

Club Happenings

Apr 6 (Sun) Daylight Savings Time Begins

Spring forward (set your clocks one hour ahead at 2 am). So, relative to the sun, rides will start one hour earlier, though still at 9 am.

Apr 8 (Tue) Tuesday-Thursday A Rides Begin

Meet at the GRU facility at NW 43rd St and 53rd Ave at 6:30 pm *sharp*. Expect a fast pace to get the full loop in before sunset.

Apr 13 (Sat) Hunters Crossing Pedalers Meet in Micanopy

Meet at 9 am at the corner of US 441 and CR 234 (Angle Road) near the Pearl Station. From there we will head south. We hope the wildflowers will be blooming. Afterwards, we will lunch at an establishment in Micanopy.

May 3 (Sat) Most Ride Starts Move to 8 am

May 17 (Sat) Gliders Poe Springs Swim Ride

Meet at the GRU facility at 8 am to ride out to Poe Springs for a dip. The trip *out* is around 25 miles, depending on the route selected. The cost to get into the Poe Springs park is \$3 a head. Strap a swim suit and towel to your bike unless you want to ride back wet.

May 17 & 18 Third Annual St. Marks Rail Trail Ride

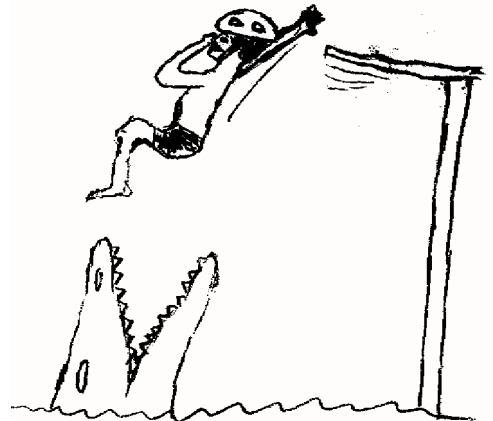
Hosted by the Hunters Crossing Pedalers. We will visit Florida's first rail trail as will the St. Marks Wildlife Refuge and Lighthouse. This weekend coincides with the one day of the year (Armed Forces Day) when the St. Marks Lighthouse will be open for tour, and time will be allotted on the ride for those interested in taking the tour. Call or email Rob Wilt to express your interest in being kept up to date regarding times and meeting places for this event.

May 26 (Mon) Annual Ichetucknee Springs Memorial Day Picnic

Ride the back roads of Suwannee and Columbia counties to work up an appetite for *Sonny's* Barbeque and a need to jump in a cool spring.

To partake, you must be at the ride start **not later than 9:15 am** to place your order with the Grand Poobah; plan on arriving at 9 am. Depending on where you are coming from in Gainesville, it can take up to an hour to drive to the north entrance to the Ichetucknee Springs State Park on CR 238 (from US 27 at Ft White take SR 47 north and turn left onto CR 238). It costs \$3.25 to get a car into the park (bikes \$1) so get some buddies together and carpool. Allow time to wade through the tubers (they'll be long gone by the time we finish riding).

You must be a club member to participate in the feast. We will sign you up on the spot if you're not a member (\$10, family members of members don't cost extra, they just must join). Bring deserts and salads to complement the *Sonny's* fare.





President's Message

**Gainesville
Cycling Club Inc.
1996 Board
of Directors**

President

Rob Wilt
380-0561
afn09010@afn.org

Vice President

Linda McMahon
331-4089
lindamcm@aol.com

Membership

Secretary

Roger Pierce
378-7063
375-8930 fax
RCPBIKE@aol.com

Treasurer

Bill Cochran
371-4118

Grand Poobah

Chandler Otis
377-1728

Recording

Secretary

Maureen Petersen
378-3045
MAPE@gnv.ifas.ufl.edu

Adopt-A-Road

Director

Diann Dimitri
462-4580

Off Road

Director

Melanie Pfautz
378-3029
mel@phys.ufl.edu

Member At Large

Barry Gibbons
372-1145
barry@afn.org

A thousand mile bike trip begins with the first press on the pedal.

As the ogre guarding the bridge over the chasm in the Monty Python movie asked, "What is your name and what is your QUEST?" My name is Rob Wilt, the new President of the Gainesville Cycling Club. That answers the question about my name, but what is my quest?

Well, lets start with some answers that may lead to a fuller understanding of how an anti-social loner like myself could come to be the leader of what is basically a club with the stated goal of getting a bunch of people together who have a common interest (bicycling) with the common goal of riding a lot with other people.

It started with that incorrigibly friendly guy, Chandler Otis, at Campus Cycle, who tried to convince me that riding with the cycling club could be, in fact, as much or more fun than riding by myself. "Fat chance!" my anti-social side grouched silently. I politely refrained from joining the club knowing full well that the company of others would destroy the wonderful synergism that I had achieved between my bike, exercise and my endorphins. I did, however, desire a further challenge to my bicycling-produced new found sense of well being. I was having such a good time riding my bike and had achieved what I thought was a great level of fitness that I considered the possibility that I might be able to ride the upcoming Horse Farm 93. Of course, the 25 mile ride, since I had never ridden an organized ride before. And I would be riding alone, per my requirement, its just that there would be other people riding in the vicinity. So I joined the club to get the discount to the Horse Farm. I was in, but only up to my ankles. I rode the 25 miles on my Ross Cruiser (54 pounds with attached gear). It was tougher than I thought it would be with lots of hills and long grades, even though I had ridden previously ridden 50 miles (on level ground); but I finished. "OK," I said, "that was fun but I still don't want to ride with a group." Deep down I guess I was worried that the group would snicker at my bike, my bike clothes, my panting to keep up, or my lack of knowledge about bikes in general. None of that was what biking was about for me, so why would I want to put up with snickers. For three more glorious months I happily biked alone.

Then it happened. Out of nowhere I suddenly was flying over my handlebars towards the ground. I was really hurt, alone, in an isolated area and it was nearly dark. As I lay on my back aching with pain I began to feel pretty stupid. It's great to be strong and independent, but sometimes we need other people, like right now. As I recovered from my injury over the next four months, unable to bike, I had a lot of time to think; about riding and about riding by yourself. I decided that when I recovered from my injury I would take that Chandler guy up on his suggestion. I would go ride with Newnans and see what riding with others would be like. I'd take a chance, if I didn't like it I just wouldn't go back! So I showed up on a Sunday morning in May 94 fully expecting that I would be laughed at by snotty bike freaks in spandex, who would ignore and then dust me for meanness. It didn't happen that way. I met the friendliest, most compatible people on earth. NO ONE mentioned my bike, my clothes or my speed. We rode together, we talked about anything and every thing. Hey this is fun! These people aren't snotty at all! So be it, I was hooked.

