the first week. Whether or not Mario is putting in extra effort on account of not being invited to ride the Tour de France, he manages to get through all the formidable mountain stages with enough left in the tank to exact similarly devastating sprint wins over the last few flat stages. In all, Mario achieves a personal best of six stage wins in a single Giro and moves to within one win of equalling the all-time record of 41 held by Alfredo Binda since the 1930's. Sadly, in early July Mario announces he will retire from pro cycling, citing a snub from the Tour de France organizers amongst other things. The Tour chief, Jean-Marie Leblanc, choses a rather lame tack in defence of his decision to exclude Super Mario: apparently "his team make-up at Acqua & Sapone leaves the

impression that they would not be able to finish the Tour de France." Um, hullo? Jean-Marie? Have you tried riding a bicycle in the Dolomites lately? The mountain stages of the Giro are at least as difficult as those of the Tour. It would have been fun to see a three-way battle for the maillot vert in this year's Tour especially as we're not expecting a close battle for the maillot jaune.

Stage 17 of the Giro turns into a test of endurance rarely seen even during the grand tours. Not only does the the 139 mile stage take almost 7.5 hours to complete, but the organizers think it will be a good laugh to have the stage start at 5100 feet and go uphill from there. The first peak of the day, 6960 feet, occurs after an overly generous 6 miles of warmup. And then, to ensure the riders are fully awake, a second climb from 6140 feet to 7260 feet after 12.5 miles.



As you can imagine, this necessitates a further hour at least in the saddle before the stage even gets underway, else riders risk being dropped immediately. (Stick that in your pipe and smoke it, Jean-Marie!) It's nice and warm, too, so with 10 miles to go just about every GC contender has bonked, including the wearer of the maglia rosa, Cadel Evans. Evans, Tyler Hamilton and many other GC contenders find themselves going backwards relative to anyone who's managed to digest more than a cornflake in the first hour of racing. Thus, we witness the surprising spectacle of the man nicknamed "The Falcon" for his awesome descending abilities, Paolo Savoldelli, quite literally soaring up the last climb and into first place overall. The Falcon then simply has to stay out of trouble for the last few stages to take home his first Giro title. Tyler finishes a very credible 2nd overall. He's crashed three times in the first week and is so banged up that for most of the race he resembles some sort of bizarre medical school study aid.

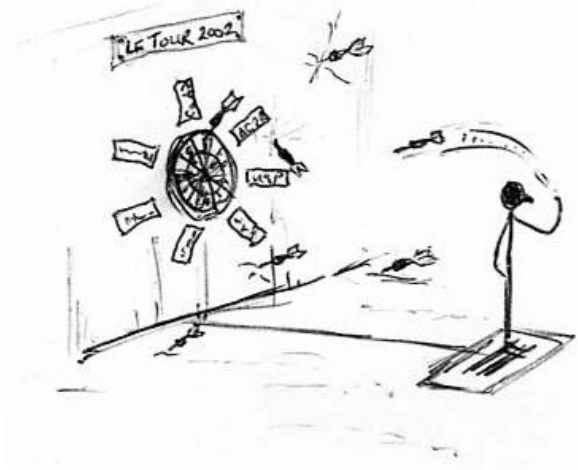
The six weeks between the Giro and the Tour are full of one-day and short stage races which usually sport one or two Tour favourites fine-tuning their form. Lance Armstrong wins Midi Libre in late May and then shows he's peaking perfectly by winning the weeklong Dauphine Libere in June. One can't help but wonder just how much despondency is felt by the other riders whenever Lance's name appears on the list of starters.



Lance is generous enough to leave the USPRO Championships in Philadelphia for someone else to win. Fred Rodriguez and Lance's US Postal teammate, George Hincapie, are unable to repeat their past successes. Instead, a new Postie, Chann McRae, takes the stars and stripes jersey for the year although he finishes second overall behind Navigators' Canadian rider, Mark Walters. With almost half of the field being foreign nationals it's truly baffling how the US riders know who to mark. Perhaps each rider should have his national flags fluttering high from his brakehoods in future races. Or – now here's an insane idea – how about making the US championship a US-only event, since so many US riders are at the top of the international scene these days? Maybe then all the big names of US cycling would pitch up.

