

Club Happenings

December 8 (Sun) Decorating Party

Help decorate the Merkner's for the Holiday Party, 4 pm, directions next item. The club will have pizza and sodas at dinner time.

December 14 (Sat) Holiday Party

See full details on page 4. Pot luck dinner at the Merkner's, 6 to 10 pm. The club will provide a couple of **turkeys!** 2401 NW 27th Lane. From Glen Springs Road (NW 23rd Blvd between NW 13th St and NW 34th St) take either 23rd Terr or 24th Terr south to 27th Lane.

December 26 (Thur) Bike Memorial Cleanup

9 am. See page 3 for details.

January 1 (Wed) New Year's Day Ride 10 AM

Meet at GRU, note the later starting time to allow more time for recovery from a late night.

January 10 (Fri) Bike Repair for Homeless Veterans

Army Reserve Center. See page 10 for details.

January 11 (Sat) Tour de Felasco

Fifty mile off-road event (shorter options available). There is a registration limit (300) and deadline (December 31) so register now. See page 7 for more details.

January 18 (Sat) Oleno Chilly Chili Picnic and Rides

Is this event more about eating or riding? You'll just have to come out and see. See page 11 for details.

January 19 (Sun) Adopt-A-Road Cleanup and Pigout

Meet across CR234 from the Pearl station in Micanopy at 3 pm. We suggest long pants and good shoes; we'll provide the pick sticks and bags. Afterwards, head for a local eatery for a club-subsidized feed.

January 19 (Sun) 200 Kilometer Brevet

This is Paris-Brest-Paris year! See page 9 for an article on what this is all about. Details of this brevet will be posted on the Florida Bicycle Touring Calendar (<http://www.floridabicycle.org/fbtc/>) as they become available.



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President's Letter



19 November 2002

The other day the EZ Riders rode the Withlacoochee Rail/Trail out of Inverness on a bright, sunny November morning. While cruising through the lovely forest scenery we got to talking about Change, and the need thereof, and I continued this conversation after the ride with several people. The train of thought being that everything changes, so why fight the inevitable? (Tout passe, tout casse, tout lasse, if you are of a pessimistic turn of mind).

What originally prompted me to start thinking along these lines was a postcard Chandler Otis sent us from out west. The picture, taken in the late 1890's, shows a group of US Army soldiers experimenting with bicycles (perhaps to replace mules) as part of the Twenty-fifth Infantry Bicycle Corps. These intrepid "Iron Soldiers" were posed on the travertine terraces of one of the hot springs at Yellowstone National Park, on their way from Ft. Missoula, Montana to St. Louis, Missouri (!). Iron soldiers, indeed - their bikes complete with all their gear weighed in at nearly 100 pounds, and their journey was nearly 2,000 miles in length.

But the point that struck me was how similar the bikes in that old photograph look to conventional bikes most folks ride today - thin spoke wheels, rubber tires, chain drive, double-triangle frame with a steering tube in front, handlebars, and a seat on top of the seat tube. It doesn't look like much has changed in over 100 years. Sure, I know the frames were mild steel, and only one speed was

fitted, and that brakes were pretty primitive direct-friction spots, but these can be regarded as minor details on a basic layout that hasn't changed in all those decades.

Why has the basic design of the bicycle remained unchanged for over 100 years? I would propose that the conventional bicycle is an end-point in a design evolution that is essentially perfected and does not need to change. It has evolved to its ideal expression, to a kind of perfection.

Bud Jones pointed out that in the 1930's new designs such as recumbent were effectively prohibited from international competition, and this may have frozen the conventional bicycle in its present form, preventing further evolution. But I am not so sure that competition has as much influence on the design of popular forms as the promoters of competition would like us to believe.

For example, automobile racing promoters repeatedly tell us that "Racing Improves the Breed". But take a close look at two versions of automobile racing, Formula One and Nascar. Formula One is the pinnacle of the motor racing world, the purest and most highly evolved form of the automobile, in which the World Championship for Drivers is determined: Nascar is the most popular form of racing in America.

Formula One cars don't bear much resemblance to whatever it is you are driving - they have their engines in the rear, they are rear-wheel drive, they are made mostly of carbon fibre, and generally don't seem to be in the evolutionary chain of street automobiles. Yes, they do run on "pump" gasoline (unlike the less evolved Indianapolis formula cars which have to run on alcohol), and they have automatic transmissions (unlike Indianapolis cars which still require manual shifting). They have four wheels, although for a time at least one has six wheels. But the Formula One automatic transmission system was developed from passenger car designs, not the other way around, and the same can be said of its power steering.

And the "stock" cars of Nascar share little with stock automobiles other than a similar profile and a hood ornament. Nascar technology may be primitive, but it doesn't bear much relationship to what you can buy on the showroom floor.

So the rules of competition may do not seem to have much direct influence on the evolution of the machinery we choose to use in the real world. After all, some of us ride recumbent bicycles, which have many advantages over conventional bicycles including inherently lower wind resistance and thus higher achievable speed. But recumbents, despite their obvious advantages (well, obvious to some of us) have not taken over the bicycling world. And the largest maker of them just went out of business.