I would ride with this group forever. Then I read in the newsletter that there was this Hunters group, they rode faster than Newnans and rode a lot further. Now I was emboldened, I would go down and try to ride with the Hunters on Saturday; if they dusted me, laughed at me, or treated me with disdain, I still would be able to ride with Newnans. So I rode out to meet and ride with the Hunters but somehow I missed the time frame and wasn't able to connect. The next Saturday I did connect, full of trepidation about what might happen on the ride. Images of my being dusted in the backwoods of Alachua County, left alone, left for dead, having to ride many more miles than I had ever planned for while trying to get my bearings, filled my mind. It quickly became apparent that this just wasn't going to happen. The leader of the Hunters, Linda McMahon, immediately handed out maps. If I get dusted I can find my way home. Problem one solved. As we rode I worked to keep up, but not terribly hard. "I can do this !" I said to myself. Linda would fall back when any of us wavered, like a mother duck guarding her ducklings. "I'm not going to get dusted, no one is going to get dusted!" After forty miles I returned exhilarated. I had seen some beautiful parts of NW Alachua that I would never have ventured to alone, I had kept up the whole time, I had made some new friends. I was in up to my neck!

As Linda and I rode together and became friends we talked about everything. One day she suggested I consider becoming a board member, since I was so full of ideas for change and so irrepressible about expressing them. Yow!!! The ugly head of anti-sociability raised his ugly head again. What, me work for free, for people I don't know, who won't appreciate it anyway. I don't think so!

"There's free food at the board meeting." she said. A couple of months went by, and she kept hounding me (as subtly a hounding as anyone as polite as Linda can hound) "There's free food, just come share your ideas with the board." Finally in DEC 94 I succumbed to her siren song and the prospect of a free meal. I timidly put forth some of my ideas and suggestions at the board meetings. The response was positive, the food was good. "Hey maybe this isn't so bad after all." Then, after a couple of meetings, I was told by Craig Lee that I should be Vice President. "You can do with it what you want!" he said. Other than leading the meeting when Linda wasn't present I had no assigned responsibilities. I could do that. So in February 95 I became Vice President. Then last year Linda suggested that we reverse roles. I balked at first, but finally agreed. So here I am, led kicking and screaming all the way, but for some incomprehensible reason glad to be here. Glad to be your President. Glad to be leading the Gainesville Cycling Club for the next year. I guess I must be in over my head and maybe out of my mind.

"OK Rob, that was a pretty long winded story, what's your point? The ogre still doesn't have an answer for the QUEST part and you're about to take a headlong dive with your bike into the abyss of tortured derailleurs."

Here's my answer. "I have looked at the GCC roster and have seen the names of many members that I have not met. I have looked at their profiles and seen that they could be riding with the Newnans or Hunters group. I suspect that many of them, like myself in a previous life, have reservations about riding with a group, for similar reasons."

"The quest Rob, the quest, get to the QUEST!"

My first QUEST as your President is to meet each and every member of our club, to know you at least by your first name, and to help you find a group that suits your needs. To find that comfortable fit that I know this club offers for you as it did for me. To help you get all that you can get from this amazing experience that we call cycling. If you are a long time member who has never ridden with a group, I want to encourage you to come out and try it. And I want you to feel free to walk up to me at a ride or a club event and introduce yourself, because I really do want to meet you. And I want you to share with me your unique visions of what else our club can be.

And now I think I better go look up the in flight speed of the African Hummingbird, that ogre is starting to look a little antsy. And I don't want to be down in that canyon with those greasy derailleurs.

Following winds my friends.

Rob Wilt



**3 GREAT RALLIES
3 GREAT LOCATIONS**

Now is the time to make plans for your summer bicycling vacation. The League of American Bicyclists sponsors three rallies. These mini-vacations feature lodging, all-you-can eat meals, lots of bicycle riding (cue sheets and maps included), entertainment, exhibits, workshops and lots more. All three rallies have special events for tandem bicyclists. Don't delay, call the LAB office, 800-288-BIKE for a brochure and registration form, or Email to: bikeevent@aol.com or visit their web site at <http://www.bikeleague.org>.

GEAR South, June 6-9, Williamsburg, VA, College of William & Mary. Visit Yorktown, Jamestown, Colonial Williamsburg, rural Surry County, plantation homes.

National Rally, July 3-6, Lafayette, IN, Purdue University. Ride the Wabash Heritage Trail, visit the Tippecanoe Battlefield, and Fort Ouiatenon.

GEAR North, August 8-11, Canton, NY, SUNY College of Technology. Ride the St Lawrence Seaway, venture into Canada, visit the famous

Thousand Islands

League of American Bicyclists Membership Form

The League of American Bicyclists is working in the nation's capital and around the country to make bicycling safer and more enjoyable for all. Help us help you by becoming a member today.

DON'T DELAY, these events typically sell out early. Individual: \$30 Family: \$35

Name _____
Address _____
City _____ State ____ Zip _____
Telephone _____

Members receive the following benefits:
Subscription to **Bicycle USA** magazine
Free bike transport on 5 major airlines (some restrictions apply).
Free annual **Bicyclists' Almanac**.
Free annual **Tourfinder...and more!**

To join by phone call:
1-800-288-BIKE

Make check payable to:
League of American Bicyclists 190 W. Ostend St., Suite 120 Baltimore, MD 21237



**Horse Farm Hundred
Planning
Underway**

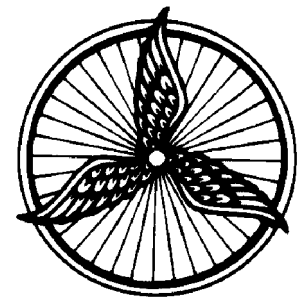
Barry Gibbons will be heading up the Horse Farm Hundred this year as coordinator. Bill Cochran and Diann Dimitri will again be the Aid Directors. Still open is the position of Course Marshall. The Course Marshall oversees Chandler as he paints the route, oversees the person planting the signs along the route, and directs the SAG drivers during the ride. If you are interested in filling this need, please call Barry at 372-1145, or email barry@afn.org.



WANTED:

Do you have a horse? Does it have a disposition good enough to ride around bicyclists? If so, we need you to volunteer to ride SAG on the rail-trail horse path at the end of the Horse Farm

trail horse path at the end of the Horse Farm. Please call Barry at 372-1145, or email barry@afn.org.



Blue Ridge Trip Planned

We are planning a return trip to the Blue Ridge Parkway, departing Gainesville on Saturday, August 2nd, and returning to Gainesville on Sunday, August 10th. We'll ride the entire length of the parkway from Front Royal to Cherokee, doing 75 to 100 miles per day. Contact Shannon Woodruff, 378-0378, or Roger Pierce,

378-7063 or RCPBIKE@aol.com, SOON if you are interested.

Public Awareness Campaign

The submission deadline is August 10th. Mail to the club address or deliver to Roger Pierce.

by Tim Strauser

At this time I would like to ask all club members to participate in a public awareness campaign. The club through its Board of Directors has agreed to accept donations from the membership; what we will do will greatly depend on the level of support we receive.