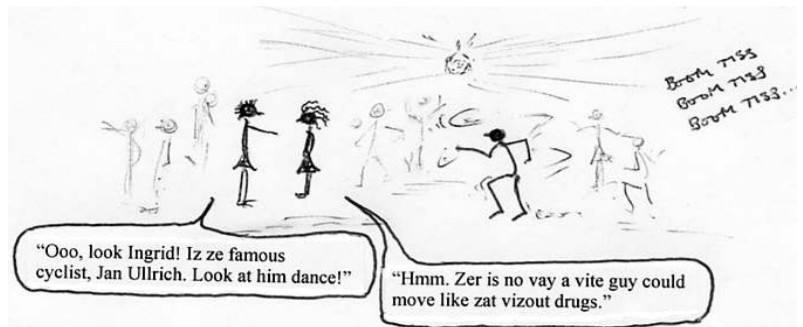
In late June Alex Zulle manages to ease some of his disappointment at not being invited to the Tour de France by winning his home event, the Tour of Switzerland. Alex's Coast team are ranked number one in the world. Not even close to the calibre required to ride le Tour, the Swiss Alps being clearly inferior to the French Alps. Of the top riders lucky enough to obtain one of Jean-Marie Wonka's golden invites, Joseba Beloki also gets excellent preparation for le Tour by winning the Tour of Catalonia. (Yeah, yeah, I know the Tour de France

is a French race, not an official world championship stage race, but it still needs the best riders to stay the best race in the world.)



Team selection day at the Tour de France headquarters in Paris.

And so to the main event, le Tour de France. Even before the prologue Jan Ullrich is reminding us that he won't be attending. In trouble for drink-driving in May, now Jan's been caught popping amphetamines at a Munich nightclub. Jan claims he shouldn't get a cycling ban because it's not performance-enhancing when he's not even racing.



Lance fulfils the hype by winning the prologue time trial. After that, however, anything resembling predictability or even organization goes right out the window. It seems that Deutsche Telekom have been unable, or unwilling, to reorganize as primarily a support team for Zabel to win sprints. Who they are trying to promote as a GC contender isn't clear, but Ullrich seems to have as much chance as anyone else who's actually racing. The teams of the other sprinters are similarly disorganized. There isn't a single team in the first week of the Tour able to provide a leadout for their own sprinter. Instead, we are treated to a chaotic free-for-all which is very

exciting even if it does look like club riders sprinting for a county line sign. Maybe this was Jean-Marie's plan all along.

Some sanity returns in Stage 4, the team time trial. O.N.C.E. pip US Postal to the win and thereby place almost their entire team into the top ten. Glancing through the rosta and one gets the impression O.N.C.E. may be too strong for the Tour, as they were in the mid nineties. At the end of the individual time trial, Stage 9, O.N.C.E. has two riders – Joseba Beloki and Igor Gonzalez de Galdeano – who are capable of challenging Lance. Is it to be Zulle and Jalabert all over again? On stage 11, Beloki shows that it's he who is the team leader. Leader of O.N.C.E. he might be, but Lance soon shows who is the rightful leader of the race. US Postal hit the front and set a tempo on La Mongie that only Beloki can match – sort of. Joseba finishes just seven seconds behind Lance. His only trouble is that Lance didn't have to attack, indeed described his ride as "average." Next day, stage 12, Lance steps out in style and puts another minute into Beloki on Plateau-de-Beille while trying to get Heras a stage win for all his help the day before. Joseba isn't feeling charitable and won't let Heras go, so the Posties stick it to O.N.C.E. and take 1st and 2nd to put a further dent in Joseba's overall time.

At the end of the relatively flat stage 13, Eric Zabel and Robbie McEwen are in a dead heat for the maillot vert points competition. (Ou est Super Mario, s'il vous plait?) Lance has the maillot jaune all but sewn up on stage 14 which finishes on the infamous Mont Ventoux. The stage is won by Richard Virenque but more importantly Lance finishes third and puts almost two more minutes between himself and Beloki overall. As we go to a break we leave Lance leading by over 4 minutes and we haven't even reached the Alps. Watching Lance climb you get the distinct impression he's got at least another 10% effort in reserve should he ever need it. Second-rate French teams or no, this Tour is fast turning into one of the most dominant demonstrations of cycling of the modern era. Pretty soon Mr. Armstrong will have more international recognition than the coke bottle and rightfully so. Pure class.