No, it seems to me that evolution in bicycle design reached an end-point in the basic layout, and ensuing change has been concentrated in improvements in materials, including neat aviation stuff to make frames out of, rubber compounds, brake and transmission details, and the like. Despite thousands of attempts at "revolutionary" bicycle configurations, none has replaced the classic design.

We can find other case of fully evolved designs: Modern airliners are built today with exactly the same techniques as were developed in the 1920's and applied in the early 1930's - stress-bearing skins of thin aluminum alloy sheets joined with rivets: The Gothic cathedral, which satisfies certain

liturgical requirements in its floor plan, is copied today in many churches: The Gem paperclip, designed in the middle of the 19th Century, remains unchanged today. You can think of many others.

So my point is to start you thinking about the much-cited inevitability of change. Is change, in fact, inevitable? When you hear people talking about changing something, and justifying the change because "everything has to change, and this is Progress", reflect on the above examples, and be suspicious of their arguments. Perhaps you will find that change for the sake of change is simply a disguise for other, baser, motives. Does this line of thinking have any significance in current arguments for the need to develop our local countryside because "growth is inevitable"? Sure it does. Maybe we need to keep some things as they are, because change would not be for the better.

Cheers,

George Edwards



Bike Memorial Cleanup on Dec. 26

December 26 is the sixth anniversary of the tragic crash that killed Doug Hill and Margaret Raynal. Both were leaders in the cycling community and we miss them.

The Bike Memorial, which remembers that day, needs a little TLC. Please come help on Thursday, December 26 at 9 am to help spruce up the Memorial. Please bring work gloves, rakes, lawn mowers and other tools for garden destruction.

The Bike Memorial is on the Depot Trail, near the intersection of south Main Street and Depot Road, across from the downtown Regional Utilities plant.

Group ride leaders may want to have rides that start there or pass by the Memorial to remember Doug and Margaret.

For more information, please contact Chandler Otis at chanbike@aol.com

Holiday Party Activities

Eating

The club will provide a couple of turkeys. Bring side dishes to complement the birds.

Food Contest

When you arrive you will be given a food label and a food ballot. The label will have a number on it. Write your name and a description of your dish on the label and make sure that it is placed so that everyone can tell that it goes with your dish. When you decide to vote for a dish as "best", write the number that is on it's label on your ballot, and place it in the ballot box. Prizes will be awarded for best dish and best desert.

Who Am I?

When you arrive at the Holiday Party, be sure and put your name on a name tag and stick it on your chest; with over 400 club members, there's bound to be someone who doesn't quite remember your name! While you are doing this, the greeter will place another name tag on your back with your identity for the evening. It is your task to determine who you are. Now, of course, every one else will know, since they can see your back. But no one is allowed to actually tell you who you are. But they can answer questions that you pose to them about who you are. A sample dialog (for an easy one) follows:

Am I a bicycle racer? NO

Am I a politician? YES

Am I a local politician? NO

Am I a national politician? YES

Do I currently hold national office? NO

Did I run for President? YES

Am I George Bush? NO

Am I Al Gore? NO

Am I Ralph Nader? YES

Costume Contest

We will award prizes in several costume categories, which may include: best dressed, most creatively

dressed, and funniest or most entertaining costume. The decision of the judges will be final!

Competitive Gift Exchange

Everyone coming to the party should bring a wrapped gift. You shouldn't spend a lot of dough on this gift, in fact something lying around the garage may do just fine. On the other hand, if you are well off and want to have some fun, go for it. If you have total imagination failure, throw a Power Bar or two into a shoe box and wrap it.

All of the gifts go under the tree. We will then call a name for the evening (see Who Am I?) and that person will select a gift from under the tree and open it (quickly). Subsequent persons called will have a choice: select a gift from under the tree or take one that someone else already has. If your gift is taken, you have the choice of selecting one from under the tree, or taking one someone else has (you cannot take back the one you just lost). You are limited to three "takes" during the evening; after that, if you are the victim, you must select a gift from under the tree. The game ends when the last person selects a gift from under the tree.

GCC Christmas Bike Repair Helps Gainesville Police Department

For the past 15 years, GCC has helped the Gainesville Police Department with the final tune-up and cleaning of bikes that the Police give to deserving kids at Christmas.

This year, all repairs and tune-up will be done at the Gainesville Work Camp, a state prison facility. However GCC members can still help. We can still use bikes and parts.

We need bikes, especially children's bikes. If you see a child's bike at a yard sale, buy it and donate it. Another source is thrift shops, Goodwill always has kid's bikes for a few dollars. We also need parts, especially 20" tubes and tires.

If you have bikes or parts to donate, please e-mail Chandler at chanbike@aol.com.

Thanks To Gainesville Cycling Festival Volunteers!

