

Club Happenings

December 4 (Sun)

Decorating Party

Help decorate the Merkner's for the Holiday Party, 5 pm, directions next item. The club will have food and sodas at dinner time.

December 10 (Sat)

Holiday Party

See full details on page 6. 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 (Mon)

Bike Memorial Cleanup

9 am. Bring gloves, pic-sticks, rakes, and if you're really ambitious, a lawn mower. Chandler will bring refreshments. More details will be put on GCCMail before Christmas.

January 14 (Sat)

Jersey Order Deadline

See page 14 for details about our NEW JERSEY! We expect a fit kit to be at the Bike Route in early December. Watch GCCMail for actual availability dates. These low prices are only available for preorder; retail prices on any remaining stock will be much higher!



January 14 (Sat)

Tour de Felasco

The ride is full. To volunteer to help out, call Leslie at 367-3856 or email lesliefolkerth@hotmail.com.

January 14 (Sat)

200 Kilometer Brevet

7:30 am. Full info is on our web site. Please preregister for this event.

January 28 (Sat)

Chilly Chili Picnic

See page 9 for full details about this anticipated annual picnic event, held at O'Leno State Park.

March 4 (Sat)

Annual Meeting

We're returning to an evening format this year for the Annual Meeting. Planned are a return of the Swap Meet, Concourse d' Elegance (show off your prettiest or fanciest bike), optional special presentations, tasty buffet dinner, and breakout sessions for each ride group (If you're shopping for a group, a good time to see them when they're not heading off down the road!). More details next newsletter.

The Nominating Committee has openings for nominations to the positions of Recording Secretary, Off-Road Director, and Ride Leader Coordinator. If you are interested in running for one of these positions, please contact Rob Wilt at robertwilt@juno.com or 380-0561 by Saturday, December 10th.



GainesvilleCycling Club Inc. Board of Directors

President

George Edwards 333-3184
gedwards@atlantic.net

Vice President

Club Photographer
Rob Wilt 380-0561
nullview@yahoo.com

Membership Secretary

Newsletter Editor, Webmaster, List Manager
Gainesville Cycling Festival Director
Roger Pierce 378-7063
roger@gccfla.org

Treasurer

Lee Edwards 333-3184
ledwards@gru.net

Lantern Rouge

Chandler Otis
Chanbike@aol.com

Recording Secretary

Bob Newman 372-8195
Bob.newman@cox.net

Adopt-A-Road Director

Diann Dimitri 378-7063
diann@piercepapes.com

Off Road Director

Leslie Folkerth 367-3856
lesliefolkerth@hotmail.com

Ride Leader Coordinator

Maria Fiedler 214-0756
mybf43@yahoo.com

Regional Brevet Administrator

Jim Wilson 373-0023
wilson@afn.org

Support Persons

Office Manager

Barb Thomas

University of Florida Liaison

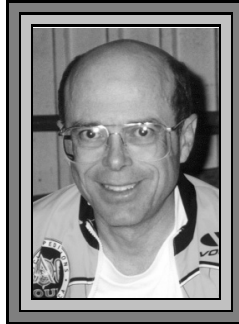
Ben Fein
jocko@ufl.edu

Membership Card Lamination

Event Supplies Manager
Diann Dimitri 378-7063
diann@piercepapes.com

GCC Web Page

gainesvillecyclingclub.org
gainesvillecc.org
gccfla.org



Please pay special attention to George's President's Letter and my column on "Cycling on the Road." Some of us need to get our act

together before we have a serious incident.

Velvet Yates presents her second installment on the bike stores of Gainesville. Featured this month is Streit's Schwinn Cyclery. Kris Williams continues her series on interesting GCCmembers with a profile of Big Jim Birdsall. Starting with this issue, Ryan Saylor will be reporting on the doings at the Bicycle/Pedestrian Advisory Board.



BIKES NEEDED

Chandler Otis

Each year we get excellent police protection for the Gainesville Cycling Festival. Now it's our turn to help out the police.

At Christmas, the Gainesville Police Department (GPD) gives bikes to underprivileged children. We can help by donating any bikes, especially children's bikes.

The donated bikes are taken to the Gainesville Work Camp (a state

prison), tuned up, sometimes repainted and then given to GPD and to Hope for the Holidays.

If you have any bikes or bike parts you would like to donate, please let me know.

You can:

- 1) Take it to Bikes and More, please put a tag on it that says "Christmas Bikes"
- 2) Send me an e-mail and I will come get it
- 3) If you want to deliver it to the prison, I can send you directions to the prison

Any bikes or bike parts are good, even a bike you find in a trash pile. One good source for children's bikes are thrift stores such as Salvation Army or other thrift stores. Every bike is useful, we often make two or three broken bikes into one working bike.

If you have questions, please E-mail me at Chanbike@aol.com.



League of American Bicyclists

President's Letter

Who is BPAB? By Ryan Saylor

ON COURTESY

Dear Friends:

Bicycling safety is important enough to me that it almost ranks as an obsession (as well it might for any cycling club president). A couple of years ago I devoted one of these letters to cycling safety, noting three basic principles of safe vehicle operation (all vehicles, from bicycles to 18-wheel over-the-road trucks): Courtesy, Common Sense, and Yielding the Right-of-Way (meaning that the only legitimate thing you can do with the Right-of-Way is yield it).

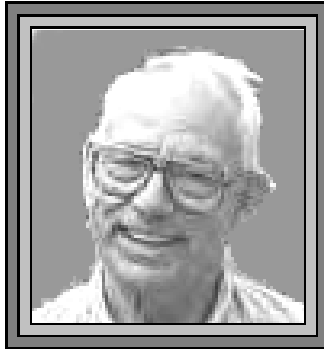
Courtesy needs a little special attention: People seem to forget that if you are courteous to someone, there is a good chance you will receive courtesy in return. And when we commit discourteous actions, arising as they do from a disregard of others, we rob ourselves of that basic human decency which gives us worth as individuals.

We cyclists expect courteous treatment while sharing the road with other vehicles. But if we are not courteous to the other road users, how can we expect them to treat us fairly? If we ride in clumps of three and four abreast, blocking overtaking vehicles, we are not only in violation of the law, we are being discourteous to other vehicle operators. By being discourteous I mean that we are being heedless of the needs and wishes of others, we are failing to have consideration of other people.

Consideration of others, their needs and feelings, is a basic principle of getting along in life, but it has special application on the road. If we are not considerate of the needs and wishes of other drivers, they may well not be considerate of us and our needs.

One of our most important needs is to not get hit by a motor vehicle: If we want to avoid crashes, it follows that we need to be seen as equal sharers of the road, not as discourteous usurpers. Treating other drivers discourteously may get us some

physical discourtesy in return. If we get hit by an enraged motorist, he is in some trouble with the law and possibly heavily fined or (rarely) jailed. We, on



the other hand, are very likely dead.

