

The Gainesville Cyclist

June 2006

The bi-monthly newsletter of the Gainesville Cycling Club, Inc.

HAPPENINGS

June 3 (Sat)

National Trails Day Bike Ride

The Office of Greenways and Trails invites to take a tour on the Nature Coast State Trail starting at 9 AM (or thereabouts) from the old train Depot on North Main Street in Trenton.

There will be an information table and refreshments at the Depot, but (get this) there is no registration, no entry fee, no hassle, just an open ride on one of our most beautiful trails.

We will have suggested destinations at the start for rides of various lengths, but you can go as far and as fast as you wish, all by yourself or with your own group. This is probably the simplest bike ride ever organized, more like a happening.

About the most organized thing will be a Park Ranger at the old railroad bridge over the Suwannee River, who will be giving a historical interpretive program all morning. There are two old steamships on the bottom of the river there, and the history is interesting, so you will want to ride to the Bridge to hear his presentation. The water level has dropped a lot recently, and you may be able to see parts of these ships sticking up from their watery graves.

The ride is unsupported, in that there are no rest stops except the Start, but there is a fine Dairy Queen under the live oaks in Cross City, plus convenience stores at points along the way. Don't forget to bring money for refreshments at the stores.

The National Trails Day ride will be ideal for children and beginners. We will have a couple of trucks at the Start, and cell phones, so if you have a breakdown we can come help you out. Bring your cell phone.

For more information about the National Trails Day Ride check the GCC website at www.gccfla.org, where you will find a link to the brochure on the Ride.

June 11 (Sun)

Adopt-A-Road Cleanup

Meet at 4 pm to get organized for a 4:15 pm sharp deployment. Please don't be late; it's hard to get you supplied and assigned after we have started. We need about 14 people for an optimal crew. Please RSVP to diann@piercepages.com or call Diann at 378-7063. The club will help pay for dinner after the cleanup.

July 15 (Sat)

Hart Springs Picnic

Gather at Hart Springs at 9 am to organize for rides (\$2 per person entry fee). Bring side dishes and desserts to complement Chandler's mystery meats. Also throw a lawn chair in the car. Don't forget your swimsuit (if you don't want to jump in with your cycling shorts) and a towel.

Take SR 26 west to Trenton. Turn right onto US 129 and go 4 miles. Turn left onto CR 344 and go 4.4 miles. Turn right to stay on CR 344 as it joins CR 232 and go ½ mile. Turn left onto CR 344 and go 1.6 miles. Turn right onto SW 86th Ave to enter the park. Depending on where you are coming from in Gainesville, this can take from 45 minutes to an hour or more.



Record turnout at Memorial Day Picnic



From The Editor

Roger Pierce

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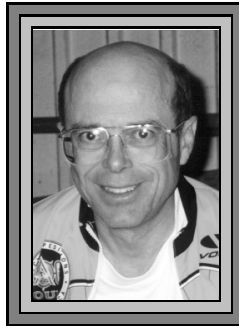
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GCC Web Page

gainesvillecyclingclub.org
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gccfla.org



Many thanks to all of our contributors this month.

Kris Williams has profiled GCC Rider Kevin Anderson, and at the same time highlighted

an important cycling program at the College of Veterinary Medicine. Team VetMed has raised a lot of money for scholarships, and contributed significantly to the Horse Farm Hundred.

Velvet Yates reports this month on Gator Cycle, where you'll have to go if you want to get one of Lance's bikes in Gainesville.

Ben Tomblin has submitted an article on the relatively new Race Across Florida event, which has made official what was an unofficial race within the now-defunct Cross Florida ride. As you'll see, GCC members did very well in the event. (There is a companion touring event, Bike Across Florida, that follows the same route.)

Nancy LeVake is starting a series on her experiences in the GCC's Brevet Series (run by Jim Wilson). Our veep Rob Wilt found it sufficiently inspiring to consider entering a brevet himself!



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President's Letter

It's never too early...

Now that the hot weather is here, like many of us I'm trying to get back in the saddle more consistently. I'm sure many of our members are, like me, still working on that spare tire we put on while hibernating over the winter. It's never too early to try to get in shape for the Gainesville Cycling Festival. Somehow I managed to get in all of the Santa Fe Century last year, although I'm still not sure how. I can't count on divine intervention again this year. The weekend of October 21st

(Santa Fe Century) and 22nd (Horse Farm Hundred) will be here before I know it. I'd better get to work. If you pass by me panting on the side of the

road wish me luck.

Just as riding long distances takes preparation so does putting on an event the scope of The Gainesville Cycling Festival. As usual we will be asking for volunteer help over the course of the summer, however if you would like to get involved in the front end planning process, call Roger Pierce at (352)378-7063. All help is of course, greatly appreciated. It's never too early to get involved.



Bob Newman 

Save Millhopper Road

by Lee Ross

Millhopper Road, which currently provides a scenic bicycling option, may soon have hundreds of additional cars, because a cut-through road is planned between Millhopper Rd and 39th Ave. This road would connect to SpringHills, a development that will have more commercial space than Butler Plaza and more than 2,000 homes.

As an alternative, a pedestrian/bicycle greenway is being suggested by David Flagg, a former state representative and Gainesville city commissioner. The greenway would help preserve the unique nature

of Millhopper Rd, protect a wildlife corridor, and offer a transportation alternative with cycling and pedestrian options.

Unless action is taken immediately, the road will become a reality. Please express your opposition to the road and support for the greenway. The e-mail address for the Alachua County Board of County Commissioners is: bocc@alachua.fl.us. Additional contact information is available at <http://commissioners.alachua.fl.us/index.asp>. Also consider other options, such as contacting county manager Randy Reid and planning director Rick

Drummond, writing letters to the editor, and using other public opinion methods.

Let's save this valuable community resource! Let your voice be heard.



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Kevin Anderson

The last rest stop on the Horse Farm Hundred is on the Gainesville Hawthorne Trail (GHT) near the tiny town of Rochelle. As the crew stocked the Gatorade and goodies, along came most of Team VetMed. Flying in a wedge, the riders came in their orange and blue shirts sporting a Gator emblem. Over sixty riders started in their 8th year of participation, this year raising over \$34,000 for scholarships.

The team's training focuses on the GCC's Horse Farm Hundred, beginning in June so that new riders are ready in the Fall. Rides happen mid-week and weekends, Wacahoota Road and the GHT on weeknights, the southern Marion County route on Saturdays. Soon the bicyclists are ready for the century ride.