SAG Drivers

George Edwards, Course Marshall
Jim Merkner
Marty Tod
Carol Glavin
Doug Folkerth
☆Andrew Gill
Rhea and Leta Phelps
Paladin Meszaros
Paul Zimpfer
Chuck Broward
Spin Cycle
Goldwing Motorcycle Club

Painting and Signing

George Edwards
Lee Edwards
Pete Davison
Brian Hetz
John Parker
Chris Sanchez
An Nguyen
Carl Brush
☆Andrew Gill

Pace Vehicles

Arnold Betancourt
Jim Wilson
Chris Sanchez

Shopping Crew

Diann Dimitri
Roger Pierce
Clare Jones
Jan Brush

Onion Preparation

Clare Jones

Set Up and Clean Up

Diann Dimitri
☆Andrew Gill
Fred Ross
Pete Davison
Paul Zimpfer
John Parker
Bob Newman

Rest Stops

Fran Watts

Maureen Petersen
Bev Yermovsky
Darec Piper
Russell & Dianne Rowley
Police Cadets, traffic control
Diann Dimitri
Carol Hone
Mikki McDougall
Bud Jones & son
Clare Jones
Bob Newman
Suzanne McDowell
Raven Moondance
Marty Tod
Teresa Zimpfer
Leonard Cohen
Mosetta Cohen
Danny Dresdner
Cindy Dresdner
Roger Sessler
Annette Merritt

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Roger Pierce, Registrar
Lee Edwards
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Suzanne McDowell
Leslie Folkerth
Vicki Santello
Brian Hetz
Richard Colbert

Packet Stuffing

Roger Pierce
George Edwards
Carol Glavin
Kellie Wolk
☆Andrew Gill
Brian Hetz
Paul Oppenheim
Pete Davison
Leslie Folkerth
Doug Folkerth
John Parker
Bev Yermovsky
Jerry Yermovsky
Lee Edwards
Fred Ross
Danny Dresdner
Cindy Dresdner
Raven Moondance

And we probably missed someone!

Dear Friends:

We made it through the Gainesville Cycling Festival once again, with few really major problems but with many, many expressions of appreciation from the entrants. That the event was such a success for our guests is due in large part to the enthusiastic and friendly support of all you volunteers who contributed endless hours to all the myriad details that are required. I would like to single out each one of you for a personal note, but I'm sure I would over-look someone, and I don't want to make anyone feel left out. So this is a general, overall but very personal "Thank You" to every volunteer, from the rest stop workers to the guys who painted little green arrows on the road, to the folks who put out the direction arrow signs and then gathered them up, to the SAG drivers who schlepped the fallen heroes back to HQ to the folks who loaded the trucks and sorted all that food, to the registrars, to the drivers of the pace car, to the folks who just stopped to help someone with a flat tire, and to all the GCC members who had a kind and welcoming word to all those visitors to our area.

This is my personal thanks, but the really worthwhile thanks were the comments all of us got from so many of those visitors. I really believe they had a good time, and that was the whole point. You guys did a good job.

George Edwards, President



GAINESVILLE-HAWTHORNE RAIL TRAIL



George Edwards reporting

Security on the GHT

A recent incident on the Gainesville-Hawthorne Trail prompts us to advise GCC members and all other Trail users to avoid riding alone on the Trail. Common sense dictates that you ride with someone else, particularly on weekdays. Pepper spray and some kind of loud noisemaker are good ideas. Pepper spray ("bear spray") can be purchased at Brasington's - the strong and effective stuff is expensive.

Make Your Own Noisemaker

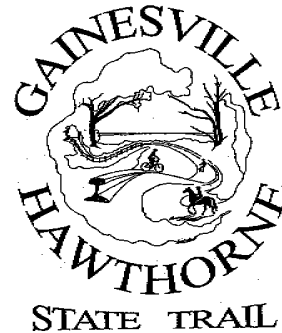
You can make a cheap, loud horn and emergency noisemaker with a few parts from Radio Shack (the one on Archer Road had these parts in stock). Buy a piezo security siren for \$4.99, plus a 9-volt battery holder, a 9-volt battery connector, and a push-to-talk (momentary contact) switch. Oh yes, you need a 9-volt battery to make it all go.

Total cost should be less than \$8 (plus the battery), but you have to buy the connectors and the switches in packs of two, so go in with someone else - your trail-riding friend. I used an old rear-view mirror bracket and attached all the parts to it to make it easy to mount on the trike, but you could also buy a "project box" of an appropriate size and mount the parts in it (siren on the outside) and attach it to your handle bars with a left over clamp you will find in your bicycle parts box. If you don't have a supply of small machine screws, washers, and nuts, buy what you need from the helpful guys at Radio Shack. Mount the siren facing forward (not toward you, for heaven's sake).

I don't include a wiring diagram because what's to diagram? You have a siren with a red and a black wire, and a battery connector with a red and a black wire. Maintain polarity by hooking the red wire to the red wire, and vv. If you connect the battery to the siren it will make a really loud noise (108 dB, or

so it claims) and it will keep on making this really irritating noise until the battery goes dead or your neighbors kill you and stomp on the thing. So you put the switch between the battery and the siren - use the black wires for the switch. You will also need a soldering gun, flux, and a tiny bit of solder, plus some electricians tape to insulate the connections.

This thing frightens dogs, and can be heard inside a car with the door closed, the AC on, and the stereo playing (unless you are a teenager).



Trail Repairs

From Tom Brown, Assistant Park Manager at Paynes Prairie, via Tom Stevens of Frogat, we are advised that the Park Service plans to begin repairs of some cracked sections of trail pavement at mile 2.5 to 3.5, and also around miles 5 and 6. Repairs are said to consist of removing the macadam and temporarily replacing it with rolled limerock. Repaving with new macadam will take place at an unspecified future time.