I was driving on the Blue Ridge Parkway earlier this year in the company of a bicycle industry professional and other serious cyclists. On one of the long, steep climbs we came upon a cyclist in full rig on a pretty expensive bike, grinding up the grade in a low gear and doing it properly and legally. We followed him for a little way until it was safe to pass, and pulled around him, giving him a friendly wave and a toot on the horn after we were past. His response to a friendly gesture was to give us the finger. Sadly, I am afraid he is typical of a class of cyclists to be found everywhere, who return courtesy and good will with discourtesy and hostility.

When one of us is discourteous on the road, we harm all cyclists by our anti-social behavior (another form of not thinking about how our actions affect others). We anger a driver, and the image and reputation of all cyclists is damaged.

We need to think about that. We need to think about our own courtesy. Our lives may depend on it.

"Life is not so short but that there is always time enough for courtesy".

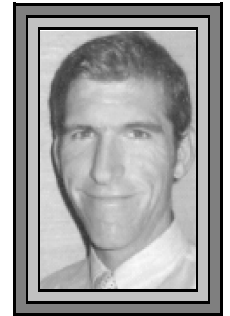
Ralph Waldo Emerson, 1876.

Regards,

George H. Edwards



Roger Pierce asked me to write an article what is happening with BPAB, of which I am a member. I thought I'd first explain what BPAB is and what we do. BPAB is an acronym for Bicycle/Pedestrian Advisory Board. It consists of citizen volunteers representing the Gainesville Metropolitan Area who have a special interest and expertise in



bicycle and pedestrian issues. We review transportation plans and programs from a citizen perspective and make recommendations to the MTPO (Metropolitan Transportation Planning Organization—who actually make the decisions in our area). Members of this Board are appointed by the MTPO, the Gainesville City Commission or the Alachua County Commission. BPAB meets about once per month in the Grace Knight Conference Room, at 21 East University Avenue, Gainesville. The public is invited, and encouraged, to attend meetings of this Board.

As stated above, we do not actually make the decisions that approve or nix projects that affect us as cyclists. We merely make recommendations to the powers that be. Sometimes they listen. Sometimes they do not. But in the process we try our best to make Gainesville a better place to ride a bicycle. I'd say that without exception we never approve a project unless there are bike lanes involved. I'm relatively new to the board, so I'm still learning the ins and outs. But if you have a question, please feel free to drop me a line and I'll do my best to answer it. You can email me at doubik@bellsouth.net.

Next newsletter I'll discuss what to do about all the broken glass and random junk in our bike lanes. So, stay tuned!

Big Jim Birdsall

Long distance runner, long distance biker, "Big Jim" Birdsall loves the feeling of pushing the limits. Seventeen summers of cross country (and cross countries) bike rides has left him wanting more—so come January he, his bike, and his friend Dennis Beaudry leave on the next great adventure, biking New Zealand. Leaving from Christchurch they'll bike 60-80 miles a day for three weeks, tent camping at night.

Though he rode bikes as a child in the "small town" of New York City, Big Jim was really a runner at heart. He competed in high school, and then again

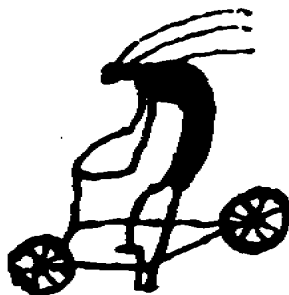
as an adult, in everything from 2.5 mile races to 10Ks to marathons. Then in his forties he met Dr. Terry Harville, who was into biking big time and got Big Jim into riding as well as running. That summer he went on his first long distance ride, Maine to Florida, camping by the side of the road or in hostels. He and his trusty Cannondale (albeit with different components) have since traveled the Columbia River in Oregon around the Great Lakes to Washington DC (6 weeks, 4000 miles); Anchorage to Seattle; Anchorage to Denver; Canada to Mexico along the Pacific Coast; and all over Scotland, England, and much more. He's ridden all over France two or three times, also watching parts of the Tour.

Big Jim went to Georgetown for his first degree, and then came to UF to train for a Peace Corps stint in

Jamaica, where he taught math, human anatomy and chemistry. The last night of training he sat with the head of the UF Math department at a dinner, and was invited to return to UF to attend graduate school. After three years in Jamaica, he took UF up on its offer, came to grad school, became a hippy, and spent some time living in the Baird Mansion. He spent his academic career at Santa Fe Community College teaching math, recently becoming professor emeriti.



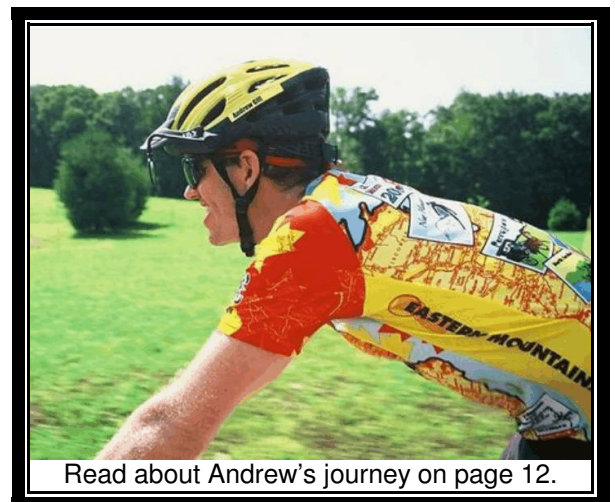
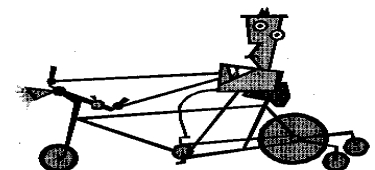
Now he teaches one term a year, leaving lots of time for that long distance bike travel. He'll winter in Gainesville and summer in Port Townsend, Washington, "one of the most beautiful places on earth." Who knows where he'll be on his bike in between the two...



Cycling Through Cyberspace

by Bob Newman

Beginning with this issue of the Gainesville Cyclist I will try to present reviews of various web sites that may be of interest to our membership. This issue we will highlight www.bikewebsite.com, a web site features some very good sections on bicycle repair and maintenance. The site walks you through many tasks starting with a basic flat tire repair and goes through more sophisticated tune-up procedures and tasks such as truing the wheels and even replacing spokes.. The instructions have many pictures to walk you through the task at hand and are presented in a very readable manner. There is also information on other topics such as buying a new bike, bicycle safety, and others.. Of course you will find the obligatory sales pitches along the way but overall I found it very useful and interesting.