Meet one Team VetMed member on his first century with the group: Kevin Anderson. An anatomy instructor (and several times Teacher of the Year) and researcher at the UF College of Veterinary Medicine, his research focuses on biomarkers in serum and other body fluids to diagnose head injuries without an MRI or other scans. While a grad student, he rode the winding hills of Pullman, Washington, with his mentor, who took the hills with ease on his "beast of a bike" while Kevin bonked at the end of the long



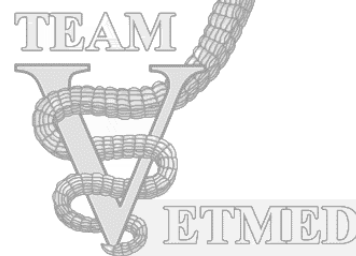
rides.

When he moved to Gainesville in 1988, Kevin began commuting 13.2 miles round trip, home to work, on an early 90s GT Arette hybrid (cromoly), "a rock solid ride- about 40 lbs, unloaded." Kevin says, "I bought this from a younger Chandler Otis back in the day." For training he rides an '05 Specialized Roubaix with Ultegra/DuraAce ("I love it!," he says). Solo, he averages 17-17.5 mph. In a group it goes from 17-18 mph

"depending on which youngster is willing to pull." He rides about 160-200 miles per week, including that daily commute. He's considering the purchase of a new hardtail to take on the trails too.

Kevin likes best to ride the southern routes, "GHT, Dunn-Garvin, 335 through Raleigh, 320." His overall favorite is Wacahoota Road-he enjoys the wild hogs, deer, turkeys and cottonmouths. Inspired to ride by his vet students and their athletic pursuits and interests (particularly the class graduating this year), Kevin rode his first Horse Farm Hundred and then signed up for the Tallahassee Tour of Springtime Rural Vistas South (200 miles, 2 days, Quincy, FL, to Albany, GA, and back to Quincy).

Next year should see Kevin back on the Horse Farm Hundred route with Team VetMed and a new group of enthusiastic students and other riders. Keep an eye on <http://team.vetmed.ufl.edu/> and take the Team VetMed challenge!



Team VetMed 2005

Gator Cycle

Back at the end of January, Gerry Woods, the manager at Gator Cycle, was gracious enough to allow me to ask him some questions and poke around the store. Gator Cycle is a familiar icon to many GCC members: a spacious, well-organized shop with a large, dedicated service area. Traditionally, it has been



Co-owner Shalom Stein

especially beloved of roadies, with its large stock of Trek bikes, but Gerry told me that they cater to all types: cruisers, hybrids, mountain bikes, commuter bikes, you name it. The Trek-related family of brands carried



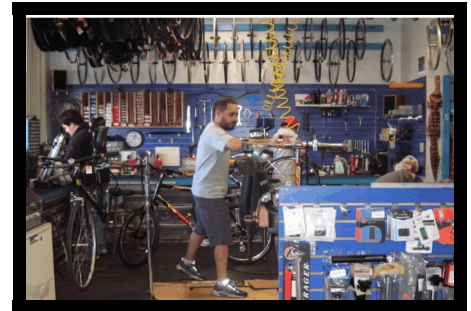
"Top Wrench" Jason

by GatorCycle is indicative of this range: LeMond, Gary Fisher, and Klein, buttressed by the unexpected, like Sun three-wheelers. This eclectic range reflects the shop's clientele: originally consisting of mostly students, the customers now include a lot of professionals, many of them new to the area.

Gator Cycle also carries a wide range of accessories, such as helmets, shoes, saddles, etc. There is even a women-specific corner of the shop, featuring road bikes, clothing, shoes, and other accessories designed especially for women. Gator Cycle also prides itself on the quality of its dedicated service shop. Their two full-time and two part-time mechanics ably handle the workload, with a turn-around time of one day for most repairs. Jason, a mechanic with five years' experience, told me that they see a lot of Treks, but that he and his fellow wrenches can and do work on any bike. Gerry also commented that the employees at Gator Cycle take the time and effort to ensure a professional fit whenever a customer buys a new higher-end bike from the shop.

Gator Cycle is owned by Arthur Shomer and Shalom Stein. Shalom came into the store towards the end of my interview, and willingly filled me in on some of the early history of the shop. Arthur and Shalom have owned a bike shop in the same location on Archer Road for almost twenty years; it was originally Bikes 'n' More, but became Gator Cycle in 1989. Gerry, who used to own Primo Bicycle Works (still remembered fondly by many GCC members), came on board as manager in 2001. Shalom said that Gerry brought a very professional influence to Gator Cycle. Shalom also noted that Gator Cycle sponsors mountain bike racers, such as Rodney Reber.

Gerry has thirty years of professional experience with bicycles, and is a passionate advocate of bicycle commuting. He said that both he and his wife bike to work, and that the commuting experience in Gainesville is overall



a very positive one. Gainesville has a good network of paths, though the east-west arteries could use some improvement. Gerry gave 8th Avenue and 16th Avenue as examples of roads that could be expanded and made safer for bike commuters. He pointed out that commuting by bike is one of the best things that we can do for our own health, as well as to help reduce our country's dependence on foreign oil (and save some gas money in the process!). Gerry recommends a hybrid bicycle for commuting, equipped with lights, fenders, racks, and a good lock. He observes that a commuting bike can be fitted out for less money than a year-long parking permit at UF! (A permit which, as we all know, doesn't actually guarantee you a parking space anyway.)

Thank you to Gerry, Shalom, and Jason for answering my questions and letting me take pictures of the shop. Gator Cycle is located at 3321 SW Archer Road; their phone number is (352) 373-3962, and their website is <http://gatorcycle.com>.



Nature Coast Trail News

Dear Friends:

A little good news for Nature Coast Trail riders - the concrete causeway over the eastern part of the Suwanee River floodplain is scheduled to be paved with smooth asphalt, starting in early June. This section of the Trail will be closed for a week or so, and I will try to keep you posted on this closing.

The new paving will not make it in time for the 3 June National Trails Day ride, but what the heck, it will sure feel good when it gets here.

Our thanks to the Office of Greenways and Trails for this service.

Cheers,

George Edwards

Lymeric

by Scott Scheer

There was a bike rider named Basso
The fastest man over the pass-o
The group in the rear
Cried many a tear
'cuz all they could see was his Assos



Learning the Bicycle

for Heather

The older children pedal past
Stable as little gyros, spinning hard
To supper, bath, and bed, until at last
We also quit, silent and tired
Beside the darkening yard where trees
Now shadow up instead of down.
Their predictable lengths can only tease
Her as, head lowered, she walks her bike along
Somewhere between her wanting to ride
And her certainty she will always fall.
Tomorrow, though I will run behind,
Arms out to catch her, she'll tilt then balance wide
Of my reach, till distance makes her small,
Smaller, beyond the place I stop and know
That to teach her I had to follow
And when she learned I had to let her go.