Bumper stickers, posters, and billboards are ways to get our message out in front of the general public. The message is that cyclists belong and motorists must share the roadway. Both motorist and cyclist must act responsibly. If we all do our part, the highways we drive and ride can become safer.

If anyone would like to help, or if you have any ideas of questions, please feel free to call me at 375-3612. There is a state-wide effort beginning to take place. Let's be part of it. Your checks can be made out to the Gainesville Cycling Club with "Public Awareness Campaign" on the *For* line, and mailed to the GCC address. Thank you for your help.

T-Shirt Design Contest

Design a T-Shirt for the Horse Farm Hundred and win two of the shirts and free entry to the Horse Farm Hundred. Designs should incorporate both cycling and horse themes. The words "Gainesville Cycling Club" and "Horse Farm Hundred" must be included. "1997" and "17th Annual" may also be used. Designs must be in full color (maximum of six colors), and must fit within an 11-inch box.

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



Off Road



In organizing offroad rides there are two issues, where to ride and who to ride with.

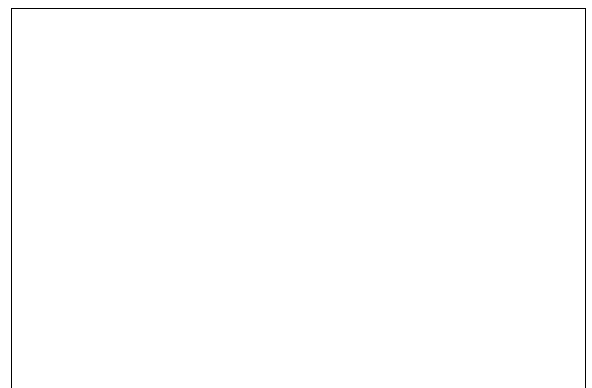
As for where to ride, I am developing a map of trails around Gainesville that are legal and fun. If anyone knows of some trails that they would like included, please email me with the location and I will check them out and add them to the database.

Dealing with who to ride with is not nearly as easy. Organized rides require a time commitment that I can not make due to work. If anyone is interested in getting a ride together or participating in a ride please let me know. Sean McGary is new to Gainesville and a new member of the GCC. He is interested in riding Mondays and Wednesdays at 3:30. If anyone is interested in riding with Sean, his number is 379-3673.

I am also interested in reviving the Limerock Moonlighters on Wednesday nights. In the past, this ride has been on limerock roads in Micanopy at a fast pace. Some have expressed concern with the speeds, as getting dropped in rural areas in the dark is not fun at all. And since we are out to have fun...

The Spring Race Series has started and all the races are in North Florida. For a schedule of events visit the web page for Gone Riding at www.goneriding.com.

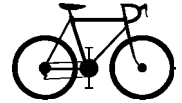
If you have an idea or just want to ride, email me at mel@phys.ufl.edu or call 378-3029.



CLASSIFIED



GAINESVILLE-
HAWTHORNE
RAIL TRAIL



Club members, call, mail, email, or fax your stuff that you no longer need to the editor for inclusion in this column. Priority will be given to bicycling items; the number of items per member may be limited due to space considerations.

ROOM for Rent. 12x16½ ft (200 sq ft). Porch, mostly unshared bath, use of well-equipped bike shop and kitchen (share food costs). Available in July. \$350/month. Roger Pierce, 378-7063.

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

BIKE MIRROR - Helmet-mounted, Third Eye brand, new, \$ 8

BIKE MIRROR - Eye-glass frame mount - easily removable, Third Eye brand, new, \$ 8

CYCLO-CROSS TIRES - AVOCET Cross 700c x 35c, \$ 30 for pair

FENDERS - High impact black plastic fenders for road or touring bike, Snap on & off, Zefal brand, \$ 7

WET SUIT - BAILEY nitrogen blown neoprene, medium, black and red, Long sleeve. Plush nylon inside & out. Spine pad, key pocket, clean, \$ 60

BEDSPREAD - Crown Crafts Inc.(Antionette), Queen size, all natural cotton, natural color, heavyweight matelasse type with sculpted center medallion and coordinating fringe, excellent condition, used two days, still in zippered protector \$ 60

WICKER CHAIR - Natural wicker, with two pale green pillows with bamboo leaves and small flower blossom pattern, good condition. \$ 25

COMPUTER SYSTEM - Commodore 64, 5.25 inch and 3.5 inch drives, Sears 2000 printer, handmade wooden stand, 2 modems, 3 joysticks,

Trail Paving Continues

Yes, this same heading appeared at about this same place in The Gainesville Cyclist last April. But they're getting much closer to finishing!

Paving is complete from just over a mile from Boulware Springs to Rochelle, and from Hawthorne to Grove Park. The mile from Boulware Springs is ready for paving. Work is underway from Grove Park to Cross Creek Road, and may be done by the time you read this. The final gap should be closed by summer.

The trail is wide enough for three bikes to ride abreast, but don't do so to allow for oncoming traffic. Be careful about using double pace lines, since if two of them meet....

Discussions are still underway about extending the trail from Boulware Springs up the rail line into Gainesville, to connect with the Depot Rail Trail at

□□ Road Watch □

mouse and pad, lots of manuals, books and software. Great game machine. Fully operational and in excellent condition \$ 225

□ CR 329 in north Marion county has been rebuilt from just north of Fairfield to I-75. It now has a nice smooth new surface.

□ Construction is underway on SR 26 (Newberry Road) from the current end of the 4-lane out through Jonesville. When complete, there will be paved shoulders and 4 lanes.

□ Dungarvin Road is open (despite the signs).

□ SR 238 from Lake Butler to US 441 has been widened with shoulders added. The final layers of asphalt have not yet been applied.

7th Street. The main sticking point is about ¼mil.

□ CR 335 on the Marion-Levy county line has been rebuilt. This opens up a loop using CR 316 out to US 27, up CR 335 to CR 318, and back. CR 335 can also be used to bypass Williston on the east from SR 121.

□ NW 160th Ave in NW Marion county now has a rough pavement. This opens up a loop deeper into Marion county using CR 326 and CR 316.

□ US 27 in NW Marion county now has shoulders, at least at the western end, and probably down to the four lane. In eastern Levy county, US 27 is being four laned.

April-May Ride Schedule

FOR CURRENT INFO, Call The GCC RIDELINE 538-8100 (courtesy of ALLTEL Mobile)

RIDING GROUPS

A Riders. (no Group Captain). Will usually choose a middle or long distance ride. The route may change without notice at any time. The group will frequently split into two or more groups. These rides can be very fast, and do not necessarily make rest stops. On the weekends, these rides are usually joined by riders from the Revolution Sports Society racing team, and frequently by Team Florida and other miscellaneous racers.