First, the bottom line:

When you are riding your bicycle on a public roadway, you are the legal operator of a vehicle on that road. As such, you must comply with all of the laws that pertain to vehicles on a road. In addition, there are several special laws that apply only to operators of bicycles. You, as an individual, are the responsible party.

The line above the bottom line:

When you fail to comply with the law, you not only can put yourself in danger, you also can put your riding companions in danger, and what you do reflects on all bicycle riders. Is this fair? Does one yahoo weaving his car through traffic well over the limit mean that all car drivers are idiots? Unfortunately we are a special case because we are visibly distinct from other roadway users and because there is a lot of misunderstanding and downright wrong ideas that are widely held among the general population.

Now for the real problem:

Many of you do not realize what you are doing when cycling on the road. You either do not know the laws, or have disconnected this knowledge from the reality of your actions.

The biggest problem we have as group riders is in respecting the right of way of other vehicles. The following types of actions endanger you and those around you, and can p*!@ off motorists:

On a road with a bike lane or shoulder capable of being used by the group, some riders will frequently form a second line and ride in the adjacent roadway lane. This is OK only if motorists approaching from the rear can safely pass (generally when there is no oncoming traffic, or there is little traffic on a four lane road). Otherwise, the second line must be in the bike lane or not used.

When you are yielding the lead from the front of a line, do not pull off until you know that there is no overtaking traffic. If traffic approaches before you get to the back (and there is no clear passing lane), slow down to get back

quicker, or butt in line if you must to clear the lane (do this carefully as it can cause a crash).

Way too frequently individual cyclists will pull out of the line into the roadway without any idea of what is coming up behind them. This is like an auto driver pulling out onto the freeway without looking to see if there is an 18 wheeler roaring up on them. I have seen cars forced into the ditch, heard screeching brakes, seen many close calls. This scenario recently generated a concerned letter that was posted on GCCMail from a motorist who happened to be an experienced cyclist. If you are not skilled enough to look over your shoulder while maintaining speed and a straight line, GET A MIRROR!

Remember, just because the traffic you are operating in happens to be other bicycle riders does not mean that you can ignore other roadway users. As cyclists we cannot impede other roadway users if it is safe for them to pass us. (There are road conditions where we are expected to "take the road," but that is another topic.)

USPRO Championship Leaving Philly

Since 1985, America's annual professional road championship has been in Philadelphia on a circuit course with hundreds of thousands of spectators and the Manayunk Wall's 17% grade. No more. For 2006 the event moves to Greenville, South Carolina.

Two other major changes: An individual time trial championship has been added, and both the TT and road race will be open only to UCI-registered pros who are also U.S. citizens. Previously, foreign riders were allowed to compete in order to make the field large and competitive. In the event's early years, there was only a handful of American pros. When a foreigner won (it happened a lot), the first American rider to finish was declared U.S. champion.

The move to Greenville happened

after the promoter's contract expired and the event was put up for general bidding. Another significant change is the race date. Formerly in early June,

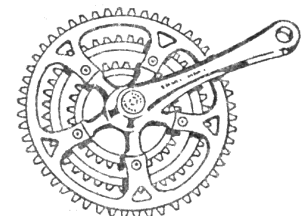
RoadBikeRider.com

the road race is scheduled for Sept. 2 with the time trial two days earlier. It's hoped that these dates will allow more Europe-based Americans to compete because they're after the Tour de France.

Title sponsors include The Cliffs Communities (a group of gated residential communities) and regional

cable provider Charter Communications. Medalist Sports, organizer of the Tour de Georgia, and Southern Hospitality Group Event will run the event.

This article was published in the weekly email newsletter from RoadBikeRider.com. To subscribe, go to: <http://roadbikerider.com/manage-my-account.php>



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 its label on your ballot, and place it in the ballot box. Prizes will be awarded for best appetizer, best dish, and best desert.

Where in Gainesville 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 500 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 where you will be for the evening. It is your task to determine where 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 where you are. But they can answer questions that you pose to them about what you are. A sample dialog follows:

Am I at a publicly or privately owned place? Privately.

Is it a store? No.

Is it a restaurant? Yes.

Is it on Main Street? No.

Is it a chain? No.
Is it on 39th Ave? Yes.
Is it Cross Creek? No.
Is it NW Grille? Yes.

Costume Contest

We may award a prize to someone who wears a particularly interesting costume. The decision of the judges will be final!



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.

Competitive Gift Exchange

Everyone coming to the party should bring a wrapped gift. Select something that you think may be sufficiently desirable that people might want to fight over it. But you do not need to spend a huge amount of money; a box of ten power bars might do the trick if you cannot come up with something more original! Huge battles have been fought over a \$3 stuffed animal from Dollar General!

All of the gifts go under the tree. We will then call a place for the evening (see Where Am I?) and the person who is there 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



Streit's Schwinn Cyclery

On a recent Friday morning, Mark Eckert was kind enough to take time from his busy schedule for an interview. I also chatted briefly with Jean Streit, the current co-owner, and two expert wrenches, Reggie (a master certified mechanic with twenty years' experience), and Dave (who has ten years' experience).

Streit's has been a Gainesville institution for a very long time. Jean Streit told me that her husband, Hershell, opened the original store in downtown Gainesville in 1947. They are both still very active: Hershell rode his bike 85 miles on his 85th birthday, and Jean works six days a week at the store and rides when she can. The shop is in the midst of a 'changing of the guard,' however; Mark Eckert has bought the shop and will take over the operation in January. He is planning to eventually move to bigger digs on the west side of town; Streit's currently shares a building with Mattress Town on 13th Street, which causes some confusion among customers (no, Streit's doesn't sell mattresses). Mark outlined some changes he has already been making in the marketing profile of the shop. (The following is a paraphrase of the interview, not a transcript.)

Mark first started visiting Streit's as a customer three years ago, and was there so often that Hershell asked him if he wanted to work there. Mark started working part-time, initially



taking a semester off from medical school, but loved what he was doing so much that he ended up quitting medical school and buying the shop. He wanted to update the shop and make it more responsive to the average recreational cyclist, so he spent a year studying the market. Mark determined to make the shop fun



Dave



Reggie



Mike

and welcoming for the legions of weekend, family cyclists who don't look anything like Lance Armstrong. Customer service is Mark's top priority, and he prefers to tailor a bike to his customer's needs, rather than to intimidate the customer into buying an expensive bike which might be totally unsuitable.