"Learning the Bicycle," by Wyatt Prunty, from *Balance as Belief*. © John Hopkins University Press. Reprinted with permission. Contributed by Marty Tod.

New Legislation

Fred Mays, Bicycle-Pedestrian Education Outreach Coordinator for Metroplan Orlando reports as follows:

The Florida legislature has passed and sent to the Governor for signature a new law that requires motorists to give at least 3 feet of clearance when passing a bicycle.

Spread the word to motorist friends.

Section 50. Subsection (1) of section 316.083, Florida Statutes, is amended to read:

316.083 Overtaking and passing a vehicle.--The following rules shall govern the overtaking and passing of vehicles proceeding in the same direction, subject to those limitations, exceptions, and special rules hereinafter stated:

(1) The driver of a vehicle overtaking another vehicle proceeding

in the same direction shall give an appropriate signal as provided for in s. 316.156, shall pass to the left thereof at a safe distance, and shall not again drive to the right side of the roadway until safely clear of the overtaken vehicle. [NEW TEXT:] The driver of a vehicle overtaking a bicycle or other nonmotorized vehicle must pass the bicycle or other nonmotorized vehicle at a safe distance of NOT LESS THAN 3 FEET between the vehicle and the bicycle or other nonmotorized vehicle.

Hal Downing (Florida Bicycle Association Legal Affairs Advisor) says:

We should note that Governor Bush has not signed this legislation but Fred Mays believes that there is no political reason why it shouldn't become law. The legislation was sponsored by Democrat Larcenia Bullard, a Senator from Miami. If it becomes law, it becomes effective October 1, 2006.



The following was posted in early May by Effective Cycling founder John Forester:

I have concluded that we need to rethink the long-standing strategy stated by me thirty years ago and by many since, that training children in proper cycling is an effective way to develop a better attitude, on the part of society, regarding cycling. Those societies that have had a vehicular-cycling attitude have combined bicycle and motor transportation in a context of some other social attitudes and conditions. (One condition of which might have been early participation in motoring in a society that was not sufficiently rich for motoring to take early predominance.) In such a society, with cycling done by all ages, children grow up with the vehicular-cycling knowledge and skill. That young children have the ability to learn vehicular cycling was known to members of those societies, was demonstrated by me in the USA twenty five years ago, and is known to American cyclists who have raised cycling children. Based on my English training and my experience of cycling

in America from 1940 to 1980, I thought that it would be possible to raise a new generation of American cyclists with the vehicular-cycling skills and attitudes. One social incentive for this was that traffic training on a bicycle was both immediately useful and it eased and cheapened training for motoring.

However, I have concluded that this result is so unlikely as to be practically impossible, for two reasons. American adult bicycle transportation is utterly insignificant, despite twenty five years of governmental programs to encourage it, and our cities and social practices have grown less suitable for it. American parents, opposed as they are to vehicular cycling, are even more adamant about prohibiting their children from doing it. Given these two conditions, there is no possibility that we can grow a new socially significant generation of American cyclists through childhood bicycle training.

We must accept that cycling is an activity that is participated in by those who come, by some means or other, to enjoy it, but that happens to be performed on the public roads, with all the complications that that entails.

Under these circumstances, our strategy must encompass two goals. One goal is to recruit new cyclists, a process that requires careful consideration of the social context and the attractions. The other goal is to preserve our right to cycle in the vehicular manner. I don't have, here, words of wisdom about recruiting new cyclists, but I do have much wisdom about preserving our right to cycle in the vehicular manner. Preserving our right requires the utmost attention to proper traffic behavior. We have to behave properly for our own safety, it's true, but, just as important, we must show the rest of society that we are road users compatible with the other road traffic. Considering the American attitude toward bicycle traffic, that is an enormous task, but it is the task that we must accomplish to survive. It is impossible to train those who do not enjoy cycling; we have to make every effort to see that those who choose to cycle, be they children or adults, are attracted into training and into a society of cyclists in which proper cycling behavior is admired and attracts prestige.

John Forester, MS, PE
Bicycle Transportation Engineer

GCC Jerseys

If you would like one of the fantastic new jerseys for summer riding, there are still a few left at the Bike Route. A few sizes are sold out, so you might want to call ahead (374-4550) to see if yours is in stock (we know that there are no more mediums or mens XL). These jerseys fit a bit tight, so you should try them on before buying.

Thanks again to Paul Messal, the graphic artist, and Len Cabrera, the manager, for producing this jersey.

The great price you paid on the jersey was made possible by the support from our sponsors (listed at right).



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Race Across Florida - The View from the Crew

By Ben Tomblin

Held April 9th, this year's Race Across Florida traversed 137 miles from Titusville to Crystal River under rolling police escort. Even though they were marked long before we set on the bikes, GCC members Eric Sayers, James Ossa, John Schlitter, Billy Wolfe, and Jay Copp took 4 out of the 5 top spots. If having the course record holder, John Schlitter, wasn't enough to warrant the attention of the peleton, being the only 5 recumbents in the field was. RAF is unique as it is one of the very few USCF sanctioned races that allows funny bikes.

The fun began the night before at the pre-race meeting. The race organizer started the meeting expressing his utmost concern for safety and then stated, "The police chief is requiring recumbents and diamond frame riders start separately." After some animated discussion all involved agreed that the rule was



absurd. The organizers checked with the police chief and soon announced that everyone would start together.

The next morning I awoke at 2AM to the sound of thunder, lightning, and downpour. Thankfully by the time the race started at 6:30, the worst had passed and our brave lads made their way out with the peleton. Ellen Sayers and I rode behind the race organizers in two support vehicles. My position in the support parade ranged anywhere

from 2nd to 5th back depending on which of the other support vehicles the police were pulling over. We were the only support crew NOT to get stopped for driving recklessly. (Not that we didn't; we were just a little more discrete and respectful about it.)

The ride remained civilized for the first 60 miles. No breaks were allowed, making it easier to lead the peleton safely through north Orlando. After a short five minute "pee break" on side of the road in the middle of nowhere, the real race began. Although the main peleton stayed together momentarily, in short order came the first attack. It was quickly covered by the GCC riders. At this point I departed the route to try to leapfrog the field. By the time I rejoined less than a half hour later Eric Sayers, James Ossa, John Schlitter, and Billy Wolfe were in a six-man lead breakaway with two riders on conventional bikes. Dave Underhill and Gianni Caputti seemed loathe to share the work up front, preferring instead to hang back in any meager draft they could find. With 30 miles to go, Caputti, a professional Italian racer attacked, but Schlitter quickly jumped on his wheel and then proceeded to pace him to the finish.