Your Chance to Meet and Ride with a USPS Rider

Once again, we have another exciting Tour de France. There is a lot of competition in the race, and this article is being written just after the first week of the race, so I at this point, we don't know who will win. Of course, everyone I know is pulling for Lance and the United States Postal Team.

Have you ever wanted to meet a real USPS rider? Now you can have your chance to meet and ride with someone on the USPS Pro Cycling Team. The North Florida Bicycle Club is working with the Combined Federal Campaign on the "2002 Cycle For Charity Ride with a Pro". This ride will be held in Jacksonville at Cecil Field on Saturday October 26th. The United States Postal Service (USPS) is supporting the ride by bringing in USPS Pro Cycling Team member Kenny Labbe' to ride with us. This is a ride, not a race. Ride distances will be approximately 30, 40, and 61 miles, as well as a 4 mile family ride. All rides will be supported with Sag and Rest Stops. The cost of the ride is \$25.00 and includes an event t-shirt if you register before the cutoff date of October 4th.

In last years ride, USPS rider Kenney Labbé spent a few minutes riding with every single rider on the ride. This is a chance to ride with and talk to a real USPS team rider, as well as supporting local charities in the North Florida and South Georgia areas. Visit www.uspsprocycling.com/02team/ to learn more about Kenny Labbe'.

Ride brochures will be mailed out to those on the North Florida Bicycle Club's mailing list sent out in mid August. If you are not on the list and want a brochure, you can get on the list to receive one by contacting [Debra dlogeson@email.usps.gov](mailto:Debra.dlogeson@email.usps.gov) or (904) 858-6504. Information on the ride will also be available at the NFBC website www.nfbc.us in the near future.

Dear Friend of Bicycling

It should be no secret to you how important bicycling is to my life. I won't go so far to say that I bike to live or live to bike, but it's a priority up there with eating, drinking, and sleeping. My commitment to the Florida Bicycle Association is also a priority.



The Florida Bicycle Association was founded by people like us who enjoy bicycling and want to make Florida a better place to ride. Would you consider joining FBA, the only statewide organization working for bicyclists? Here are a few good reasons why your membership is important:

- You can take an important stand for the future of bicycling in the state of Florida
- Your support can influence the creation of recreation and transportation options for current and future generations of people who ride a bike
- We speak out for better cyclist accommodations and for the right to the safe use of Florida's roads and trails
- Your membership helps assure access to scenic trails, bike lanes and safe roads for all Florida bicyclists

Your support can really make a difference. We are working hard to educate the public (motorists and bicyclists) about our rights to roads and trails. Help preserve your right by joining. Strength lies in numbers and every voice counts towards making Florida a bicycle-friendly community.

We recently changed our mission statement.

From: To serve the interests of Florida's bicyclists through education and advocacy

To: To inspire and support people and communities to enjoy greater freedom and well being through bicycling.

Education and advocacy will remain at the forefront, but other elements like fun, adventure, fitness, recreation and transportation will also be promoted.

Please join me in supporting the Florida Bicycle Association. Better bicycling means a better Florida!

Happy Riding,

Laura Hallam
Executive Director
Florida Bicycle Association

Your voice can make a difference for bicyclists in Florida.

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Wolfgang Fasching Dominates RAAM En Route To Historic Third Win

By David Jacobson

Wolfgang Fasching's dominance of the Insight Race Across America left one question unanswered. When exactly did he win the race?



The official record states it was when he reached Pensacola Beach, Fla., nine days, three hours, 38 minutes after leaving Portland. But that is deceiving. The 34-year-old Austrian won his third solo RAAM much earlier.

Perhaps it was in the hot desert wind of Eastern Colorado or Oklahoma, as he grew his lead and pre-race contenders Fabio Biasiolo and Mark Patten DNF'd. Maybe it was earlier, such as his first dismount for anything longer than a change of clothes - 41 hours and 741 miles into the race.

It could have been opening night, when U2's "New Year's Day" blared from his support vehicle, shattering the silence of the piney midnight air atop Blue Mountain and heralding Fasching's arrival like Kilgore's helicopter cranking "Ride of the Valkyrie" in *Apocalypse Now*. Or even opening day, when he earnestly pursued John Howard and the \$500 prime for beating the world's fastest man to the first time station.