Mark's favorite recommendation for the recreational cyclist is the recumbent trike. Recumbents, he says, are much more comfortable than road bikes, and above all, FUN! No more butt pain from tiny little road bike saddles; no more stiff neck and shoulders from scrunching down over the handlebars. Mark enthuses about how fast and responsive recumbents are as well. The top-of-the-line Catrike Speed is just as fast and handles better than a road bike, due to its low center of gravity. Mark compares its steering to a jet's; just some pressure from the wrist is enough to take turns

at full speed. Mark reminds me that all the bicycle land speed records are held by recumbents (they can reach speeds of 80 mph). He also says that recumbents are no harder to pedal uphill than road bikes, and regularly tests himself and his 'bent on local tough spots, like Chestnut Hill. Mark has even collaborated with two other dealers in Florida to design some recumbent-specific bike clothing, which should be in the shop soon.

Mark wants to welcome all riders in his shop, so he carries other bicycles in addition to recumbents. There are Fuji and Schwinn road bikes, and of course cruisers and hybrids, mountain bikes, BMX bikes, and kids' bikes. Mark himself is a passionate BMX racer. This year he raised his BMX ranking from thirty-something to

number four in his age group in the state of Florida. He credits his recumbent riding with improving his conditioning and his BMX ranking.

While I was poking around the shop, Dave and Reggie had a vintage purple Schwinn

Stingray on the stand in the repair area. I couldn't resist asking Reggie what some of the old Schwinnns are worth. He said that original Stingrays from 1963 to the early 1970's are very collectible, but that the most coveted old Schwinn is the Schwinn Phantom cruiser, made from 1949-1959. An original unrestored Phantom can be worth \$3000.

Mark has a very nice website for Streit's Schwinn Cyclery, which will soon feature online shopping. The URL is: <http://www.streitscyclery.net>.





Florida

Bicycle Touring Calendar

(VERY ABRIDGED)



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

December 4 (Sun)

St Augustine FL

Victor D'Alessio Memorial River Ride

9 am. 30, 40, and 50 miles. Riverdale Park on SR 13, in St. Johns County, FL, ~12 miles West of St. Augustine, FL. **NO FOOD OR WATER STATIONS ON THE ROUTES.** Convenience stores available if needed. Donations for the Lance Armstrong Foundation will be accepted. T-Shirts – \$20 donation. If you bring some, there will be food available after the ride. Bring a covered dish to share with others. Ice will be available as well as coolers.

December 4 (Sun)

Sanford FL

Boys & Girls Clubs of Central Florida Century Ride (5th Annual)

8:00 AM Fort Mellon Park at Lake Monroe in beautiful downtown Sanford, Florida. Fees: \$25 per person. 35 mile, 77 mile and 105 mile courses. Ride around scenic Lake Monroe and through scenic Central Florida and help disadvantaged kids in Seminole County at the same time. Orlando Road Club will serve as ride marshals and there will be well-stocked sag stops along the way. Lunch will be provided after the ride. CENTURY RIDE, Boys & Girls Clubs of Central Florida, P. O. Box 2987, Orlando, Florida 32802.

December 10 (Sat)

Casselberry FL

A Bicycle Ride Through Christmas Fantasy Land

A now legendary bicycle evening ride for the entire family starts at 6 PM. On site registration, hospitality booth, musical performances and raffles start at 4:30 PM. Unlike any other ride, this ride is fully escorted by police. This electrifying ride cruises through neighbor-hoods where all the houses are illuminated to the max. Two scheduled stops to view and photograph incredible animation. Meet

world's most famous senior everyone talks about. After returning, enjoy with your family and friends a great meal at Don Pablos. Bring a gift for a child and receive a raffle ticket to win bicycle accessories and restaurant gift certificates donated by Metro Orlando retailers. Total distance is 15 miles. Minimum cruising speed is 11 MPH. Proceeds to be donated to: New Hope for Children. Children under 10 must be riding as a passenger on a tandem or in a trailer. No exception!

December 9-11

Sebring FL

Highlands Bicycle Festival

8th Annual. Daily 62, 30 and 12 mile rides, plus Highlands County Century on Saturday. Special events, parties, lots to do in town. Discover the natural beauty of the rolling hills, citrus groves, cattle ranches, small towns, and lakes of scenic Highlands County. Road riders will especially enjoy the low-traffic back roads. Fully supported with well-stocked rest stops, sag vehicles, and great road markings and maps. Continental breakfast and full mid-day meals are included each day. Linda Leeds, Event Director, 561-683-2851. Hotel reservations at 1-800-423-5939.

December 10-11

White Springs FL

Secret Santa Weekend

The Suwannee Bicycle Association invites you to a memorable weekend of preholiday cycling activities and festivities at the 2005 Secret Santa Open House and Century Ride. Both on-road and off-road rides will be conducted each day. Secret Santa Open House is scheduled to coincide with White Springs Festival of Lights and the Christmas Parade. Suwannee Bicycle Association, PO Box 247, White Springs FL 32096. 386-397-2347.

January 1 (Sun)

Bonifay FL

Brevet Series West: 200 km

124 miles. Joe Arnold (850)622-1165 @ Big Daddy's Bikes.

January 7 (Sat)

Clermont FL

Brevet Series South: 200 km

125 miles, SOUTH CENTRAL REGION. Brevets are limited supported long distance rides which offer a greater challenge than century events. They start with a 200km (124mi.) and go to 600km (375 mi.) in this Region. Brevets are NOT RACES, but do have time limits and control points where one checks in along the route. They require conditioning, perseverance, and dedication, but riders of all abilities can participate. Michael Grussemeyer, RBA, (239)549-7459.

January 14 (Sat)

Cape Coral FL

15th News-Press Tour de Cape

100, 62, 31 and 15 miles. Continental breakfast sponsored by The Bagel Factory. Lunch from a local restaurant. Winds through the scenic flatlands of Cape Coral, the second largest city in Florida in land area. (239)573-3125.

January 14 (Sat)

Gainesville FL

Brevet Series North: 200 km

124 miles. Jim Wilson (352)373-0023.

January 14-16

Marathon FL

Hibiscus Pedal

Rescheduled from November .

January 28 (Sat)

Clermont FL

Tour de Orlando

8 AM, Gold's Gym in Clermont, 1050 East Highway 50. 15, 30, 62 miles.

January Picnic Features the Famous "Chilly Chili" Contest

The GCC will have its world famous "Chilly Chili" picnic on Saturday, January 28 at Oleno State Park. Bike rides start at 9 a.m., food starts about noon.



The picnic features a Chili Cookoff, and everyone is invited to bring their best chili. For those who don't like spicy chili, The Club will provide the famous "Fowl Flesh Chili", a mild chili made with ground turkey, guaranteed to offend no one. On the other end of the spectrum, we expect the return of George Edwards' mouth watering "One Alarm Chili" with its accompanying antidote.



All chilis are welcome, including vegetarian recipes, hot or mild chilis and other variations. Prizes and praise will be awarded to the best chili's including vegetarian chili, mammal flesh (cow, swine, squirrel)

chili, and fowl flesh (chicken, turkey, ostrich) chili. Insect and seafood based chilis are also welcome.