The finish was a tight right turn followed by a block and a half sprint to the finish. Gianni gave it his all but John was the better rider in the end. Schlitter took first place in 6:08 and reclaimed his title from 2004. Shortly thereafter, Billy Wolfe rode in alone to take third.

Fourth place went to wunderkind, Eric Sayers, who began his cycling career not quite four months earlier the tender age of 36. His training regimen consisted mostly of the GCC brevet series. In fact, he was still recovering from having ridden 600 kilometers in



just over 24 straight hours only a week earlier. Fifth was claimed by James "Jones" Ossa, who also sprinted at the finish to outpace Dave Underhill.

While disappointing not to have been able to ride myself due to injury, crewing was just as rewarding an experience and offers a unique perspective on our sport not found anywhere else. Since I've volunteered to crew for Race Across America, I now know what to expect this summer: same old routine only eight days longer. And, after piloting a large white four-door truck at 20 mph across Florida with a multi-vehicle police escort, I know how OJ felt.





Florida

Bicycle Touring Calendar

(VERY ABRIDGED)



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

June 3 (Sat)

Santos FL

St. Jude's Children's Research Hospital 5th Annual Wheels for Life Bike-A-Thon

Registration/Breakfast 8:00 a.m. Rides Begin 8:30 a.m. at the Santos Trailhead Bicycle Shop. \$35 Registration includes breakfast, lunch, sag support and t-shirt. Route 40 mile police escorted road ride or 20 mile mountain bike ride.

June 3 (Sat)

Trenton FL

National Trails Day Bike Ride

On the Nature Coast State Trail. All rides start at 9:00 AM (or thereabouts) from the Old Train Depot, 419 North Main Street in Trenton. Trenton is about 25 miles West of Gainesville on SR 26.

June 10 (Sat)

Clermont FL

Brevet Series South: 200 km "Tavares & Hills of Clermont"

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 (A,B, and C riders) can participate. A series of four brevets qualify riders for longer 1200km (750 mi.) events such as The Paris-Brest-Paris held in France and The Boston-Montreal-Boston held in USA. Michael Grussemyer, RBA, (239)549-7459. CELL (239-699-9548)

June 10 (Sat)

Baldwin FL

5th Annual Rescue Ride

Jacksonville Baldwin Rail Trail, Center Street Park. The ride offers three fully supported options: (1.) Metric Century (64 miles) 7:30 A.M. Start Time. (2.) 28 mile and 14 mile options on the beautiful Jacksonville/Baldwin Trail. 8.00 A.M. Start Time Please check Trinity Rescue Mission's website for more information.

June 11 (Sun)

Dunedin FL

Gulf Coast Cycling Classic

Beautiful historic Dunedin welcomes THE GULF COAST CYCLING CLASSIC for the 5th year. The last cycling tour before the hurricane season. Amenities included in your fee: Power breakfast, well stocked support stations, clearly marked route, route sheets/maps, great post ride lunch. Beautiful commemorative T-shirts for pre-registered riders.

June 25 (Sun)

Lake Worth FL

Lauren Katzenstein Celebration Ride

Join us in the celebration of the life of Lauren Katzenstein. Though it was short, it was lived fully with enthusiasm for not only cycling, but other activities as well. Excited about completing her second MS150. Sadly, due to a reckless driver, she was unable to accomplish that goal. On April 26 2003, Lauren was killed. Not out of mourning her death, but rather celebrating her time here with us we are holding the Lauren Katzenstein celebration ride. 10, 22, 40, 62 mile rides \$35 entry includes t-shirt. All extra donations greatly appreciated. For more information, contact Mark Lowe at (561)434-4909.

July 1 (Sat)

Clermont FL

Brevet Series South: 200 km "West Orange Trail & Hills of Clermont"

125 miles, SOUTH CENTRAL REGION. Michael Grussemyer, RBA, (239)549-7459. CELL (239-699-9548)

July 8 (Sat)

Orlando FL

3rd Annual Moonlight Ramble

10:30 pm, 25 miles.

July 9 (Sun)

St Petersburg FL

4th Annual Share the Road Ride

All bicyclists welcome! Show your club colors and be a part of the most PROFOUND BIKE RIDE in the Greater Tampa Bay Area! Share The Road Ride will be POLICE ESCORTED and controlled at 15-18 mph, covering 20 miles of downtown and neighborhood streets in St Petersburg. Our ride statement: Let's SHARE THE ROAD!!

July 16 (Sun)

Boca Raton FL

17th Frank Stark Celebration Ride

The ride is a local favorite, and features a 10, 16, 29, 62, or 100 mile option. The route follows A1A north from Boca Raton to Palm Beach, then back. There is a catered meal at the finish, along with many sponsored products and services. The ride is fully supported, with sag, well stocked rest areas, and a souvenir ride quality wicking t-shirt for those that register before June 15th. Online registration available (link below), printable form also on the site. Boca Raton City Hall, 201 W. Palmetto Pk Road, Boca Raton, Fl. Boca Raton Bicycle Club, PO Box 810744, Boca Raton FL 33481-0744. (561)391-6109

Part 1 of 4 The 600K

Sunday, 7:00 PM: I'm soaking in a hot bath, with a chilled glass of Menage a Trois wine, (Chenin Blanc, Chardonnay, Pinot Grigio) anticipating a home-cooked meal of chicken tacos and a big glass of milk, followed by a well-deserved sleep, with ice packs! I feel well enough to know I won't be calling in the next day.

One hour earlier: I'm taking apart and unpacking my bike piece by piece so I can load it onto the rack for the trip home. I have somehow managed to lose BF's alarm clock, but am too tired to care. As I survey the things I didn't really need, I am proud that they are few. I have learned how to leave the nonessentials behind.

One hour earlier: I cruise into the parking lot of the Rush Lake Motel, mile 374, and spot the RUSA Banner outside a room with an open door. As I glide to my final halt, I surprise Meegan, wife of RBA Jim, who says "I thought I heard someone out here!" "I'm HOME!" I exclaim. I dismount, lean Lava up against the wall, and head in to get the final stamp on my brevet card. As I linger over a cold Coke, Meegan tells me how proud she is of me for completing the series, and asks if I am going to Boston-Montreal-Boston, since I am now qualified.1200k...right...Total time on the bike is 27 hours. Total time counting sleep, lunch, stops, etc: 37 hours. The limit was 40. Not so bad! I learn that Buzee was about 45 minutes behind me all day, and that Skip never showed up.