Rob Kish, who finished second nearly 14 hours after

Fasching, pinpointed the moment his rival won the race. "The last-minute entry of Wolfgang Fasching eliminated the rest of us," said the 47-year-old Floridian, who has finished all 17 RAAMs he started and raced his 50,000th solo RAAM mile.



Regardless of when Fasching grabbed hold of this race, nobody questioned the strength of his grip. He gave no hint that he was

stretched, strained or pained. He worked methodically, despite occasional lapses by his crew and the nearly constant presence of a film unit that covered him almost exclusively.

"There was nothing unexpected, except maybe that I was not as strong as usual in the mountains," Fasching said after the race. "I was eight pounds heavier this year, not with fat, but with muscle."



Fasching subsisted on "Enervit, Ensure, muffins, melon, pizza, burgers, spaghetti, mango and yogurt." He slept less than two hours after completing his epic run from Portland to Snowville, Utah and six hours later hit the next time station, 72 miles away.

En route to winning the Steamboat Springs to Leadville, Colo. prime, Fasching quieted the Kish Krew's last remaining vocal protest that their man, seven hours behind, still posed a threat. Then, in a jaunty Legionnaire's get-up, Fasching conquered the heat, where he is admittedly weaker and Kish is historically strong. From there, Fasching needed only avoid disaster.

He did that. At the finish line, he hugged and kissed his wife and crew member, Doris. He accepted a large check from Lon Haldeman and a champagne shower from his crew. He accepted a new place in RAAM history, joining Kish as the race's only three-time solo champions, and he accepted a lack of acceptance among his foes.

In addition to his dominance and a swagger that marks even the humblest champion in any sport, Fasching speaks little English. His use of an interpreter makes Fasching seem more aloof than he really is. Whatever the reasons, Fasching knows he does not fit in.

"I do not feel liked," he said. "Danny Chew last time would not talk to me. Kish's crew this year followed me for three days even though he was hours behind. But this is an elite sports competition. I take it as it is. I would like to communicate on a normal level with the other racers. But this is elite competition, so we must expect some tension."

The tension between Fasching and Kish may mount now that they are tied with three wins. "I really admire Rob Kish for winning three times, and I wanted to do that, so I'm very happy," Fasching said.

"Rob Kish is a legend. He won three times in 16 years. I have won three times in six years. But to set a record in participation is not my goal. If you take part in it too many times, it starts affecting your health. To win four would not be the biggest temptation. The biggest

temptation would be to finish in less than eight days, if the route is less challenging than this one."

Meanwhile, Kish would dearly love another win before riding off into a sunset he sees approaching rapidly. Asked before the race how he had changed since last year, Kish quipped, "I've gotten older," then, after a pause, "I guess I'm getting toward the end instead of the beginning... I put more pressure on myself now to win and I have less of a chance."

Kish will have more of a chance if Fasching chooses a sojourn like last year's summit of Mount Everest. That's not likely, though, if Fasching seeks challenge. As he says, "From a physical and psychological standpoint, RAAM is tougher than Everest. Everest has more danger. You can die there. You're not going to die on RAAM."

Future wins for Kish or Fasching are not guaranteed. Rookies Allen Larsen and Stefan Lau served notice that they could contend, finishing third and fourth, respectively. Each was a study in courage.

Larsen, a 36-year-old from Cle Elum, Wash., qualified by winning the Race Across Oregon, which he had hoped just to finish. He said a long, sad goodbye to his wife and two daughters. Then he raced furiously, holding second place into Colorado, before Kish passed him for good on the Steamboat-to-Leadville run.

In Oklahoma, Larsen fell victim to Shermer neck. His crew jury-rigged a duct-tape-and-wood "traction contraption" that would have been outlawed in most medieval societies. He arrived in Pensacola Beach after wearing the grisly apparatus for about 900 or so miles and fell sobbing into the arms of his wife and daughter.

Along the way, Larsen engaged in a passing battle with Lau, an experienced Race Across Europe competitor from Wiesbaden, Germany. Lau had started the week by dismissing his crew chief and reshuffling crew duties as detailed in a spreadsheet on the wall of the support RV with a giant X running through it.

On day one, Lau fell in roadside gravel, lacerating his right ring finger. He celebrated his 36th birthday by enduring sweat pouring into his open wound and his crew yelling at him to keep riding up the hills but to stay out of the middle of the road. Lau stabilized in Colorado and Oklahoma, usually maintaining third or fourth place.