The Club will provide soft drinks and a big pot of rice to accompany the chili. All picnic participants are asked to bring either a chili or a side dish, such as a salad or dessert.



Bike rides will include both road rides and off-road rides.

Road ride leaders may want to organize road rides for the Oleno area. The top half of the Santa Fe Century route is near Oleno. Also, there is a new off-road paved bike trail that goes from Oleno to Fort White, then to Itchetucknee and on to Branford, about 28 miles. This trail has no cars and is safe for family groups and beginners.

Oleno has 13 miles of gentle off-road trails, including the historic Bellamy Road, Florida's first Federal road built in 1826. Chandler will lead a history ride to the Bellamy Road, which will include the Old Spanish Trace and Wire Road, which have been in use for

more than 300 years.



Directions to Oleno State Park: Oleno is 35 miles north of Gainesville on US 441. Take US 441 north through Alachua and High springs. Oleno is eight miles north of High springs on US 441. Riders and picnickers should meet at the picnic area in Oleno, which is next to the Santa Fe River.



Photos by Rob Wilt, 2005 picnic.

Congratulations, Twin Centurians!

These riders registered for both the Saturn Santa Fe Century and the Horse Farm Hundred (full centuries).

Neal Adams Gainesville FL
 Ken Allen Spring Hill FL
 Nancy Arnold Melbourne FL
 Thomas Bargnesi Oviedo FL
 Johann Bjornsson Orlando FL
 Lisa Blixt Tampa FL
 Ellen Bone Orlando FL
 Terri Bowen Tallahassee FL
 Tony Brocato Sanford FL
 Dan Broome Oviedo FL
 Mark Brough
 HartlepoolCleveland United Kingdom
 Len Cabrera Gainesville FL
 Summer Calder Tallahassee FL
 Jeff Calvary Lakeland FL
 Robert Carruthers Tallahassee FL
 Paul Choate Gainesville FL
 Adam Clark Gainesville FL
 Bob Claude Oviedo FL
 Kenneth Cline Gainesville FL
 Charles E. Coggins Dothan AL
 Alastair Coomer Gainesville FL
 Joe Copeland Dothan AL
 Jay M. Copp Seminole FL
 Linda Crawford Titusville FL
 Michael Crawford Dunedin FL
 Gwen Creel Gainesville FL
 Alexis Dabroski Gainesville FL
 Steve Dagen Gainesville FL
 Jim Davis St Petersburg FL
 Sean Doherty Longwood FL
 Hal Downing Winter Park FL
 Martha Dudley Tampa FL
 Taylor Dudley Tampa FL
 David Durand Gainesville FL
 Jack Emerick Lakeland FL
 Julie Ficker Gainesville FL
 Rob Flaris Jacksonville FL
 Jeremy Floyd Tallahassee FL
 Doug Folkerth Gainesville FL
 Daniel Franzmeier Altamonte Spg FL
 Mark Freyman Jacksonville FL
 Carmandy Garber Tampa FL
 Deborah Georges Miami Beach FL
 Jason Gibson Clermont FL
 Larry Gies Orlando FL
 Irene Glenn Gainesville FL
 Karen Glymph Tallahassee FL
 Larry Grabiak Fort Myers FL
 Rachel Gross Tallahassee FL
 Susan Haag Jacksonville FL
 Ray Harrison Dothan AL

Philip Hopkins
 Ben Horst
 Ted Hudspith
 Elliott Jacobson
 Yaniv Jacobson
 Christopher James
 John Katsaras
 Steven Keech
 John Keen
 Darius Keith
 Mary Kostenbauder
 Rod Kubier
 Katherine Laurenzano
 Phil LeBoutillier
 Rick Lindstrom
 Robbin Lorenz
 Howard Louthan
 Carmen Martinez
 Maurizio J. Maso
 Hollis Maton
 Darryl McDonald
 Charlie McGee
 James McInturff
 Paul Messal
 Rocco Monaco
 William Muddle
 James Munnis
 Richard Omer
 Joe Orthoefer
 John C. Orthoefer
 James Ossa
 Scott Pfaff
 Joshua Powe
 Forrest Powell
 Robert Preato
 Alex Price
 Charles W. Puckett
 Michael Quinn
 James Rasch
 John Rawling
 Walter Rentz
 P. K. Robbins

Melbourne FL
 Miami FL
 Winter Park FL
 Gainesville FL
 Pompano Beach
 Gainesville FL
 Lakeland FL
 Dunedin FL
 Callahan FL
 Port Orange FL
 Orlando FL
 Longwood FL
 Newberry FL
 Tallahassee FL
 Tallahassee FL
 Pinellas Park FL
 Gainesville FL
 Ponte Vedra FL
 Winter Park FL
 Brunswick GA
 Orlando FL
 Gainesville FL
 Riverview FL
 Gainesville FL
 Winter Park FL
 Cpe Canaveral FL
 Titusville FL
 Gainesville FL
 Gainesville FL
 Gainesville FL
 Gainesville FL
 Alachua FL
 Gainesville FL
 Orlando FL
 Royal Palm Beach
 Mc Intosh FL
 Winter Park FL
 Jacksonville FL
 Gainesville FL
 Tallahassee FL
 Orlando FL
 Orlando FL

Bill Roberts
 Keith Roberts
 Michael Robinson
 Nelson Rosales
 Mark Rosenbloom
 Frederick Ross
 Larry Rushing
 Chris San Agustin
 Vicki Santello
 John Saranko
 Mike Schmitz
 David E. Smith
 Kimberly Smith
 Jerry Speckman
 Mark Spiller
 Christopher Spinosa
 Keith Stanley
 Danny Stevens
 Danny, Jr. Stevens
 Robert Stevens
 Mark Szymanski
 Lauri Triulzi
 Candice VanNostrand
 Ken Wagner
 Mike Warren
 Barbara Whitaker
 George Whitaker
 Ed Williams
 Jason Wilson
 Michael Wohl
 Reddick FL
 Reddick FL
 Gainesville FL
 Gainesville FL
 Indialantic FL
 Gainesville FL
 Mims FL
 Orlando FL
 Gainesville FL
 Plant City FL
 Dothan AL
 Winter Park FL
 Orlando FL
 Gainesville FL
 Gainesville FL
 Gainesville FL
 Winter Springs FL
 Dunnellon FL
 Dunnellon FL
 Dunnellon FL
 Gainesville FL
 State College PA
 Fort Myers FL
 Tampa FL
 Gainesville FL
 West Palm Bch
 West Palm Bch
 Tallahassee FL
 Tallahassee FL
 Gainesville FL