One hour earlier: Finally into home territory! My undercarriage pain has subsided as long as I do nothing to aggravate it. I feel a burst of energy as I ride familiar streets where I know every turn by heart. I have lots of energy now! I can do standing sprints! I sprint through a traffic light at 24 mph!

One hour earlier: I am desperate to pee. I am falling asleep. I am boiling hot. I haven't seen shade in a lifetime. I search for suitable cover for a pee stop, but can't find anything. I pull over

on a bridge, walk my bike behind the guard rail, sit in the shade, and drink my last Amp. Then I spray aerosol cooling mist sun screen all over. Whoever invented that was a genius. After a brief rest, I head out yet again. And in a couple miles spot a likely-looking rusty gate, where I park my bike and crawl through into the underbrush for a much-needed pee break.

One hour earlier: I make my last convenience store stop and get more Gatorade, then pedal on. Soon I am having major undercarriage pain. The Udder Balm I applied at the last stop isn't helping. I spend the next several miles alternately standing, screaming obscenities, grabbing at my crotch and wrenching my shorts about in a futile attempt to make things not hurt, while my bike swerves wildly. Repeat as necessary. Luckily, the rude Melrose drivers are not in evidence on this shadeless road.

One hour earlier: I arrive at the second to last Control with plenty of time to spare. I replenish my supply of Gatorade, and add a spare bottle. I buy a can of Amp in case I get sleepy. I spend some time sprawled on the curb, hot, tired. My lunch consists of a can of Pringles and a sweet tea. Food is completely unappealing, and I have no appetite at all. But look at the bright side: only 100k to go! Four more hours, plus a couple breaks. I can do this! Really, there was never any doubt in my mind that I could, as long as my knee held out. That isn't to say there haven't been moments of wondering why I am doing it!

One hour earlier: I am somewhere east of Gainesville. There have been a lot of lakes nearby. I really don't know where I am, geographically, though I am not lost on the cue sheet. It's starting to get hot. BF calls while I am at a stop light. He says I can have riding in hot weather. I say, "Well, I'd rather be hot than cold. If I never ride at night again, it will be too soon!"

Night vs day- there are advantages and disadvantages to each. Night is cool, and there is less traffic. It's harder to see, though; potholes, trash

that might cause a flat, the road itself if there isn't a fog line. And there are always strange scary rustlings and shadowy shapes darting across the road. It's worse when I'm by myself. It's easier to miss a turn. Day, though- it can sure get hot! Drivers can see us, but that doesn't mean they care. I do like being able to see the scenery. I think my favorite time is from dawn until late morning. I got to enjoy that time twice on this ride!

One hour earlier: 300 miles!!! I am so excited! This important remarkable mileage "first" falls at the end of the Gainesville-Hawthorne paved trail. I stop to take off my knickers and shoes, have a drink, call some friends excitedly. I even take a picture of me standing by my bike. I hope that Buzee will catch up during all this dilly-dallying, but there is no sign of him. Off I go, into Hawthorne.

30 minutes earlier: I'm on the trail, the Gainesville-Hawthorne paved trail, the first place I ever rode 30 miles straight. It was on a mountain bike, my first real MTB, a nice Mongoose (not the discount store variety) with MTB tires. It seemed so far at the time, like there was some question of us not even being able to ride that far in one day. As I pass other riders on the trail, none of whom wave back, I think, if only they knew the miles I've been.

One hour earlier: I stop at the last store for a while, and have a nice conversation with some gentlemen sitting on a bench outside. Everyone I meet is so interested in the ride. I buy more Gatorade and refill. Heading out, I immediately miss my turn, but immediately catch the error, only costing me 100 feet of bonus mileage. (The record for this particular ride will turn out to be a guy with a total of 40 bonus miles, plus a lost computer, plus two flats, mostly all before lunch yesterday!) I head down a pretty country road. It's a nice day for a bike ride! Soon I pass an animal, in a pasture, but I'm not sure what it is. It's gray, with a head sort of like a cow, but not really. Some sort of antelope? An exotic wild cattle breed? Who knows? There are also lots and lots of llamas,

many with babies.

09:20*: I arrive at the first Control, the McIntosh Grocery, mile 27. I know I should eat, but nothing appeals to me. I purchase a bottle of choc milk, and ask the clerk to stamp my brevet card. The Control closes at 9:00. Wait! It's 9:20!! I experience momentary heart failure. But wait, the time change! Which time is the store clock on? I have a hard time converting the current Daylight Savings Time to Standard Time which is what the ride is running on. Finally my brain cooperates and I figure out that the store is on EDST, 09:20, which is 08:20 EST, the time the ride is on. I have 40 minutes to spare. Whew. I am kind of horrified, though, that I didn't know what time the Control closed when I left this morning, when I hung out 30 extra minutes hoping to pick up some company, when I agreed to leave at 6:00 AM rather than the 4:00, or even 5:00 which I had originally planned on...*My real arrival time is 08:20.

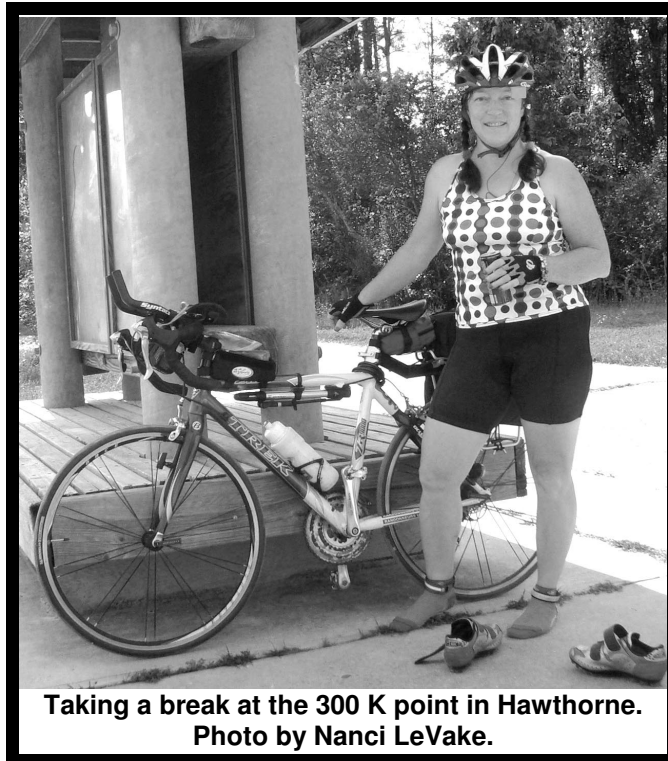
One hour earlier: I turn left onto CR 320, heading to McIntosh. This is one of the most beautiful roads I have ridden on. It's cool, and misty, and there is no traffic at all. Up ahead I see two large wild turkeys in a meadow. The road is heavily shaded and I pass elegant horse farms by the dozen.