While the packed limerock surface is safe for wider tires, we suggest that cyclists with narrow road tires dismount and walk these sections until the new macadam is in place. Limerock can be risky for road tires.

We are still working to remediate the sand traps on the Eastern part of the Trail.

Off Road



by Leslie Folkerth

I hope you've all been riding and enjoying this great weather! We have been busy racing at the Gone Riding Florida State Championship Series. If you haven't had a chance to participate in this wonderful race series, there is one more opportunity at the December 15 series finale in Reddick, at Razorback Mountain Bike park. If you don't want to race, there is plenty of action for spectators!

We are still riding weekly at San Felasco bike trails, Sundays at 9 am. All abilities are welcome, and there are many routes to choose from. We now have some new additional trails, giving us almost 20 miles of the best singletrack in North Florida! Check out the web site at www.sanfelasco.net for info about the trails, pictures of the area, Friends of San Felasco, scheduled volunteer workdays, full moon night rides, and much more!

Also, if you use these trails regularly, you may want to get an annual entrance pass, good for all of Florida's state parks (except Homosassa Springs and Sunshine Skyway Fishing Pier). Prices are \$64.20 for family or \$32.10 for individual, and are good for 1 year from date of purchase. The www.sanfelasco.net website has a link to the state park website where you can get further info.

There is just a little over a month to go before the Tour de Felasco on January 11. This 50 mile eco-tour promises to be a lot of fun. Registration is limited to 300, and entries must be postmarked by December 31, so get yours in today! Additional details can be found elsewhere in this newsletter. We still need volunteers, and there is something for everyone to do, before, during, and after the tour. Please email tour@sanfelasco.net to volunteer – we greatly appreciate it!

See you on the trails!
Leslie

TOUR DE FELASCO

50 mile Off-Road Bike Eco-Tour
Alachua, Florida
11 January 2003

For more info, go to our web site at
www.sanfelasco.net/tour
Email tour@sanfelasco.net
Or call 352-367-3856

Presented by the Friends of San Felasco

Tour Sponsors





Florida

Bicycle Touring Calendar

(VERY ABRIDGED)



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

December 7 (Sat) **2nd Annual Winterfest Clean Air Ride**
Ft Myers FL 20, 35 and 62 miles. Charlie Leibold, 239-772-3720.

December 7-8 **Secret Santa Weekend**
White Springs FL Suwannee Bicycle Association, PO Box 247, White Springs FL 32096. 386-454-3304.

December 13-15 **Highlands Bicycle Festival**
Sebring FL Daily 62, 30 and 12 miles, plus Highlands County Century on Saturday. (561)683-2851.

December 14 (Sat) **A Bicycle Ride Through Christmas Fantasy Land**
Casselberry FL 15 miles. 6:30 PM at Don Pablo's Restaurant on 436 in Casselberry.

January 4 (Sat) **4th Annual New Year's Metric Century**
Albany GA Pecan City Pedalers 229-759-8047.

January 5 (Sun) **Orlando Road Club Pace-Led Century**
Clermont FL ORC race teams will lead groups at several different average speeds to accommodate most riders.

January 10-12 **12th Annual News-Press Tour de Cape**
Cape Coral FL Saturday, 100, 62, 31 and 15 miles. Wendie Hauck (239)573-3122.

January 11 (Sat) **Tour de Felasco**
Alachua FL Florida's Premier 50-mile Off-Road Ecotour! 352-367-3856.

January 18-19 **Sebring Tandem Weekend**
Sebring FL Kenilworth Lodge. 561-683-2851.

January 19 (Sun) **Bacchetta Recumbent Rally**
Fort Lauderdale FL 20-25 miles. Peyton 954-772-4909.

January 25 (Sat) **IDIDARIDE**
White Springs FL Entry deadline January 15. Entry limit 250. Suwannee Bicycle Association, PO Box 247, White Springs FL 32096. 386-454-3304.

February 1 (Sat) **Celebrate Florida 100+ Miler**
Orlando FL Up to 120 miles on a 30 mile loop. Zahid Buttar (407)896-7880.

February 9 (Sun) **The Great Valentine Century**
Sanford FL 100, metric, 1/2 metric. 407-831-5142.

February 16 (Sun) **Suwannee Sweetheart Ride**
White Springs FL 27, 50, 64, and 100 miles. Jeanne at (904)264-7168 or (904)260-1126.

February 21-24 **Tour of Highlands and Bike Sebring 12 Hours**
Sebring FL Friday is the Tour of the Nite. Saturday is various length rides including a century. Sunday is various lengths rides. The 12 hour ultra cycling race is on Saturday. Darrel Smith (863)382-6464.

February 23 (Sun) **Snowbird Century**
Miami FL 30, 62, and 100 miles.(305)893-6322. Fifi Derby, Ride Coordinator. Everglades Bicycle Club, PO Box 430282, South Miami FL 33243-0282.

March 8 (Sat) **1st Annual "Huff 'N Puff" Bike Fest**
The Villages/Lady Lake FL 15, 35, 62 miles. Lake, Marion and Sumter Counties.

March 8 (Sat) **The Rattlesnake Round-Up Ride**
Claxton GA FREE. E-mail Royce Smith at royces@bulloch.com to RSVP.

March 9 (Sun) **5th Annual Royal Palm Classic**
Ft Myers FL Triple loop, each loop has slightly different lengths.