PJ's Cafe & Catering

Hitchcock's Square • US 301

Hawthorne, FL
(352) 481-4801

Owners: John & Lois

Weekday Lunch Specials • Breakfast Served All Day

Hours: Wed. - Mon. 8 a.m. - 4 p.m. • Closed Tuesdays

Gainesville Cycling Festival Volunteers

Cadre

Director: Roger Pierce
Agency Coordinator: Chandler Otis
Communications Director: Lee Edwards
T-shirt Manager: Roger Pierce
Caterer: Melinda Koken

Course

Santa Fe Century Course Marshall:
Dave Burr
Horse Farm Hundred Course Marshall:
Tom Sheehan

SAG Drivers

Phil Irwin
Jim Merkner
Barb Bergin
George Edwards
Lisa Atkinson
Jennifer Shelamer
Ellen Sayers
Lydia Winterberg
George McKenzie
Tracy Wohl
Bob Newman
Steve & Ellie Grosteffon
Mary Aplin
Chuck Broward
David Livingston
Craig Lee

Painting Crew

George Edwards
Chandler Otis
Dave Burr
Ben Fein

Signing Crew

Elizabeth Livingston
Pam Rowland
Chris Bunn
Kevin Hunter
Judy Greenberg
Sooyeon Kwon

Pace Vehicles

Ben Fein, driver
Rob Wilt, navigator
Michael E. Grussemeyer, driver
John Halbrook, navigator

Rest Stops

Santa Fe Century Aid Directors:
Tony & Lee Ross
Horse Farm Hundred Aid Director:
Gary Greenberg

Set Up, Load, and Clean Up

Diann Dimitri
Tony & Lee Ross
Wendy Leavens
Danny & Cindy Dresdner
Jane Emmere
Paul Messal
Gary Greenberg
Andrew Gill
Linda Crawford
John Parker
Kris Williams
Michael Wohl
Steve Grosteffon
Vicki Santello

Rest Stop Manning

Wendy Leavens, Crew Chief
Roger Sessler
John Stokes
Judy Barker
Danny & Cindy Dresdner, GCC Supervisors
Kiara Winans-Pywell, GCC Supervisor
Jane Emmeree, GCC Supervisor
Andrew Gill, Crew Chief
Tonia Lambert
Maria Fiedler
Raven Moondance
John Parker, Crew Chief
Diann Dimitri
George Edwards
Dawn McKenzie
Bud Jones
Clare Jones
Paula Bedford
Bonnie Weekes
Dave Thomas, Crew Chief
John Bonds
Karlisa Hartigan
Julie Baker
Jennifer Gladdish
Lena Crabtree
Barb Thomas
Gloria Agosto
Kris Williams, Crew Chief
Leonard Cohen
Mosetta Cohen
Jerry Splichal
Jim Birdsall

Registration

Registrar: Lee Edwards
Mary Lou Merkner, Irvine Chief
Leslie Folkerth
Brian Hetz
Suzanne Newman
Richard Colbert
Steve Grosteffon
Fred Ross
Nancy Davis
Charlie McGee
Nancy Davis
Roger Pierce
Dennis Guttman (Snipper)
Richard Omer (Snipper)

Photos

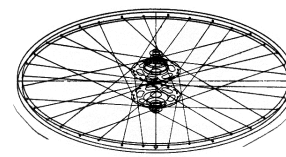
Rob Wilt

RECORD TURNOUT!

All participation records for the Gainesville Cycling Festival were annihilated this year. The Santa Fe Century was ridden by 416 riders, easily besting the old 1996 record (345). The Horse Farm Hundred was swarmed by 730 (!!!) riders, far more than our previous record of 465 in 2003. Thankfully, a record number of you signed up to volunteer this year as well!

We were able to present a check for \$10,000 to the Boys and Girls Club from Santa Fe Century receipts. This was somewhat more than has been available in the past. In addition, \$1000 of Horse Farm Hundred receipts were donated to the Florida Bicycle Association.

Vicki Santello and crew raised \$2800 in donations to the Red Cross to help support hurricane victims.



Late last year my friend, Tomoho, and I were deciding what our major bicycle ride for 2005 would be. There are many rides to choose from, covering every want and desire a cyclist might have. Our original choice was a cross-country ride in 25 to 26 days, depending on the route, put on by P A C (Pacific-Atlantic-Cycling) Tour. After browsing their web site, we then found that they also do a ride going from Atlanta, GA to Portland, ME in 16 days, called the Eastern Mountains. The Eastern Mountains has more climbing in half as many miles and 9 fewer days than the cross-country tour, and we like to climb, so we decided on the Eastern Mountains. Another deciding factor is that the ride is not held every year. The last one was in 2000. It will probably be another 5 years till the next one. Plenty of time to train for it after reading this account of the trip.

The Eastern Mountains ride includes 1700 miles and 110,000 feet of climbing, all in 16 days. That averages out at 106 miles and 7,000 feet of climbing a day. Facing those statistics I knew I'd have to be in good shape and have my legs ready for the mountains. The highest point in Florida is 345 feet, the country's lowest state high point. The closest high point to us is Sugarloaf Mountain, at 312 feet, in Clermont. These kinds of hills are not conducive to mountain training. So I traveled to as many mountain rides as I could. I went as far north as Virginia, for a ride called Mountains of Misery that ended on top of Lookout Mountain, a steep, beyond category climb. Sounds like good mountain training, eh? I went to Georgia several times, I went to North Carolina. Some said I over trained but I was afraid I wouldn't be in shape for this ride. Remember, my chosen ride has 110,000 feet of climbing. For a Florida "flatlander" that sounds like an awful lot.

So the fateful day arrived, July 9. I drove to Stockbridge, GA, located south of Atlanta. The rider meeting started as most as soon as I got there. After the meeting I met my roommate,

Bob, from Ohio. He helped me with my bike and luggage and we went to the ride's kickoff banquet. The banquet was held at Golden Corral and we all stuffed ourselves silly in preparation for the weeks ahead. After I dropped the car off at the airport economy parking I was back at the hotel organizing the things I would need for the first day of riding.

July 10 began ominously under overcast skies and spitting rain. After a filling breakfast, tour provided, Tomoho and I set off. This first day, though 125 miles in length, had only 3,000 feet of climbing and was really to get us to the next town of Commerce, GA. After Commerce the real climbing was going to begin. It remained overcast all day but we never had any rain. Not bad riding weather actually. On days two and three we got bands of storms from Hurricane Dennis. It rained pretty much all day, both days. Day two took us to Cherokee, NC in 110 miles and 6,700' climbing. Day 3 took us to Asheville, NC in just 88 miles but 11,000' climbing. We started climbing almost immediately at the start as we got onto the Blue Ridge Parkway. When you see a sign saying, "Steep, winding road next 35 miles" you know it is going to be a tough day. It was tough and there was a lot of climbing but as the saying goes, what goes up must go down. We would remain on the Blue Ridge Parkway for the next 5 days. Day 4 was a "mere" 59 miles into Little Switzerland, NC but had 8,100' climbing. If you average the amount of climbing per mile day 4 was a tough one. This day saw an optional climb up Mt. Mitchell, the highest point east of the Mississippi River. Unfortunately I had bike trouble after hitting a pothole on the downhill to the entrance of Mt. Mitchell State Park and had to skip the climb. We ended that day in Little Switzerland, NC.