Gliders. Barry Gibbons, 372-1145. Rides with ride leaders in the upper B range (17-19 mph average). Meeting times and places vary; see the schedule on this page. Rides will normally be around 50 miles in length.

Sliders. Bill Boyette, 338-2945. Rides in the lower B range (15-16 mph average) on Saturdays. Meeting times and places are sent to group members by email about a week before the ride. Call Bill or email to Wdbest@aol.com to join the group.

Roadies. Sam Sullivan 371-8218. Rides in the lower B range (15-16 mph average) on Sundays. Call the group captain if you are interested in a ride. Rides will normally be around 40 miles in length.

Hunters Crossing Pedalers. Linda McMahon, 331-4089. Meets at the GRU facility on NW 43rd St just north of NW 53rd Ave, most Saturdays for a slower paced ride. On one Saturday of most months the group meets at an out-of-town starting location--see newsletter articles announcing locations or call the RideLine. This group also meets at the Plaza of the Americas on some Sundays.

Newnans Lake Riders. Chandler Otis, 377-1728 (leave a message). A family and beginners group that meets Sundays at the Plaza of the Americas to do a 15 to 25 mile ride usually going out to Lakeshore Drive along Newnans Lake. See the Near East ride map.

REGULAR STARTING TIMES AND PLACES

GRU FACILITY RIDES

(On NW 43rd Ave, west side, just north of NW 53rd St)

SATURDAYS

Hunters Crossing Pedalers meet at 9 am.

TUESDAYS AND THURSDAYS

A Riders meet at 6:30 pm.

PLAZA OF THE AMERICAS RIDES

(University of Florida campus in front of Library West under the walkway) Rides meet at 9 am leaving after 9:15 through May 1st, then 8 am and 8:15.

SATURDAY

A Riders meet.

SUNDAY

A Riders, Newnans Lake Riders, and Hunters Crossing Pedalers meet.

Centurians. Roger Pierce, 378-7063. Hundred mile rides and up. We do many out-of-town invitational centuries.

Bee Line. Bill Cochran, 371-4118 or Dave Wagner, 375-4496. Meets at various locations and times on weekends and weekdays, usually starting very early. Civil rides at a good pace with rest stops.



Gliders Ride Schedule

Date	Time	Ride Leader	Phone	Start Location
Apr 5 Sat	9 am	none		Plaza of the Americas
Apr 6 Sun	9 am	none		Plaza of the Americas
Apr 12 Sat	9 am	Andrew Gill	338-9205	Office Environment Center, 4805 SW 34th St
Apr 13 Sun	9 am	Barry Gibbons	372-1145	Plaza of the Americas
Apr 19 Sat	9 am	Barry Gibbons	372-1145	Roadside park in Hague on US 441 (DeSoto park)
Apr 20 Sun	9 am	Barry Gibbons	372-1145	Plaza of the Americas
Apr 26 Sat	8 am	Tim Strauser	375-3612	Office Environment Center, 4805 SW 34th St
Apr 27 Sun	9 am	Andrew Gill	338-9205	Plaza of the Americas
May 3 Sat	8 am	none		Plaza of the Americas
May 4 Sun	8 am	none		Plaza of the Americas
May 10 Sat	8 am	Andrew Gill	338-9205	Publix at Tower Road and Archer Road
May 11 Sun	8 am	Barry Gibbons	372-1145	Plaza of the Americas
May 17 Sat	8 am	Tim Strauser	375-3612	GRU Facility, NW 43 rd St and NW 53 rd Ave
May 18 Sun	8 am	Barry Gibbons	372-1145	Plaza of the Americas
May 24 Sat	8 am	Andrew Gill	338-9205	Plaza of the Americas
May 25 Sun	8 am	Barry Gibbons	372-1145	Roadside park in Hague on US 441 (DeSoto park)
May 31 Sun	8 am	Andrew Gill	338-9205	Office Environment Center, 4805 SW 34th St

HELMETS ARE REQUIRED ON THESE RIDES



FLORIDA

Florida Bicycle Touring Calendar (VERY ABRIDGED)



See the complete calendar on the World Wide Web at <http://www.afn.org/~bike/fltours.html>

April 12 (Sat) **Plantation Fat Tire Bike Tour**
Albany GA 10 AM. 12 and 28 mile options. Tour on South Georgia plantation roads. Bicycles suitable for dirt roads. \$12. 8:30 AM check-in at Potter Community Center, 2621 Wildfair Road. Pecan City Pedalers, PO Box 214, Albany GA 31702. (912)431-0908, 435-1678 (days), OR 432-0975, 435-1987 (eves).

April 12-17 **Florida Bicycle Safari**
Dowling Park FL
3 & 6 days. Full, extensive details are at <http://www.bikeworks.com/safari.html>. Florida Freewheelers. PO Box 916524, Longwood FL 32791. (407)788-3446 Email: ffw@aol.com

April 13 (Sun) **9th Annual Spring Classic Bicycle Ride**
Palmetto FL 18/34/60 miles or leisure ride. Manatee County Fairgrounds, 17th St W. Registration at 9 am. Call Earnest Foster at 813-867-9513 to register by phone

April 13 (Sun) **1997 Pine Mountain Challenge**
Columbus GA
8 am. 104/58/30 miles. Shaw High School on Schomburg Road off the JR Allen Parkway (US 80). Chattahoochee Cycling Club, PO Box 12036, Columbus GA 31917-2036. (706)569-1875

April 18-20 **Sebring Spring Break**
Sebring FL Everglades Bicycle Club, PO Box 430282, South Miami, FL EBC Hotline (305)666-8109

April 18-20 **BRAG Spring Tune-Up Ride**
Macon GA Held at Arrowhead State Park. Bike Ride Across Georgia (BRAG), PO

Box 87111, Stone Mtn. GA 30087-0028. fax (770)935-1918.

Apr 19 (Sat) **GOoBR**
Orlando FL Great Orlando Bike Ride Lake Eola Park, 8 am. 13 miles. (407)896-1160.

Apr 19-20 **16th Annual TOSRV South**
Quincy FL 200/132/75 miles in two days. Overnight in Albany GA. The 200 starts in Quincy FL, the 132 in Cairo, GA, and the 75 in Sale City, GA. *Contact:* TOSRV South Director, 3211 Affirmed Court, Tallahassee FL 32308 (904)668-2531.