6:30 AM One hour earlier: I depart from Rush Lake Motel. Getting on the bike again isn't nearly as bad as I anticipated. Of course I am wearing padded knickers over my bike shorts! I have removed my headlights to save weight, since it is daylight. It's cool-55F? and overcast, so I decide to bring a rain jacket just in case. Almost immediately I experience a totally new pain-my right Achilles tendon. I have never felt that before, ever, in any athletic endeavor. But it doesn't get worse, and I warm out of it in the first hour.

Thirty minutes earlier: I arrive at Jim and Meegan's room. She offers to make breakfast, but I'm not a breakfast person, so I drink a bottle of

Endurox and eat a handful of pre-race vitamins. Skip and Buzzee are nowhere in sight. I decide to wait a bit, since it's so much more fun to ride in company.

One hour earlier: Time to get up. I am not sleeping well, anyway. It only takes minutes to get dressed, pack up my clothes, pack my bike, and head over to the RBA's room. I take some Ibuprofen and the muscle relaxer, Skelaxin. Mix up a bottle of Endurox, and I'm out the door! Let Day Two begin!



**Taking a break at the 300 K point in Hawthorne.
Photo by Nanci LeVake.**

One hour earlier: The phone rings. I awaken from the deepest, most refreshing sleep of my life. It is like waking from a coma- it seems like only moments ago that I laid down. It is BF, who doesn't realize I am staying on Standard Time for the duration of the ride. He is on Daylight Savings Time, an hour later, and thinks I am out on my bike. Grrrrrrrr...I hope I can get back to sleep.

Three hours earlier: I turn out the lights and go to sleep.

01:00: We arrive at the RBA's room and check in. Meegan fixes me a plate of pasta. Real food, hot food, tastes so good! I initially thought I wouldn't have the energy to eat, but

after a couple bites, I am momentarily refreshed. Skip is picked up by his wife for a good night's (short) sleep at home. "See you at 6:00" we say. He says not to wait if he isn't there. "Oh, you'll be there" I threaten. Buzzee works on his plate of pasta. I head off to my room for a nice hot bath. So far, so good.

One hour earlier: Millhopper Road, the home stretch! This is the nice road with the bike lane with not many cars. Skip lives on this road, but wants to make it in to the Control 15 miles further.

30 min earlier: At the ride sign-in, we received a small black and white photo of the 175 overpass, and a road going underneath it, and a guard rail. Hidden in the guard rail are the stickers for a Sticker Control (unmanned, but not secret). We correctly identify the secret hiding place from the photograph, and each take a sticker and place it on our brevet card in the assigned spot.

The hours of darkness: It gets dark about 8PM. I am still using the Cateye Microhalogen \$9 lights- and they are working fine! I have Lithium batteries in them. I don't know if Lithium lasts longer in a light, like it does in a camera, but the savings in weight is noticeable. So I run each light for an hour, then switch, to keep the battery burn times even. This is a brand-new set of batteries that I installed at lunch.

There's some traffic to begin with, but it is mostly careful of us. After a while, on a different road, we no longer have a fog line, which makes it harder for me to tell where the edge of the road is. Skip is lagging. We're riding in the 12-15 mph range. We miss a turn, and, since we go on an off the same road a number of times, it takes a minute to figure out how to get back on course. We backtrack about a mile to our missed turn.

Now there is no traffic, and no stores, but since it is cooler (I have put back on my Bolero and knickers) I am not going through the Gatorade very

fast. I see a very scary dark shape run across the road. Unlike in a car, there is no illumination of it- I can't tell what it is, and it is very, very fast. Maybe a raccoon?

I take off my glasses. I am so tired of sunscreen smears. For some reason, there are no bugs out flying. The cool air feels good.

7:00 PM We stop at the last Store Control. There is talk of finding a restaurant for dinner, but I just want to keep going. I have two sticks of beef jerky and an Amp for dinner. Buzzee has another egg salad sandwich. I think he is a vegetarian. Everyone is tired. When we leave, I put on my reflective vest, even though it isn't dark. I am starting to get chilly.

One hour earlier: We're out on some country road. Buzzee is ranging ahead- I'm hanging back with Skip. I see something fly out of his jersey pocket, and yell, and go back to get it. It's his brevet card. If you lose your brevet card, you are disqualified. I humorously accuse Skip of trying to ditch his card so he won't have to ride tomorrow.

One hour earlier: Riding Rough, Rougher, Roughest for the second time today has taken its toll on everyone. After one really bad section, I catch up with Buzzee and ask him if we can stop and walk around a bit. My feet are killing me from the rough roads, and Skip can barely pedal. A few minutes off the bike work wonders. Those roads seemed bad enough going through the first time, but that was early morning, and it was pretty out, and I hadn't figured out that we would be revisiting them later when I was much more tired.

2:00 PM: We leave the lunch stop. It's nice to be riding with people! I get to know my new friends. Skip, wearing a black and yellow Wear Yellow Lance Armstrong Foundation jersey, is a multiple myeloma survivor, and has had a bone marrow transplant. He does a lot of coughing, which alarms me at first, but after several hours, I am almost used to it. This is his first brevet series, and his first attempt at 600k. Dave Buzzee is a very experienced brevet rider from Ohio. He has done this distance multiple times. He has done Paris-Brest-Paris. I am in awe of people who can do this,

year after year after year. Buzzee and Skip rode to lunch together, so they are already bonded. Skip makes fun of Buzzee's singing. Buzzee has to give me a sample. I have company! I love them!!

After about 30 minutes of riding, we come to a Secret Control. The little sticker we need is a penguin- how fitting as we ride in the 85F sunshine. As we mill about, RBA Jim pulls up in his car, to pick up the Control sign. They have to hurry back to the motel to be ready to check people in at the Control.