March 15 (Sat) **Clean Air Bike Ride**
Brooksville FL Withlacoochee State Trail. 12, 20, 48, and 100 miles. Clean Air Bike Ride, 110 N. Carillon Parkway, St Petersburg FL 33716. (800)771-5863.

March 15-21 **Bike Florida 2003: Beach Crusin'**
Amelia Island FL Amelia Island to New Smyrna Beach. Seven days of riding in beach communities. The route will travel over 300 miles through beautiful beach communities of North Florida. Bike Florida will again have a cap on registration this year. We will accept up to 1,000 cyclists for the full week's ride. This event sold out nearly 2 months prior to the event last year. Be sure to enter early so you are not left out. BIKE FLORIDA, PO Box 451514, Kissimmee, Florida 34745. (407)343-1992 FAX: (407)343-1997.

March 15-16 **Green Leprechaun Tour 2003**
New Smyrna Beach FL 36/65/125 miles Saturday, 36/65/110 miles Sunday. 407-831-5142.

March 22 (Sat) **1st Annual Naturefest Bike Tour**
Fanning Springs FL For details see page 11.

March 23 (Sun) **St Patrick's Century**
Dublin GA 6/25/50/100 miles. (912)275-2790.

April 5-10 **23rd Annual Florida Bicycle Safari**
Live Oak FL Florida Freewheelers. PO Box 916524, Longwood FL 32791. (407)788-BIKE.

April 13 (Sun) **Bike Across Florida (BAF)**
Cocoa Beach FL Cocoa Beach - Crystal River 170 miles. Under new management. Half way will be offered.



League of
American Bicyclists

Randonneur

by Jim Wilson

Paris-Brest-Paris August 18-22, 2003

This is the year! Paris-Brest-Paris (PBP for short) is the oldest regularly occurring bicycling event in the world. First held in 1891, PBP is a year older than the runner up, Leige-Bastogne-Leige, and holds a twelve year head start over the more famous Tour de France. Like these Johnny-come-lately events, PBP was conceived as a promotional stunt by a Frenchman.

The safety bicycle was beginning to replace the ordinary, and cycling's heyday was about to begin. Le Petit Journal was a small Paris newspaper whose editorial policy would make the National Enquirer look like the New York Times. Editor Pierre Griffard, a devoted cycling enthusiast in search of larger circulation, proposed the ultimate test of the new technology: a 1200 km race from Paris, west to the seaport of Brest and return. This was not a stage race. When the clock started and the cyclists departed Paris, it did not stop until they returned. Competitors could ride as long as they could turn the pedals; if they stopped to sleep or eat, they lost ground to others who didn't.

Charles Teront won the inaugural event in 72 sleepless hours. Cobblestones? Ternont didn't need no stinkin' cobblestones. He rode 750 miles over unpaved, rutted roads. His time was amazing for such poor conditions and would be quite respectable today. 10,000 screaming spectators welcomed him across the finish line.

Faced with dwindling participation by professionals who considered the event too grueling, the organizers later allowed participation by amateur randonneurs (translation: extreme tourists). These amateurs were denied support afforded the professionals, and had a 96-hour time limit to finish the course. After WWII,

the time limit decreased to its current 90 hours, and the last professional participated in 1951. Today, only amateurs are allowed.

The French still adore the quadrennial event. Along the route, you'll find them in the village square or sitting in front of bonfires at 2 a.m. cheering on the riders. Shouts of "Bon Courage" and bowls of cafe au lait are freely offered in tribute to the brave cyclists on their insane mission. Finishers' names join Charles Teront's and the other anciens' in PBP's Great Book.

It is unlikely that you can ride in the Tour de France, but you can ride in PBP. First though, you must qualify by riding a graduated series of four brevets (translation: certifications). The qualification events are 200, 300, 400, and 600 km, with time limits of 14, 20, 27, and 40 hours, respectively. The speed requirement, only about 9 mph, seems quite modest until you realize that the time spent at 0 mph when eating, sleeping or fixing your bike really drags down this average.

Due to its billiard-table flat topology, the Florida brevet series has the

reputation of being the easiest in the nation, and GCC members don't have to drive far to participate. The schedule for this year's events is:

200km	January 12	North Palm Beach
200km	January 19	Gainesville
300km	February 8	North Palm Beach
300km	February 15	Gainesville
400km	March 15	Tavares
600km	April 12	Gainesville

If you want to be a part of this tradition, you can read more about it at <http://www.rusa.org/>.

You'll find a wonderful story about PBP 1999 at <http://www.halcyon.com/peterson/pbpstory.html>

For more information, contact either:

Jim Solanick	Jim Wilson
ridemore@juno.com	wilson@afn.org
(561) 433-9796	(352) 373-0023
7709 Hilltop Drive	620 NW 27 Way
Lake Worth, FL 33463	Gainesville, FL 32607



1999 PBP Start (photo by Andy Lander Stow)

Cold Weather Riding Tips

by Roger Pierce

On many upcoming mornings we will get an opportunity to practice our cold weather riding. It is important to know how to dress in order to be reasonably comfortable during the ride. On a typical winter ride we expect temperatures in the low 40's at ride start, going up into the 50's before ride end. As spring approaches, starts in the 50's going up into the 60's and 70's will become common.