April 20 (Sun) **Breakaway to Sugarloaf**
Clermont FL 30/40/60 miles. Clermont Citrus Tower. CFT/Sommer Sports, PO Box 121236, Clermont FL 34712. (352)394-1320 fax (352)394-1702

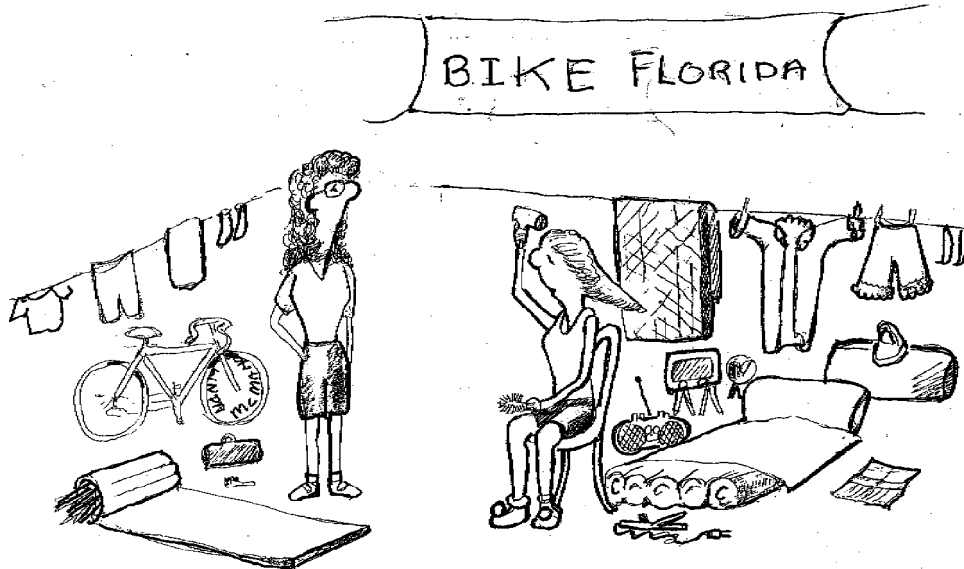
Apr 26-27 **Tour de Forts**
Jacksonville (Neptune) Beach FL
Saturday--To Fort Castillo de San Marcos & back. Sunday--To Fort Clinch State Park to benefit the Kidney Foundation. Fletcher H.S., Jax Beach. Tour de Fort, P. O. Box 550963, Jacksonville, FL 32255.

Apr 26-27 **Breakaway to Key Largo MS 150**
Miami FL To benefit the National Multiple Sclerosis Society. 150 mile or 100 mile loop. (305)599-0299.

May 1-4 **Suwannee Bicycle Festival**
Live Oak FL 5 to 100 miles. Seminars, food, on and off road. Suwannee Bicycle Association, PO Box 247, White Springs FL 32096. 904-397-2347.

May 3 (Sat) **Jim Kruse Century**
Statesboro GA
4th Annual. Ogeechee Technical Institute. 25/50/100 miles. Southern Cyclists, PO Box 2554, Statesboro GA 30458, (912)764-7047 or 764-8315.

- May 3 (Sat) **Tour de Ranch**
Vernon FL Metric Century, 100 mile Century, 25 mile ride. Registration 6:30 to 7:45; ride start at 8AM. Panama City Flyers Cycling Club, P. O. Box 15966, Panama City, FL 32406. (904) 234-8465.
- May 4 (Sun) **2nd Annual Dr. John Dwyer Memorial Bike Ride**
Panama City FL 2 pm. 10 mile community/family oriented ride. Panama City Flyers Cycling Club, P. O. Box 15966, Panama City, FL 32406. (904) 234-8465.
- May 4 (Sun) **Cross Florida**
Cocoa Beach FL 170 mile one way course. Must complete the ride in 14 hours. SAG stops will be located every 20 to 30 miles. Mass Start at 6:30 am. Spacecoast Freewheelers, PO Box 320622, Cocoa Beach FL 32932-0622. (407)784-4686
- May 4 (Sun) **Battlefield Ride**
Bushnell FL 32, 45, or 62 mile scenic course on country roads around the Withlacoochee State Forest. CFT/Sommer Sports, PO Box 121236, Clermont FL 34712. (352)394-1320 fax (352)394-1702
- May 4 (Sun) **9th An'l Clean Air Challenge Beach Bike & Hike**
Singer Island FL 10-100 miles cycling, plus fun runs and walk. American Lung Association (561)659-7644.
- May 16-18 **Florida AIDS Ride II**
Orlando FL 1200 rider, 3-day, 275 mile ride from Orlando to Miami. (800)825-1000 #5, (954) 524-2144, Fax: (954) 524-2268. 300 East Las Olas Blvd, Ft. Lauderdale, FL 33301.
- May 17 (Sat) **Sweet Onion Century**
Vidalia GA 5/25/50/100 miles. Teresa Meadows (912)538-5892
- May 18 (Sun) **Fifth Annual Tour de Cure**
Savannah GA 8 am, L. Scott Stell Park. Benefits American Diabetes Association. (912)353-8110
- June 1 (Sun) **Tour de Sun**
Taveres FL Meet at Wooten Park between 6:30 and 8 am for 25/43/60 mile rides. CFT/Sommer Sports, PO Box 121236, Clermont FL 34712. (352)394-1320
- June 7-14 **BAMA 97**
Dothan AL Bike Across Magnificent Alabama. 433 miles. Optional start in Albany, GA. Finishes in LaFayette, GA (the start of BRAG). Information: BAMA, 2117 Rothmore Drive SW, Huntsville, AL 35803-1431. (205)881-8032.
- June 14-21 **Bike Ride Across Georgia (BRAG)**
Cloud Land Canyon GA Seven day ride to Bainbridge via Rome, Carrollton, LaGrange, Columbus, Americus, and Albany. BRAG, PO Box 87111, Stone Mtn. GA 30087-0028. Phone (770)921-6166.



He told you only essentials - and you believed him?!

Safe Descending

For your next trip to Sugarloaf or the Blue Ridge...

**by Bill Becher - Conejo Valley Cyclists
from Outspokin' via newsletters@cyclings.org**

Here are some suggestions for safe descending on a road bike (note "inside" means the side you are turning toward):

- * On straight and gently turning descents you can add stability by sliding back on the seat and gripping the top tube between your knees.
- * On sharper turns make sure your hands are in the drops, index finger on the brakes, elbows bent.
- * Keep your weight balanced 50/50 between front and rear wheel. Be aware that when you brake you will tend to slide forward (the bike slows down, you don't). Make sure your inside pedal is up, outside pedal is down, and weight the outside pedal hard! Try to press the front and rear tire into the road. Be aware that if you rise off the seat you may decrease rear wheel traction if you are not balanced fore and aft. Point your inside knee in the direction of your turn.
- * Do all your braking before the turn, using both front and rear brakes. In the turn ease off the brakes, especially the front brake. Hitting the front brake hard in the turn tends to straighten up the bike when it should be leaning, resulting in a too shallow a turn and sometimes

running off the road. If you must add some brake during the turn, gently apply the rear brake.

* Davis Phinney, winningest US bike racer, recommends "counter steering". To do this lean the bike into the turn, then press the inside handlebar forward. This increases the lean of the bike, which increases the turn.

* Try to "apex" the turns, moving outside the turn, going inside at the "apex", then outside again. Make sure you don't swerve into a following car or another cyclist.

Remember, you need to stay to the right unless you are moving at the same speed as traffic.