1:00 PM LUNCH!! There are a lot of riders still here when I, the last rider, arrive. Lunch is at Madison Blue Springs State Park, site of many cave dives in my previous life. It seems odd to be there, not diving. Meegan and Jim have laid out a wonderful spread of food, as usual. I have a ham and provolone sandwich, and some chips. I am disappointed to not find a can of Coke, but root beer, which I never drink, tastes great! During the lunch stop, I change the batteries in my lights, and visit with riders who I have been trailing all day. I try out my new spray-on sunscreen- it seems to go on just fine. The lost computer is reunited with its owner.

30 minutes before: Here comes a rider, going the wrong way. He's on a low-slung, extremely cool-looking recumbent. Hey, it's RBA Jim! I've never seen him on a bike, only in his role as the RBA. He rides with me for a few miles, gets a status report on my knee- (so not an issue!!!) but the speedy recumbent can't slow down enough to stick with me and my weighted-down diamond frame, especially since I am still in the cautious mode. After all, on the 400k, my knee had barely begun to hurt at lunch- I still didn't trust it.

The rest of the morning: Jim had told us of some rough roads to come. He said, "Some people say my rides are too rural. This time I think I've outdone myself." Hah, I thought. Can't be too rural for me! And too rough? Nothing could be rougher than 235A. (In fact, when we ride it later tonight, I tell my buddies that the first time I rode this road, I almost called for a ride home!) But oh, no, Rough is very bad, much worse than 235A.

There are gaping potholes, some with thick asphalt patches, with zillions of criss-crossing thick lines of tar. There is no smooth path through it. And it goes on for three miles. I have to ride about 10 mph in order not to be shaken off the bike. The highlight is when I find a cyclocomputer, "sleeping" in the middle of the road. I'll give it to Jim at lunch. Then there are 2.2 miles on Rougher (yes, it is) and later 1.7 miles on Straight Even Worse, and then I get to the Control at 9:00 AM. For a special treat, there is another 1.2 miles on Rougher #2. Then it's smooth sailing up towards Madison and lunch. This trip used to seem like a long car ride!

6:00 AM: It's light! I've been hearing the birds for a while now, and the crowing roosters, but it's always such a lift for my spirits when the sun comes up. There's a little store, too, and I stop just to stretch and resupply Gatorade. A cat comes to investigate.

One hour earlier: I'm way out in High Springs- roads I may have driven, but never ridden. Still, it's not hard to navigate, and traffic is minimal.

One hour earlier: Passing near my house. Everything is going well. My back miraculously doesn't hurt any more! All it needed was for me to get back on the bike. And my knee's holding out, too.

3:00 AM Saturday: And we're off! I know the way for the first couple hours without the cue sheet. I vow to baby my knee and not care about the other riders. They pass me in a steady stream. Who cares- I am going to make it through this ride!! I will never make the mistake of going out too fast again, no matter how good it feels at the time.

One hour earlier: Wake up! I take a pre-race pack of vitamins, as well as the max dose of Ibuprofen and Skelaxin, which I plan to continue for the entire ride. I have a yogurt drink for breakfast. I am too wound up to eat. I am not a breakfast eater anyway. Takes only minutes to pack up the bike and head out the door. People gather in a parking garage. There are a lot of riders- maybe 25. And yes, two more women! As usual, it's a mix of familiar faces from previous rides, with some new people who have done the preceding rides in

other places. I have a couple slices of Meegan's delicious banana bread, and make last minute adjustments.

9:00 PM Friday: Time to go to bed! I'm excited about the ride, and want to get as much sleep as I can before my 2AM wake up. The motel room bed feels good on my back, which has been in an unrelenting spasm since the previous Saturday. Massage, Ibuprofen, muscle relaxers all have not helped. I am worried that it might get worse when I ride.

6:00 PM Friday: I arrive at the Rush Lake Motel in Gainesville, and bring my stuff into my room. I am pleasantly surprised by how nice the room is- it even has a small patio looking out onto a green swamp, filled with singing frogs and some wading birds. Then I take Lava down to the pool for inspection. RBS Jim wonders what I have in my panniers- are they heavy? Just some warm clothes, that kind of thing. For once I have a few minutes to sit and talk with Jim and wife Meegan, and a couple other riders. Then it's off

to dinner with friends.

4:00 PM Friday: I leave work, drive across the street, and check into the Rush Lake Motel- the first time I've stayed at the brevet host hotel. I've decided I'd rather get an extra hour of sleep, or more, Friday night. It's worth the \$40. Then I head home to pack up my bike and pick up all my things- coolers of food and drinks, four different outfits, my big trunk bag for the bike, which is mostly already packed. All my rain gear and cold weather gear and helmet, shoes, etc. live in the truck. (And a good thing! One rider had to go home Saturday right before the ride began, because he forgot his shoes...)

Three weeks earlier: I begin the 400k ride with confidence, and finish with my tail between my legs. Have to rest up and recover and heal in time to redeem myself on the 600k. Oh, there is no question I am doing the 600k.

Five weeks earlier: I finish the 300k ride with energy to spare! This is so much fun! I'll try the next one in the

series, the 400k, for sure.

Three weeks earlier: I finish the 200k, the toughest ride of my life. How could I have thought that a mere 20 miles further than my farthest ride ever could be a piece of cake? Let me tell you, it was not! I hate brevets! (But the next day, there I am, checking out the info for the 300k and joining Randonneurs USA...)

Some time in January: I'm reading a ride calendar, and notice the 200k brevet coming up soon. Hey, I had so much fun in my two previous Centuries, I am anxious for another long ride. It's only 24 miles farther- how bad could it be? I have to look on the Internet to find out what a brevet is. I need a calculator to figure out the strange distances: 200k= 124 miles. 300k= 186 miles. 400k= 248 miles. 600k= 374 miles. Are these people CRAZY? Well, at least I can do the 200k and see what it's like.

(to be continued)

Next newsletter: Part 2 of 4, The 200K

Leslie and Doug's Great Loop Adventure

By Leslie Folkerth

Although this article isn't much about biking, Roger asked me to write a short summary of what we are up to for the next year. For those of you who don't know, we have taken a year long vacation and are cruising on our 32 foot Nordic Tug trawler. We are doing the "Great Loop", which is up the eastern seaboard, up the Hudson, Erie Canal, Trent-Severin Canal, Georgian Bay and North Channel in Canada, down through Lake Michigan, Chicago, down the Tenn-Tom rivers to Mobile, around the Keys, and back up to Jacksonville where we left from on May 1.



biking connection – check out the picture as we prepare to head to shore for some biking in Beaufort!

We're having a great time so far. Have visited Fernandina Beach, Savannah, and Beaufort, South Carolina. Next we head to Charleston, Beaufort North Carolina, and then on to the Chesapeake.