BODY Layering is important in these conditions. You will probably want to remove one or two layers as the day warms up. The best material for your base layer is a modern "technical" fabric such as coolmax, thermax, thermalactyl, polypropylene, or something similar. For temperatures not expected to get out of the 50's, I will use a long sleeve base. Other materials to consider are wool and silk; cotton is not a good choice as it will keep cold moisture directly in contact with your skin.

The next layer should go only on your front. I have a wool item with a velcro fastener that goes in back of my neck. Any non-cotton t-shirt should do the job. Over this (keeping it in place) is your jersey. The final layer on your body should be a jacket or wind shell (something with one layer, not a lined jacket). If your jacket is not wind resistant, you may want to put a large tyvek envelope or part of a paper shopping bag under the front of your jacket.

ARMS If temperatures are expected to get above 65 during the ride, you will want to be able to remove everything from your arms. This means wearing short sleeve t-shirts/jerseys. Arm warmers are all you will need for temperatures starting in the mid-50's. Below that, the sleeves on your jacket will complete the job. If temperatures are not expected to get out of the 50's, a long sleeve t-shirt or jersey can be used to provide a permanent arm covering.

HANDS You will need a glove that covers your fingers. A glove liner under your regular cycling glove will work. Heavy gloves will probably get too hot before the ride is over.

LEGS For most of us, shorts with leg warmers will be sufficient for the lower parts. If you have

lightweight tights these will also work. Thermal tights may get too warm when temps reach into the 50's.

FEET Wear two pairs of socks. If you have toe covers for your shoes this might be a good time to use them. If you have really cold feet, shoe covers may help, though they may feel very hot when temps get into the 50's. Plastic sandwich bags over your socks will help for temps in the 40's.

HEAD Something to cover your ears will be welcome if temperatures stay in the low 40's very long. Some riders can tolerate a head covering for temps in the 40's; I get too hot with something on my head at around 45 degrees.

Have some way to carry stuff that you take off during the ride. As it warms up, you will want to remove layers to keep from overheating. Your jacket and the extra layer on the front will probably go, as will ear protection and shoe covers. If you are wearing heavy gloves, you will need to switch to lighter ones before finishing. Your jersey pockets can only hold so much. Consider bringing a fanny pack, rack pack, or expanding seat bag.

Rides meet at 9 am Saturday and most Sundays at GRU. With proper clothing, you can get a good, brisk workout.

Bike Repair for Homeless Veterans Slated for January 10

Vetspace, a local agency that helps homeless veterans will be having a "stand down" on Friday, Jan. 10 at the Army Reserve Center at 1125 NE 8th Avenue.

The "stand down" will have food, a medical clinic and other services for homeless veterans. We need help to repair bicycles which are often the only transportation for the homeless.

If you can help, please contact Chandler at chanbike@aol.com. If you can fix a flat tire or help as a go-fer, that would be great. We also can use any adult bikes or parts.

Please contact Chandler at chanbike@aol.com if you can help or have bikes or parts.

Oleno Picnic on January 18 *Bring Your Best Chili*

The Gainesville Cycling Club will have its annual Oleno State Park picnic and Chili Contest on Saturday, January 18 at Oleno State Park. Rides start at 9 am, food starts at noon, please bring a pot of chili, a salad, or a side dish.

Oleno State is 35 miles north of Gainesville on US 441. The picnic area is next to the Santa Fe River at the end of the park entry road. Entry fee is \$3.50 per carfull or \$1 for cyclists.

There will be road rides and off-road trails. Group leaders may want to organize road rides. The local roads are quiet and the top portion of the Santa Fe Century is nearby.

The park features 17 miles of easy off-road trails that visit geological oddities and go along ancient roads including the Old Spanish Trail, Wire Road and a Federal Highway built in 1826, the Belamy Trail. Chandler will lead a history ride along some of these roads.

Our picnic lunch will feature an array of chili's and hopefully some side dishes and salads. All club members are invited to prepare their best chili, either veggie or flesh, and enter it in our chili contest. For those with tender palates, Chandler will bring the famous Fowl Flesh Chili, a mild chili made with turkey.

Members Score in Senior Games

Club members Jim Wilson and Bud Jones participated in the Senior Games held 10/26. Jim won both the 5k and 10k time trials for his age bracket. Bud got a 2nd in the 10k and a 4th in the 5k. They both qualified for the State Senior Games to be held in December.

Volunteers Mike and Stevel from the Bike Route, assisted by volunteers from the Gainesville Sports Organizing Committee (GSOC), set up and ran the time trials. The 5k and 10k time trials were held on the Gainesville/Hawthorne Trail.

EVENT ANNOUNCEMENT AND CALL FOR VOLUNTEERS

FIRST ANNUAL NATUREFEST BIKE TOUR

March 22nd, 2003

Fanning Springs State Recreation Area

The Gainesville Cycling Club announces the 1st Annual NatureFest Bike Tour on March 22nd, 2003 as part of the NatureFest at Fanning Springs State Recreation Area. This will be a low-pressure, low-cost, family oriented event on a beautifully paved trail, with ride options from a few miles up to the full 65 miles of trail. The start will be at the famous NatureFest in the Fanning Springs State Recreation Area, a kind of carnival for nature lovers, with booths, displays, entertainment, and food. There will be rest stops in Trenton, Chiefland, Cross City, and Old Town.