* Watch out for places where you may lose tire adhesion, such as wet or oily spots, or sand or gravel in the road. Slow before this stuff and try to ride straight through it, then turn when you are safely past it.

* Also watch out for rocks and road debris which can cause flats or skids. Look where you want to go, not where you don't want to go. If you focus on a rock in the road, chances are you'll hit it.

* Look at the road ahead, not what's directly in front of you. The faster you go, the farther ahead you need to look. If you look right under your front wheel you won't be able to react fast enough to what's coming up.

* Try mountain biking off road, practicing turns, front and rear braking, and controlled rear wheel skids to increase your bike handling skills.

Ask for help from a more experienced rider. Ask them to go easy down a hill you feel comfortable with, follow them and do what they do. Many of us learn best by watching and imitating.

Bill Becher is a Masters racer with Conejo Velo in

Southern California. While he's far from the fastest descender in the club, he has the scars to prove he's explored the limits of tire adhesion.

Bikes Belong!

ISTEA Reauthorization Platform

Surveys show that nearly one hundred million Americans ride bicycles every year, but heavy traffic and a lack of good places to ride have kept adults and children alike from using their bicycles to meet many of their travel needs.

According to the 1990 National Personal Transportation Survey, almost 40 percent of all trips in the U.S. are less than two miles in length -- an easy bicycling distance for most people. Nevertheless, people often don't feel comfortable choosing to bicycle to school, to work or to the store because most streets and highways have been designed and built to serve only motor vehicles.

In 1991, however, ISTEA gave us a chance to begin to make our streets safe again, and pleasant enough for children, commuters and shoppers alike to bicycle. Now, as we consider the reauthorization of ISTEA, it is critical that we ensure continued expansion of opportunities for bicycling.

To this end, the Bicycle Federation of America, League of American Bicyclists, Rails-to-Trails Conservancy, state and local bicycle advocacy groups and the bicycling industry have joined together in the Bikes Belong! Campaign.

The following comprises the five goals of the campaign, along with 16 specific recommendations to Congress for the reauthorization of ISTEA.

I. Preserve ISTEA's Funding Framework and Planning Provisions

ISTEA established a new approach to transportation planning and decision-making in 1991. The new law called for:

- * long-range multi-modal planning,
- * active involvement of local governments,
- * extensive public involvement,
- * greater attention to maintenance of the existing system, fiscal accountability, social equity and environmental responsibility, and

* inclusion of bicycling and walking in planning and funding.

Now, five years later, we know that this bold step forward is working. ISTEA's innovative programs, such as Transportation Enhancements (TE) and Congestion Mitigation/Air Quality (CMAQ), have been the source of substantial funding for bicycle and pedestrian facilities.

We ask that Congress:

1. Preserve existing eligibility for bicycle and pedestrian projects in ISTEA programs.
2. Preserve the dedicated funding and programmatic structure of ISTEA's TE, CMAQ, and Recreational Trails Programs.
3. Preserve ISTEA's key planning provisions.

II. Ensure Appropriate Treatment of Bicycling in Transportation Projects

For decades, streets and highways have been designed without any provisions to accommodate bicyclists. While ISTEA allows funding to accommodate bicyclists, many projects still fail to provide such accommodation. Roads should be designed and constructed under the assumption that they will be used by bicyclists. Similarly, transit stations should provide bicycle parking and transit vehicles should be designed to carry bicycles.

We ask that Congress:

4. Amend ISTEA to ensure that all highway projects accommodate bicyclists.
5. Amend ISTEA to ensure that transit system projects accommodate bicyclists.

III. Strengthen Key ISTEA Programs to Better Integrate Bicycling

ISTEA's TE and CMAQ Programs enrich the quality of life in all communities by funding multi-use trails, bicycle parking, on-road bicycle improvements and bike-on-transit equipment. These programs deserve increased resources. ISTEA's Safety, Research, and Federal Lands programs should be modified to

incorporate a multi-modal outlook that includes bicycling.

We ask that Congress:

6. Increase Transportation Enhancements funding from about two percent to three percent of total authorizations and strengthen the TE Program.

7. Enhance transportation's compatibility with the environment and provide healthier conditions for bicycling by adopting the Surface Transportation Policy Project's environmental recommendations from its Blueprint for ISTEA Reauthorization.

8. Retain the Surface Transportation Program designated share for its Safety Program, and modify its Hazard Elimination and Railway-Highway Crossings programs to make bicycling and walking safer.

9. Amend the Section 402 Highway Safety Program to better serve non-motorized users through education.

10. Make the Federal Lands Highway Program a model of the multi-modal approach of ISTEA.

11. Provide bicycle commuters the same tax incentives provided to others.

12. Better address bicycle transportation in Federal research programs.

IV. Improve the Transportation Planning and Implementation Process

ISTEA's requirements for long range planning have helped connect transportation decisions with broader community goals. Bicycling is cost-effective, environmentally friendly, and offers healthy mobility to everyone, including children. These benefits, and the factors that affect bicycling, are supposed to be considered in transportation plans, and appropriate federal guidance can help make this a reality. Bicycle projects that are planned should always be implemented in good faith.

We ask that Congress:

13. Strengthen the long range transportation planning process to better accommodate

bicyclists.

14. Provide federal procurement guidelines to guide local purchasing decisions for bicycle parking equipment.

15. Adopt the Surface Transportation Policy Project's recommendation #4 in its Blueprint for ISTEA Reauthorization, which would allow non-profit organizations to directly sponsor and administer projects that have been approved by MPOs or states.

V. Institutionalize Bicycling in Transportation Agencies

Institutionalizing bicycling in transportation agencies is critical to providing the American public with transportation choices that include bicycling. ISTEA helped address this objective by requiring each state transportation department to have a bicycle-pedestrian coordinator. These coordinators have provided bicyclists with important advocates inside their agencies.

In addition, many states have created bicycle advisory committees to ensure direct participation for bicyclists. Providing appropriate staffing levels and public participation opportunities are equally important at the metropolitan level.

We ask that Congress:

16. Further institutionalize bicycling-pedestrian programs in state and local transportation agencies.

Charlie Gandy, Bicycle Federation of America
Noel Weyrich, League of American Bicyclists
Hal Heimstra, Rails-to-Trails Conservancy
1400 16th St. NW Suite 300
Washington, DC 20036
<http://www.outdoorlink.com/bikes-istea>
1-888-GOISTEA
GoISTEA@aol.com

Whose Roads?

Defining Bicyclists' Right to Use Public Roadways by Todd Litman

Have you ever been accused as a bicyclist of not contributing a fair share of road taxes? Has anybody suggested that bicyclists have less right to the roadway, or that investments in bicycle facilities are unfair to non-bicycling taxpayers, because bicyclists don't pay fuel taxes and registration fees? These arguments are wrong, and here is why.