Larsen and Lau locked up in Alabama. Larsen fell once and Lau twice, according to Lau's new crew chief Wolfgang Kratzer. "Allen Larsen's crew was very good," Kratzer said. "Once, they drove back 20 miles to

make sure Stefan was alright. We said 'Let's stop this.' I was afraid one rider would be hit by a truck or fall down the side of the hill."



Of course both survived. At age 36, RAAM-experienced, and with wizened crew, both could challenge in future races.

In the team divisions, Fasching's dominance was matched by Team Royal Air Force/BAE Systems/Cap Gemini Ernst & Young. Racers Dave Cook, Dave Green, Keith Jackson and Steve Wilcox set out to crack RAF's record, but Green cracked his elbow instead.

His tumble over railroad tracks outside Kim, Colo. blew the joint into a softball-sized lump that required casting and removed him from the race. The remaining three riders still finished in just six days, 45 minutes, nearly nine hours before second-place Team Swiss Academic Ski Club.

Despite its margin of victory, RAF had to wage a valiant struggle after Green's crash. With no chance to break its record, a teammate fallen and little threat from behind, RAF mustered the psychological and emotional strength to refocus itself. The team's average speed slowed just one mile per hour after the wreck.

Less than three days after Green's tumble, in the 3 p.m. sun, the "lads" doused each other in champagne and dove into the soothing waves of Pensacola Beach. At midnight, they returned to the scene of their victory to help Team SAS bask in the moonlight glinting off the Gulf.

In the two-person division, the tightest of the race, Dana Olson and Ben Popp of Team Clif Bar topped Team Millennium/IRSA by just three hours, 23 minutes. In the only other contested division, four-person mixed, Team No Limits bettered The Twin PAC.

The teams provided great color - from rock star Joey Kelly of Team No Limits to ever-popular twins Barbara Warren and Angelika Castaneda to a group of RAF lads straight out of central casting. But the real history of the 20th anniversary RAAM, encompassing the event's past, present and future appeared in the impassive visage of Wolfgang Fasching and the wondering eyes of Rob Kish.

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Training for *Fast* Centuries

by Lisa Marie Dougherty

So you're back on the bicycle again, training for the dawning season. A list of events have been highlighted on your calendar. Your motivation is high as you visualize yourself among the fastest cyclists, wrapping up a century in less than 6 hours...maybe even 5 hours! How can you get the form to hold such high speeds over 100 miles?

First, remember that the most important facet to training is mental preparation and attitude. It may help to recognize that 100 miles isn't very far for a long-distance cyclist.

Most pro cyclists compete in races of 100+ miles, averaging speeds over 25 mph.

One of a series of columns on training for centuries. The complete series is available at: <http://www.ultracycling.com/training/centuries1.html>

Undoubtedly, the fastest centuries are completed by professional racers whose daily training rides often exceed 100 miles. So, if you want to increase your average century speed, the best approach is to study the training programs of successful category pro-1-2 racers. The primary difference between a 100 mile race and a 100 mile tour is drafting. In a race, you have a field to cruise with unless you're feeling spunky and take a flyer or fading fast and drop off the back. Otherwise, you get the pleasure of sucking wheel while saving 30 to 80% of your energy depending on wind conditions and the spread of the cyclist towing you. In a century, most riders are recreational so you will spend the bulk of your time battling the wind alone. Even the fast cyclists often prefer solo riding or lack the skill to safely paceline. So don't plan on finding a group of experienced, ambitious cyclists to draft at your next century. Joining a well-oiled paceline at a tour is not unheard of, but it is unlikely.

Despite this, training like a racer will do more to increase your average speed on centuries than grinding through mega-miles at a steady, moderate pace. Big miles are certainly necessary when a cyclist is preparing for multi-day events like

Paris-Brest-Paris. Such a training tactic, however, will destroy leg speed for shorter distances of 150 miles or less. It is important to realize that 100 miles is NOT an ultramarathon distance so training like an ultramarathon cyclist is not the best way to decrease your century time. Training like a road racer will increase power and speed without preparing your body for the huge stress of real ultra-marathon cycling which you won't encounter anyway. At ultramarathon distances, the body must be maintained in a steady state where the cyclist is consuming as many nutrients as he or she is burning up, continuously maintaining a steady flow of energy over many hours or several days. For shorter distances, the cyclist can upset this balance and consume less on the bicycle. This allows the body to

focus on cycling rather than dividing its energy between digestion and cycling.