Details of the Bike Tour will follow soon, but right now we need volunteers for the organizing committee - rest stop workers, registrars, SAG drivers, etc. Please contact George Edwards at 352-333-3184 or gedwards@atlantic.net to volunteer.



RAGBRAI 2003

July 20 through 26th

Register's Annual Great Bicycle Ride Across Iowa

RIDES

I know many people from Florida have participated in this event. Many join teams in other states because there has never been a Florida option. But things are changing. I am proposing the formation of a Florida team to participate in the 2003 Ride across Iowa. If you have interest please contact me so I can get an idea of the feasibility of a home state team. Timing is important, as the event is a lottery entrance (though I believe out of state teams get preference, and we are really out of Iowa). I would force sending in applications (each individual submits his own application form through the club, and makes payment directly to the event not the club) by mid January. I have prepared a longer letter explaining the ride and my thoughts about it, but if you visit www.ragbrai.com you can get a good feeling for the flavor of the event. Jay Baranzano jayb@pobox.com.

CLASSIFIED

GCC Club jersey . Original Third issue (the one before the most recent) of the club jersey. Mens's size Large. Clean and in Excellent condition. \$35

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Receiver - Hitch combination Type 1 Originally on 1988 Camry. Was told this will fit the 88-91 Camrys. Probably will attach easily to other fenders on other cars too Mounting hardware included In good shape A bike rack on a hitch is a great way to carry bikes, makes the trunk always accessible, even when bikes are loaded \$25

Email if interested for picture of any item: afn09010@afn.org Or call 380-0561, leave message.

Most of our rides meet at **9 am** (leaving around 9:15) on Saturdays and Sundays at the **GRU facility** located on NW 53rd Avenue at NW 43rd Street. Lately there has always been a Gliders ride (18-19 mph average) and usually an A Ride (20+ mph average), especially on Saturday. Slower rides have also frequently formed.

Off Road rides meet at the Progress Center trailhead at San Felasco (west of US 441 just south of Alachua) on Sundays at 9 am (or as directed on the email list).

There are many other rides that are posted on the **club email list** as the ride leaders find time to lead them.

Sugarloaf Mountain Has Been Sold

Compiled from staff reports Posted November 26, 2002 In The Orlando Sentinel

After 11 years of debate and months of negotiations, a team of eight developers from Florida and California signed a deal Friday that essentially guarantees Central Florida's highest peak will transform into a golf community.

Sources involved in the negotiations did not disclose the final price. Earlier this year, real estate agents said they would sell the land to Lake County for \$25 million, or about \$18,000 per acre on the 1,434-acre property. Now, construction of more than 2,200 homes should start in 12 to 18 months, said Jeff Ballantine, the development's project manager.

Gov. Jeb Bush and the Cabinet granted the Sugarloaf property owners an extension to develop the property last fall -- reversing a County Commission decision.

Big Hopes for Commuting by Bike by John Markoff

LAS VEGAS, Oct. 7 — For decades the bicycle industry has drawn its inspiration from the racing world. But this year the stars of the industry's annual trade show, the International Bicycle Expo held here this week, were closer in spirit to Volkswagens than Ferraris.

Seeking to ignite growth with products appealing to more than the athletic and aggressively outdoorsy, the nation's bicycle makers are exploring the commuter bike. The idea is to provide an inexpensive and comfortable bicycle that comes with all the essentials — lights, locks, suspension, fenders and even a bell — necessary for getting to work and back.

The \$4.2 billion American bicycle industry also senses a market opportunity in the continued sluggish, travel-compromised economy. "People aren't traveling by airplanes and they're staying closer to home, and that's probably good for the bicycle industry," said Marc Sani, publisher of Bicycle Retailer.

Already, bicycles that are designed to be more accessible to non-skilled riders are the industry's fastest-growing category. These so-called "comfort" bicycles grew to 20.8 percent of the estimated 17 million bicycles sold in the United States last year. That was up from 13.6 percent in 2000, according to statistics from the National Bicycle Dealers Association.

Now the industry is hoping that the market is ready for a true everyday transportation or commuting bicycle.

"I think support for this kind of bike is growing," said Mike Sinyard, founder and owner of Specialized, one of the nation's largest bicycle manufacturers.

Several years ago Specialized tested the commuter-bike idea in the United States with a European-inspired Globe Voyager, a bike that came with a rack, chain guards, lights and fenders — the sorts of accessories that racing cyclists abhor as encumbrances. Specialized plans to introduce a production-line bike similar in concept to the test model, according to several industry executives.

Joe Breeze, one of the inventors of the recreational mountain bike during the 1970's that is now the industry's most popular product, demonstrated a new line of bikes, the Breezer, at this year's show. The response, he said, is an indication the bicycle industry is reawakening to cycling as basic transportation.

"It feels similar to the way the mountain bike was received 20 years ago," he said. The Breezer is produced by the SimpliCity Cycle Company, based in Fairfax, Calif., which Mr. Breeze co-founded in an effort to help cycling gain the kind of acceptance it has long had in Europe and Asia, but not in the automobile-oriented United States.

"The bike has been more like a recreational thing in the United States and not tied to daily life," he said.