Although fuel taxes fund most highway expenses, local roads are primarily funded through local taxes that everybody pays regardless of how they travel. Of the \$31 billion dollars spent on local roads in the U.S., only \$10.4 originates from motor vehicle user charges (FHWA, 1994). When divided by an estimated 1 trillion miles driven on local roads this equals about 1¢ per vehicle mile. The rest of local road funding comes from general funds and special assessments.

Residents pay these taxes whether they drive an automobile or ride a bicycle. There is no indication that bicyclists pay less local tax on average than drivers as a class. Only a small portion (probably less than 5%) of bicycling takes place on state and federal highways, many of which bicyclists are prohibited from riding on. Certainly, automobiles impose greater costs on local roads than bicycles impose on fuel-tax funded highways.

Driving imposes much higher costs on society than bicycling. Table 1 shows estimated roadway construction and maintenance costs based on the California Department of Transportation cost allocation formula, indicating that automobiles impose costs of about 3.1¢ per mile driven.

Vehicle user charges (fuel taxes and vehicle fees) average about 2.3¢ per mile. These figures indicate that motor vehicle use is subsidized at about 1¢ per mile when averaged over all automobile travel, and more than 2¢ per mile when averaged over local road travel

Automobiles	3.1¢
Motorcycles	1.7¢
Pickups and vans	4.0¢
Buses	5.6¢
Trucks	17.5¢

only. These estimates only cover direct roadway costs. Vehicle use imposes other government financed costs including traffic law enforcement and emergency services, tax funded parking subsidies, and the opportunity cost of roadway land. Together these represent an additional government subsidy of driving averaging 3.4¢ per vehicle mile, for a total cost of 6.5¢ per mile. Bicycling is estimated to impose roadway costs of only 0.2¢ per mile.

Driving imposes other costs to society, including congestion, off-street parking facilities, uncompensated accident damages, and environmental impacts. Several major studies estimate that these externalities average 10 to 40¢ per automobile mile (Apogee, 1994; Office of Technology Assessment, 1994; Litman, 1995).

Bicycling, walking and other non-automotive modes impose much lower costs. These costs per mile (or kilometer) figures understate automobile user subsidies since drivers tend to travel by roadway much more than non-drivers in a given period. On average an automobile driver travels on public roads about 15,000 miles per year, while non-driving bicyclists and transit users average a quarter or less of this distance. On a per capita basis, bicyclists pay far more in taxes per mile of roadway travel than drivers.

Example:

Two neighbors have similar incomes and pay equal property and sales taxes. Mike the Motorist drives 15,000 miles a year. Francis Footpower bicycles 3,000 miles and walks 1,000 miles each year on public roads. Table 2 summarizes their road costs and tax contributions.

Table 2
Road System Cost Distribution

	Mike	Francis
General taxes used for roadway services.	\$400	\$400
User charges (fuel taxes and vehicle fees).	\$300	\$0
Total road system contribution.	\$700	\$400
Tax payment per mile of travel	4.7¢	10.0¢
Total annual road use costs*	\$975	\$7
Annual financial gain or loss	+\$275	-\$393
Payment to cost ratio	0.72	50

* (assuming automobile costs = 6.5¢ per mile, bicycle = 0.2¢ per mile)

Mike pays only \$0.72 in taxes for each dollar of costs imposed by his vehicle use, resulting in \$275 per year in road system subsidies. Francis pays \$50 for each dollar

of cost imposed by her bicycling and walking, resulting in a net annual tax overpayment of \$393.

In addition to these direct government funded expenses, driving imposes thousands of dollars per vehicle annually in other externalities. Some such as accident risk, pollution and the barrier effect are imposed most on non-drivers.

Of course, many people use both automobiles and non-motorized modes, so their overall gains and losses are somewhere between these estimates. However, this example illustrates that households which drive more than average are subsidized overall by households that drive less than average. This is unfair, particularly since lower income households tend to drive significantly less than those with higher incomes. It is also economically inefficient because it removes the incentive for individuals to use the most efficient mode for each trip and reduce their travel needs.

Summary

U.S. drivers pay 2.3¢ per mile in user charges, about 1¢ of which goes toward local roads, but impose direct economic costs on government averaging 6.5¢ or more. The balance is funded through general taxes. Overall, drivers pay less tax than the costs they impose while bicyclists and pedestrians pay significantly more per mile of travel and impose much lower costs. This is unfair and inefficient. Bicyclists tend to receive a smaller share of public resources although they pay for local roadways and services. This discrepancy effectively subsidizes inefficient travel habits, making society overall worse off.

References

Apogee Research, The Costs of Transportation, Conservation Law Foundation (Boston), 1994
1993 Highway Statistics, FHWA (Washington DC), 1994.
Todd Litman, Transportation Cost Analysis, Victoria Transport Policy Institute (Victoria), 1997.
Office of Technology Assessment, Saving Energy in U.S. Transportation, U.S. Congress, 1994
Small; Winston and Evans, Road Work, Brookings Institute (Washington DC), 1989.
Urban Institute, Rationalization of Procedures for Highway Cost Allocation, Trucking Research Institute (Washington DC) 1990.

This is a condensed version of the 11 page report, Whose Roads. For more information on these issues, full citations and figures, order this report or contact the

Victoria Transport Policy Institute. The full report is available from the Victoria Transport Policy Institute for \$12 U.S. or \$16 Canadian, plus GST. © 1995

Tips from the Bike MD

By Larry Koh



When was the last time you checked the pressure in your tires? If you answered more than three days ago, you had better check them before your next ride.

Keeping your tires at their optimum pressure is one of the two easiest ways to keep your bike working at its best (the other one is keeping your drive train clean and lubricated). When your tires are under-inflated they wear faster, are much more prone to flattening, have increased probability of both rim and tire damage, and worst of all they have significantly more rolling resistance.

All tires have a maximum pressure printed or molded on the sidewall. In the case of narrow (25C or 1" or less) road tires, I feel the optimum pressure is 120 psi or the maximum rated pressure, whichever is higher. Studies have shown no decrease in rolling resistance above 120psi, only a harsher ride.

Tires with standard butyl (black rubber) tubes should have their pressure checked at least every three or four days (every time you ride them if you ride less than twice a week), and ultralight butyl and latex tubes at about half that interval. Keep in mind that if you use CO2 cylinders on the road they seep MUCH faster and after you get home should be fully deflated and then re-inflated with good ol' air.

Speaking of fixing flats on the road, here are some other tips. When fixing a flat, be sure to find the cause by feeling inside the casing for the entire circumference or it's likely to cause another one. I recommend always aligning the "hot patch" or tire label with the valve stem and on the drive train side of the bike. This gives you an easy reference point to find the cause when you get a flat by comparing the tire to the tube. Also inspect your tires frequently for glass or other debris and remove it before it has a chance to work its way to the tube and cause a flat.

You'll ride farther, faster, with less effort, and with less flats if you take the time to inspect your tires and check their pressure.