In the next column, I will discuss specific training tips utilized by road racers that can help increase your average century speed. If you want to do your fastest century, you cannot train like an ultramarathon cyclist.

Forget the mega-miles, protein powder, and bike lights...grab your gel packets, carbohydrate drink and local cycling buddies. It's time to train for speed.

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BUSINESS SPONSORS

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

Bike Route	15%	374-4550
Chain Reaction	20%	373-4052
Gator Cycle	10%	373-3962
Ominski Massage	\$10 off	
Recycled Bicycles	10%	372-4890
Spin Cycle	22%	373-3355
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Some restrictions apply, ask for details at the store.

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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 Sep 11
Articles and classifieds Sep 18
Ads in GIF or TIFF format Sep 18

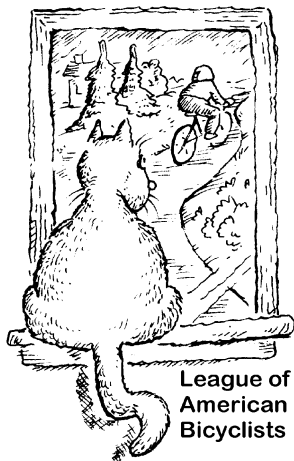
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A D V E R T I S E M E N T S

Our long time Bike Shop Liaison, Jim Merkner, has resigned that position to pursue other interests in Gainesville. We are still in the process of replacing him, and did not have anyone in place in July to collect ads for this newsletter. We anticipate being able to bring you word of all of the great services and bargains available from local bike shops in our October issue.

T-Shirt Design Contest

Design a T-Shirt for the Horse Farm Hundred and win two of the shirts and free entry to the Horse Farm Hundred. Designs should incorporate both cycling and horse themes. The words "Gainesville Cycling Club" and "Horse Farm Hundred" must be included or space accounted for to accommodate them. We may



alter the font to substitute our event signature fonts. "2002" and "22nd Annual" may also be used. Designs must be in full color (maximum of five colors), and must fit within an 11-inch box, and must be original work.

All entries become the sole property of the Gainesville Cycling Club, Inc. The Club may use the entries in any manner that will further the purposes of the Club without further compensation. This contest is open to all GCC members.

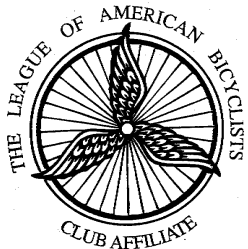
The submission deadline is August 24th. Mail to the club address or deliver to Roger Pierce.



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2002 Gainesville Cycling Festival - 5 - 6 Oct - Santa Fe Century - Horse Farm Hundred

Cycling Shorts



🚲 Welcome new members David Carr, Charles Courtney, Joe Fritz, Rebecca Gamble, Brian Hill, Patti Hill, Thomas R. Kerkhoff, Susanne Meyer-Neumuehlen & Danny Muehlschlegel, Judy Rayford, and Mark Warring of Gainesville, Brian Hetz and Brian Patterson of Alachua, and Evelyn Nichols of Ocala.

🚲 Renewal notices for memberships expiring between June 1, 2002, and September 30, 2002, should be out sometime in mid August (we are running behind on the June and July renewals).

🚲 Our membership card person has retired and left town, so we are in the process of getting set up to do membership cards in house. We hope to have the next batch out by September. In the meantime, use

this page of your newsletter when you ask for a discount at one of the participating merchants.

🚲 When you renew your membership, the club offers you a discount if you sign up for more than one year. Each year after the first renewal year gets the discount. We can do this because it costs us \$\$ to do a renewal as well as labor. A few of you have been confused and thought that the additional year price applied to a single additional year of membership. It does not. When we receive a short check, we reduce the membership term.

🚲 All members are encouraged to subscribe to the club email list, gcc-fla@topica.com. To sign up, go to the club web site, click on Members Area, then on Listserv. Enter your email address where indicated, and click the Join button. If your email address is not on our records, send your name and email address to gcc-fla@piercepages.com; you will not get on the list if your address is not known.