If you are interested in further reading about our adventures, you can visit our website and picture site, as well as see a map of the Great Loop route.

And to make this official for the

Great Loop route:

<http://homepage.mac.com/twojscom/GreatLoop/AGLCAmap.html>

Blog:

www.leslieanddoug.blogspot.com

Pictures:

www.leslieanddoug.smugmug.com

Randonneuring

James Ossa Reporting

The GCC randonneuring community has had some significant success stories the last few months. Congratulations to GCC members:

JOHN SCHLITTER

Recumbent/Team Bacchetta

- 1st Place 2006/2004 Race Across Florida (RAF). Set RAF course record in 2004.
- 1st place 2006/2004 Florida Human Powered Vehicle (FHPV) Race.
- 12 Hour Sebring Course/Age record (269.5 miles).
- Team Bacchetta took 1st place on 2005 Race Across America (RAAM) HPV Team division.
- 2006 Super Randonneur - successfully completed 200K, 300K, 400K, 600K brevet series.

BILLY WOLFF

Recumbent/Team Bacchetta

- 3rd Place RAF 2006.
- 12 Hour Sebring Course /Age record (269.5 miles).

BEN TOMBLIN

Recumbent/Team Bacchetta

- 12 Hour Sebring Course/Age record (245.5 miles)
- Joined Team Bacchetta factory racing team this year!

ERIC SAYERS

Recumbent/Team Bacchetta

- 4th Place 2006 RAF.
- 3rd Place FHPV
- 2006 Super Randonneur
- Joined Team Bacchetta factory racing team this year!

ELLEN SAYERS

Recumbent

- 1st Place FHPV.

MICHAEL KRASILOVSKY

Diamond Frame

- 24 Hour Sebring (301.1).

BARBARA BERGIN

Diamond Frame

- 24 Hour Sebring (307.6)
- 2006 Super Randonneur

ANDREA TOSOLINI

Diamond Frame

- 2006 Super Randonneur
- 12 Hour Sebring (257.5)

DANNY STEVENS

Diamond Frame

- 24 Hour Sebring Course/AGE record (449 miles).
- 2006 Super Randonneur.

JAMES OSSA

Recumbent/Team Bacchetta

- 1st Place 2006/2005/2004 Florida HPV.
- 5th Place RAF.
- 2006 Super Randonneur.

Special THANKS to JIM & MEEGAN WILSON for making the 2006 brevet season the best one yet.

Hetz Wins Double Gold

I want to thank everyone in GCC for supporting me in my effort to win the sprint races at the VA National 20th Golden Age Games in Hampton, Virginia this past May. It has been an interesting 4 months of training and I have missed riding and visiting with club members on the weekends. I've put my normal pedals back on the bike and hope to see all of you soon.

I want to specifically thank:

- Dr. Lesley White, for directing me on how to train for sprinting and her ability to keep me from deviating from that training regiment. It worked!
- Mike Myers, for the shoes and advice. I spent hours working on my starts.
- Dr. Tom Wells, for the use of his fixed gear bike. I'm definitely ready to return it!
- Danny and Susanne Muehlschlegel for helping me obtain the EKG and paperwork required to enter. They obviously don't want us "Golden Age" people to drop over with a heart attack.
- Shannon Woodruff, for giving me advice on how to warm up.
- Jim Joyce, for taking the time to put me under the stopwatch.
- Roger Pierce, for bring me home on my first club ride.

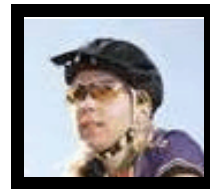
Thanks again,
Brian

Team Florida News

Rebecca Larson is the Collegiate National Champion. She took 2nd in the road race and won the criterium.

Terry for Ironman

Diminutive Glider rider Tracy Terry is training for her date with the Ironman triathlon in Kona, Hawaii, this coming October. If you're finding the Santa Fe Century tough that day, think of what she is doing!



West to go West

by Josh West

This June I will be embarking on a cross country bike tour to raise awareness for the ever increasing poverty housing plight that this country faces.



Sponsored by the non-profit organization Bike & Build, (<http://www.bikeandbuild.org/>) myself and 29 others will bike from Jacksonville, FL to San Francisco, CA; covering 3,700 miles in 9 weeks. Along the way, we will make several stops to swap our bike helmets for hammers, contributing to local Habitat for Humanity building efforts.

In order to participate in this fundraising ride this summer, each rider must raise \$4,000 to be donated to affordable housing efforts. I am half way to reaching my goal, and I was writing in hopes that the GCC would be interested in contributing to this worthwhile cause. Additional information can be found and contributions can be made at www.bikeandbuild.org.

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The Gainesville Cyclist is published bi-monthly with cover dates of even-numbered months. All submissions are welcome. Classified ads will be run free-of-charge for club members; email or mail to the editor. Ads are \$20 for a standard size ad, \$40 for a quarter page ad, and \$80 for a half page ad. A one year (six issue) subscription for standard size ads is \$100.

AD GRAPHICS

Craig Lee 475-1825
craig@craigdidit.com

AUGUST DEADLINES

Ad copy needing setup work
July 14
Articles and classifieds
July 17
Ads in GIF or TIFF format
July 19

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C L A S S I F I E D

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.



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 Avenue
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	4421 NW 6 th Street
Susan Bridges Massage	10%	262-8240	901 NW 8 th Ave, Suite A1

Some restrictions apply, ask for details at the store.



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JUNE 2006 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!

Chérie Cox	Keystone Heights FL
Kevin Curry	Gainesville FL
Sandy Durham	Gainesville FL
Shay Freedman	Gainesville FL
Mark Hope	Gainesville FL
Jaclyn Klein	Gainesville FL
Elizabeth Knizer	Gainesville FL
S. Allen Kushner	Gainesville FL
Tom Mueller	Gainesville FL
Marylou Paxson	Trenton FL
Tom Ray	Lakeland FL
Ken Sallot	Gainesville FL
Alyssa Schoaff	Gainesville FL
Christine Schoaff	Gainesville FL
Peter Schoaff	Gainesville FL
Carlos Segura	Gainesville FL
Brad Thompson	Gainesville FL
Martin A. Uman	Alachua FL



The long-time Team Florida coach, Dan Larson, has resigned due to other commitments in his life. The team is in the process of looking for a replacement so that they can continue their winning ways in the Southeastern Collegiate Cycling Conference.

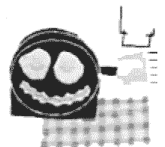
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