THE CARBO CONNECTION



I don't know about any of you out there in cyber-mtbike-land, but I was getting tired of buying Powerbars and other nutrition supplements to enhance my riding. However, I do understand the benefit of having a quick, nutritious snack that is full of energy on hand during a ride.

So I asked around and came up with a recipe for Powerbar-like bars that seem to have a lot of what we need. I'll place the recipe here on the Usenet for all to copy, distribute ... [but please don't market them, cause I'll only kick myself for not doing it first ;-)].

Please make them and enjoy them before you think about flaming me. Trust me, you'll like them much more than Powerbars, and they're cheaper to make than to buy their counterpart.

Eric Conrad

BARS OF IRON :-}

1 Cup dark raisins	1 ½ teaspoon baking powder
½ Cup golden raisins	½ teaspoon baking soda
1 Cup butter or Margarine	½ teaspoon salt
½ Cup sugar	½ teaspoon ground ginger
1 egg	½ Cup liquid milk
1 ¼ Cup Whole Wheat Flour	1 Cup quick cooking oats
¼ Cup toasted wheat germ	1 Cup sliced almonds (optional)
½ Cup golden molasses (dark is ok also)	
½ Cup Nonfat dry milk	

Chop raisins (in food processor if possible). Cream butter, sugar, molasses & egg.

Combine flour, dry milk, wheat germ, baking powder, baking soda, salt and ginger. Blend into creamed mixture with liquid milk. Stir in oats, raisins, and half the almonds (if desired).

Pour into greased 13x9x2 inch pan and spread evenly. Sprinkle with remaining almonds (if desired).

Bake at 350 degrees for approx. 30 minutes. Cool in pan and cut into 1x4 inch bars.

Miss Manners Rides

from *Outspokin'*, Conejo Valley Cyclists

Safety in group rides is the club's number one concern. But to make riding more enjoyable for all, it's good to know basic ride "etiquette", especially when riding in a paceline.

Things not to do in a group ride:

Don't sit in sucking wheel and letting other riders do all the work and then sprint around them at a hill.

Don't pull through at the front and then show how macho you are by going faster than the established pace. Check your computer as you get to the front and try to maintain the same mph (or kph if you're a Eurosnob).

At stoplights don't take off like a rabbit. It takes others a moment to clip in and the riders at the back will have to do an anaerobic interval to catch back on. Start slowly until the group is reformed.

Don't pass other riders on fast descents without yelling out a warning "on your right/left" etc. before overtaking safely.

Don't whine.

Things to do:

Introduce yourself to new riders and make them feel welcome.

Do your share of the work if you can. If not, stay at the back and try not to disrupt the paceline.

When at the front warn other riders of problems by yelling out "stoplight", "car up", "walker right", or whatever's appropriate. Be sure to lead riders around and point out obstacles such as rocks, potholes, loose gravel, etc. Or yell it out if you don't want to take your hands off the bars.

Take your drinks, open Powerbars, remove arm-warmers etc. when at back, not the front of the p.

Have fun and be cool.



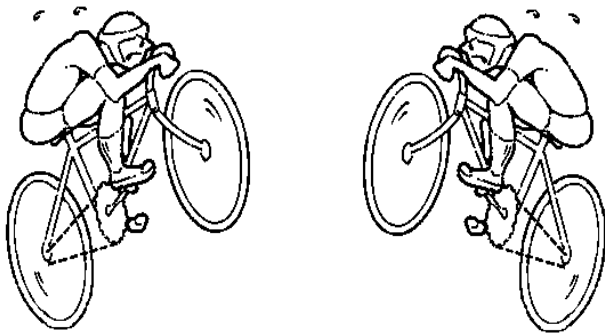
— the
group

BUSINESS SPONSORS

These businesses provide discounts to club members who present their yellow 1996 or 1996/7 membership card:

Bike Route	15%
Campus Cycle Works	15%
Chain Reaction	10%
Gator Cycle	10%
Gator Frame Painting	10%
Ominski Massage	\$10 off
Primo Bicycle Works	10%
Recycled Bicycles	10%
Streit's Schwinn Cyclery	10%
Water World	5%

Some restrictions apply, ask for details at the store.



The Gainesville Cyclist

5015 NW 19th Place
Gainesville FL 32605-3435

EDITOR

Roger Pierce 378-7063
fax 375-8930
RCPBIKE@aol.com

BIKE SHOP LIAISON

Jim Merkner 372-6379

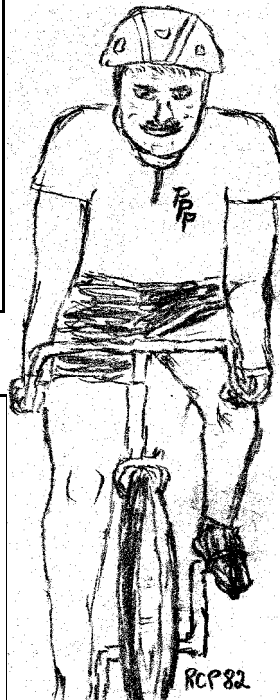
AD GRAPHICS

Craig Lee 376-6934
craig@barrsys.com

The Gainesville Cyclist is published bi-monthly with cover dates of even-numbered months. The deadline for new copy is the third Friday of the preceding month. All submissions are welcome.

Classified ads will be run free-of-charge for club members; call the editor.

Ads are \$5 per column inch or \$25 for six column inches (which may be broken into multiple ads in different issues); the standard ad is two column inches (2" x 3", a 1/2" narrower than a business card).





Gainesville Cycling Club
5015 NW 19th Place
Gainesville FL 32605-3435

BULK RATE
U.S. POSTAGE
PAID
GAINESVILLE FL
PERMIT #687

**1997 Gainesville Cycling Festival - 27-28 September - Santa Fe Century - *Horse Farm*
Hundred**

Cycling Shorts

1 Welcome new members **Maggi Davison, Daniel Garcia, Linda Giacobbe, Karen Goodwin, Kevin Keating, Maureen A. Kelly, Knut Kverneland Jr., Cristina Lizarazu, Sean McGary, Christy Montgomery, Theresa Nowicki, David P. O'Brien, Mark N. Stuart, and Marco A. Toapanta** of Gainesville, **Michael Bowman** of Alachua, **Linda Murphy** of Anthony, **Frank Martinez** of Delray Beach, and **Susan McBee** and **Aurelia Panica** of Sarasota.

1 It was good to see **Charles Hinson, Lauri Triulzi,** and **Jessica Green** out for a Gliders ride in March. It seems that bones heal relatively quickly, though we are all still working on our hearts.

1 Membership cards for renewing members have been printed, and are now awaiting laminating and cutting. The plan is to get them in the mail by the end of April. At about the same time, we'll get renewal notices out for memberships expiring from Jan 2 through the end of June. Sorry for the delays; we're working on organizing more volunteer manpower to speed things up in the future.