Day 5 was our longest, hardest day of the ride. We were riding 137 miles with 13,100' climbing. No climb was terribly high but the climbs just kept coming like a roller coaster, more like the old wooden kind than today's roller coasters. It was long and tough but I

had a great time playing on the hills. It was so fun to climb up then shoot down as fast as I could. I actually felt pretty good at the end and enjoyed every mile of the ride. We ended in Fancy Gap, VA. We had to take a detour around part of the Blue Ridge Parkway that was washed out by 2004's hurricanes. The detour added 3-4 miles and a couple thousand feet of climbing.

Day 6 started off really, really foggy. We all had our lights on and visibility was down to a couple hundred feet at times. We stayed in small groups for quite a while, mostly for safety's sake. We all had our picture taken 25 miles into the ride by an old mill. This picture would later go onto our plaque we would receive at the end. After 82 miles and 6,400' climbing we arrived in Roanoke, VA. Although a shorter day it was still a hard day for me. I was tired and hoped I could recover for tomorrow's ride. Day 7 we would go 124 miles with 12,600' climbing. It was the hottest day of the ride so far. I felt good during the ride but was glad to get to the hotel.

Day 8 started off nice and cool in the morning. We crossed onto the Skyline Drive today. I saw 4 deer on today's ride. Some rider's reported seeing a black bear. At the lunch stop a raccoon was hanging out in a tree next to the lunch trailer. Today's ride was 110 miles with 10,100' climbing and took us into Front Royal, VA. Today marked the end of the first half, and hardest, half of the tour. The next half had far less climbing but nearly the same mileage. By this point all the riders were stronger. This was Tomoho's last day as she only had enough vacation time to do the first week.

On Day 9 we left Virginia and passed through the extreme western ends of West Virginia and Maryland on our way to Breezewood, PA. We spent 4 miles in Maryland and 18 miles in West Virginia. Today's ride was 95 miles with 6,200' climbing.

On Day 10 I felt tired and didn't have much energy. Nonetheless I started the ride at 6:40am. I rode with another friend, Linda, today. We rode

well and got to lunch in good time. 2 miles after the lunch stop we spotted an ice cream place so another rider, Bob K., and I stopped. I wasn't particularly hungry having just eaten but I can't pass up an ice cream. So after a large chocolate malt for me and ice cream for Bob K. we were ready to roll. Linda had not stopped since she didn't like soft serve ice cream. Bob K. had done the Race Across America last year when he turned 70 as part of a 70+ team. After the ice cream stop we had a tailwind so Bob and I sped along at 20+ mph until we finally caught Linda 10 miles, or so, down the road. It was a glorious sprint! Later on, Bob K. has gone on ahead and Linda and I were riding together when we were caught in a bad thunderstorm in New Berlin. It was so bad we took refuge on a porch at some house. The owner came home shortly after and eventually came out to greet us. She was very nice and asked if we needed anything, including a bathroom. Today we entered Amish country and there were yellow diamond-shaped highway signs of a horse and buggy in the right of way. Today's ride was 135 miles with 7,000' climbing and we ended in Lewisburg, PA.

Day 11 was 92 miles with 6,000' climbing and took us into Clarks Summit, PA. I saw some Amish carts and buggies on the road today. Clarks Summit did not seem pedestrian friendly. When we went to dinner there were no sidewalks and at times had no other choice but to walk in the road. They had crosswalks but no

sidewalks, go figure. On Day 12 we crossed into New York. The morning temperature was in the 60s and made for very nice riding. We ended in Norwich after 93 miles and 4,000' climbing.

At 121 miles, Day 13 was our last really long day and took us into Saratoga Springs. En route we passed through Cooperstown. Yes, that Cooperstown. The traditional PACTour stop is to stop at Schnieder's Bakery, in Cooperstown. Many of us did and it was well worth it. I got a strawberry cream croissant, cranberry orange nut muffin, and milk. The pastries were awesome! I went back in for another milk and walked out with that and a brownie. A short distance away was the Baseball Hall of Fame, which is rather nondescript considering what it houses. After the last rest stop, with an excellent tail wind I kept a 28mph pace in Saratoga Springs. We took a trolley ride through town and the driver told us some facts about the town and the history of the springs.

Day 14 took us into White River, VT. We rode next to the Champlain Canal for quite a while. In Vermont we passed through Woodstock. That's not the Woodstock of fame. It's a quaint little town. Today's ride was 116 miles with 4,500' climbing.

Day 15 took us right through the campus of Dartmouth College in Hanover, NH. After the College we had two big climbs. The first one was shorter but steeper. The second one wasn't too bad but went on for a very

long time. We crossed into New Hampshire and stayed in Conway. The ride was 102 miles with 6,300' climbing.

Day 16, the final day of the tour. We arrived in Portland, ME after 106 miles and 2,300' climbing. 4 miles from the end we stopped at a prearranged place. After we had as many people as we could we rode to the finish as a group. It was really a neat experience. At the stop lights some motorists would roll down their windows and ask us what was going on. Other motorists would honk or wave. There were the few that flipped us off. Sadly, there are always some of those people.

It was a little sad to be done with such an epic bike ride knowing that the people I had ridden with for the past two weeks would soon scatter back across the country and around the world. Although at the same time I was a little glad. I was ready to be off the bike and get home to familiar surroundings and to my bed. I ate a lot on this trip. A lot. I was hungry most of the time but not always. On more than one day I rode from rest stop to rest stop with a full stomach. The food was so good I couldn't help myself. If a bag of Mint Oreos is put in front of me, I will partake. And for the first 3-4 days we had dinner at all-you-can-eat buffets. Plus, the ice cream stores, the chocolate shops, and the bakeries. Yet despite it all I still somehow managed to lose weight. That's living!

C L A S S I F I E D

I have some hard oak logs that would be great firewood available free to whomever wants to pick it up. Call Marty at 373-4661 or e-mail martytod@aol.com

All of the following items are offered by Rob Wilt, 380-0561.