Mr. Breeze said Americans were still far from the European

view of the bicycle as basic transportation. But he said he was optimistic because the bicycle industry has begun to act more effectively as a lobbying force.

Much of the industry lobbying focus is on the renewal of the Transportation Equity Act for the 21st Century, or TEA-21, which is expected to come up for a vote next year. The industry's wish list includes financing for bike routes and for roadway renovations to make commuting by bicycle more practical.

Although Republican administrations have not traditionally supported bicycle activists, the industry advocates point out that President Bush is friendly with Lance Armstrong, the star American cyclist who has won the Tour de France four consecutive times.

Yet, even with federal support, bicycling would require more accessible bikes if wider segments of the public are to embrace them.

"It's a chicken-and-egg thing," said Ray Keener, a bicycle industry consultant who works with Bikes Belong, an industry lobbying group. "Until now the advocacy groups have been frustrated that the industry hasn't been ready."

The industry has been slow to recognize the commuter market because many of today's executive decision makers and designers are former racers, according to Felix Magowan, president of Inside Communications, which publishes VeloNews, a cycling newspaper. "Racing bikes and mountain bikes are great," he said. "But it's like using your downhill skis to go to work."

That is why start-ups like Mr. Breeze's are noteworthy. So is the new interest in adult-friendly bikes by large makers like Giant Bicycles, a Taiwanese manufacturer.

Giant coined the term sport utility bicycle, or SUB, last year to describe a new line of bikes that went beyond the comfort category, which had previously been aimed at baby boomers who shied away from mountain bikes and racing cycles. Now the category is expanding to those who consider themselves youthful at heart, if not necessarily young of seat.

At the expo, Giant introduced the Revive, a bicycle that features an adjustable wheelbase and a back support, and is a kindred spirit to the increasingly popular recumbent bicycles that the industry has been making in growing numbers in recent years.

"A lot of baby boomers want the ultimate in comfort if they're going to get back on a bicycle," said Dean Bradley, a Giant product manager.

"People tell us, My back hurts, my neck hurts, I'm too tall, or I don't like swinging my leg over the bar" he said. "We're trying to take away all the excuses."

submitted by Henry N. Lawrence III

Ride Start, November 2

as photographed by Richard Ritari



Jan Brush



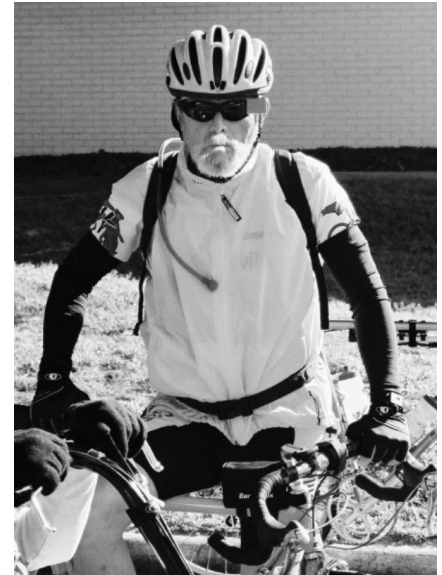
Andrew Gill



Roger Pierce



Brian Hetz



Bud Jones

Work Underway on CR 241

At this writing, the initial new layer of pavement should be about complete on CR 241 between Jonesville and Alachua. The road is still the same width as before, but is now much smoother. In the next phase of the project, the shoulders will be prepared, and then another pavement layer will be laid down that covers the roadway and the shoulders. The southern part of the road will have a designated bicycle lane, the northern part a shoulder.

The FBA Needs You . . .

To help man a booth at the Tour de Felasco on January 11. If you can help, email Laura Hallam at laura@floridabicycle.org.

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
Streit's Schwinn Cyclery	10%	377-2453
Water World	5%	377-2822

Some restrictions apply, ask for details at the store.

Club Jersey

Jerseys are still available at Bike Route. They are priced at \$69.99 before applying the club discount. There are also two pairs of shorts left (size L and XL).

The club has two size medium women's jerseys left (one with and one without sleeves). Our price is \$54.95 plus tax.



PERRY C. McGRUFF, JR.
AGENT



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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.

FEBRUARY DEADLINES

Ad copy needing setup work Jan 10
Articles and classifieds Jan 17
Ads in GIF or TIFF format Jan 17

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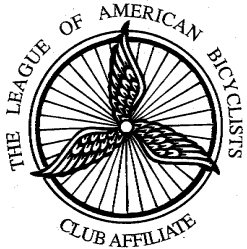
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Cycling Shorts



🚲 Welcome new members Julie Dodd, Dwight L. Hulse, Edward Lucas, Judith Lucas, Bill Lutge, Charlie McGee, Phyllis Saarinen, Mark Schweder, Kyle Smith, Ann E. Steen, and Calixto B. Zaldivar of Gainesville, Jay & Carolyn Collins of Archer, Tom Kowalski of Orlando, and Jonathon Mason of High Springs.

🚲 We need clerical help in the GCC office. If you can spare a few hours two or three times a month, give Roger Pierce a call at 378-7063.

🚲 Use the top half of this page as your membership card if you do not have one of the yellow ones. We have been without our laminating capability for quite some time, so new ones have not been printed.

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