>>Teac V2-RX cassette tape deck, 3-heads, in excellent condition, \$100
>>Airwalk Chaos casual shoes. Black, dark gray and light gray. Virtually new. Worn a couple of

times, were a bit too small. Very clean. Would fit a 9D well. \$20

>>Books on tape, many titles, murder mysteries, historical, comedy. In excellent condition with original packaging. Most used only once. For a list of titles and prices email me and I will forward you the complete listing of available tapes.

>>Panasonic KX-P1123, 24 pin dot matrix printer. In good shape, with stand, manual, and extra ribbons. \$25.

>>ScubaPro Fino Mask. High quality low volume dive mask in black. Used only a few times, in perfect condition with original protective box. Originally \$90, selling for \$50

>>Brand New **GCC polo shirt:** Quality Queensboro shirt (www.queensboro.com), featured logo is the sweaty pony on a penny farthing bike. White with gold text and red horse. Men's size Large \$20.

New Gainesville Cycling Club Jersey

GCC Member and graphic artist Paul Messal has designed a new GCC jersey. Len Cabrera is working with Voler to get the production details straight, and will process the order and arrange for distribution when it is delivered (which we expect will occur by April).

To order a jersey and/or shorts, **please go to our web site**. There is a link to the jersey page on the main page in the top box (you can also find it in the Members Area). There are a lot of options that are available through the web order form that are not available with the form below (just too much detail). The web order form also has a wind vest and tri-shorts, and chamois options for the shorts, plus knickers and bib shorts.

Prices:

\$45 per jersey (add \$2 for fully separating zipper)

\$50 for shorts with Cantara chamois

For each jersey, specify the following:

Style (Women's or Men's)

Cut (Club or Racer)

Sleeve (yes or no)

Zipper (hidden or full)

Size (XS, S, M, L, XL, XX, 3X)

(Women's Club no sleeve not available)

For each shorts, specify:

Style (Women's or Men's)

Size (XS, S, M, L, XL, XX)



Mail the form to:

Gainesville Cycling Club Jersey

5015 NW 19th Place

Gainesville FL 32605-3435

First Name:					Last Name:			
Jersey Style	Cut	Sleeve	Zipper	Size	Quantity	Total Cost		
Shorts Style		Size		Quantity		Total Cost		
Make check payable to: Gainesville Cycling Club				Total Enclosed:				

EDITOR

Roger Pierce 378-7063
roger@gccfla.org

ADVERTISING MANAGER

Bob Newman 372-8195
Bob.newman@cox.net

BIKE STORE LIAISON

Diann Dimitri 378-7063
diann@piercepapes.com

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.

AD GRAPHICS

Craig Lee 475-1825
craig@craigdidit.com

FEBRUARY DEADLINES

Ad copy needing setup work
January 13
Articles and classifieds
January 16
Ads in GIF or TIFF format
January 20

© 2005 Gainesville Cycling Club, Inc.

Winter Ride Announcement

Scott Pfaff

The "Circles of Training" continue at the Progress Park loop. Don't let the threat of a little cold air deter you from attending our little winter training camp. Come on out and have some fun!

Time:

Every Tuesday and Thursday evening at 6:00 p.m.

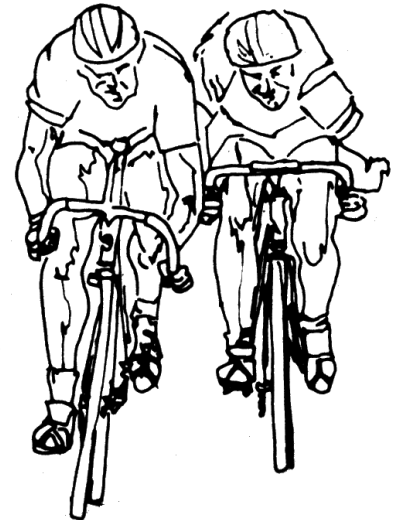
Where:

Progress Park in Alachua

Progress Park is located just outside of Alachua on US 441. We park in the parking lot closest to 441 North-East corner.

Helmets are required on all GCC Rides. You will also need a headlight and a tail light for this ride. The nights have gotten a little chilly so arm and knee warmers are a plus.

Thanks, look forward to seeing you at the ride!



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	10%	374-4550	3429 West University Avenue (Westgate Regency)
Bikes & More	10%	373-6574	2113 NW 6 th Avenue
Chain Reaction	20%	373-4052	1630 West University Avnue
Gator Cycle	10%	373-3962	3321 SW Archer Road
Mr Goodbike	10%	336-5100	425 NW 13 th Street
Recycled Bicycles	10%	372-4890	805 West University Avenue
Spin Cycle	22%	373-3355	425 West University Avenue
Streit's Schwinn Cyclery	10%	377-2453	1614 NW 13 th Street (with Mattress Town)
Susan Bridges Massage	10%	262-8240	901 NW 8 th Ave, Suite A1

Some restrictions apply, ask for details at the store.



Gainesville Cycling Club

5015 NW 19th Place
Gainesville FL 32605-3435

ADDRESS SERVICE REQUESTED

Horse Farm



Hundred



**Santa Fe
Century**

Presorted Standard
U.S. POSTAGE
PAID
GAINESVILLE FL
PERMIT #687



Club Affiliate



DECEMBER 2005 ISSUE Mailing label with expiration date identifies current member.

2006 Gainesville Cycling Festival - 21-22 Oct - Santa Fe Century - Horse Farm Hundred

Welcome New Members!

Lauri Graham Barnhill	Gainesville FL
Mike Beckham	Gainesville FL
Brian Child	Gainesville FL
Ed Dunne	Gainesville FL
Kristi Esmiol	Gainesville FL
Larry Frederick	Archer FL
Harvey Goldstein	Gainesville FL
David Hodell	Gainesville FL
Angela Johnson	Gainesville FL
David Lewalski	Bayonet Point FL
Cindy McManus	Gainesville FL
Jane Nguyen	Micanopy FL
Sherry Orlowsky-Shearer	Gainesville FL
Jeffrey Parr	Gainesville FL
Ben Robinson	Gainesville FL
Michael Shearer	Gainesville FL
Alyssa Shelamer	Alachua FL

Leah Shelamer
Christopher Spinosa
Suzanne Tabakman
Tracy Terry
Chae Wells
Divanice Wells
Josh West
Russell Will
Virginia Will
Kiara Winans-Pywell

Alachua FL
Gainesville FL
Gainesville FL
Gainesville FL
Gainesville FL
Gainesville FL
Gainesville FL
Reddick FL
Reddick FL
Gainesville FL

Prefab Fireplaces (352) 377-9535
Gas Fireplaces • Gas Logs 1 (800) 524-2675
Wood Stoves

Web Site: www.woodstoveflorida.com



KERRY DUGGAN 611 N. Main Street
Gainesville, FL 32601