

## Club Happenings

### June 1 (Sun) **Adopt-A-Road Cleanup Party, 4 pm**

Meet at the Pearl station in Micanopy (please park along CR 234 or across the street). Long pants and sturdy shoes are recommended. Afterwards, the club springs for pizza at Tony & Pats!

### June 14 (Sat) **Gainesville-Hawthorne Trail**

(approx. 35 miles) - The Hunters Crossing Pedalers will meet in the parking lot at the **Hawthorne** end of the G-H Trail at 8 am, ride to the western end (Boulevard Springs), visit the overlooks and then ride back to Hawthorne, finishing with lunch at the Chicken Factory (rain date 21).

### June 27 (Fri) **Five Points of Life Ride arrives in Gainesville**

See the article on page 4 for more details.

### July 12 (Sat) **Hunters Crossing Pedalers meet in Traxler**

Meet at the tourist trap on the overpass above Exit 79 of Interstate 75 at 8 am. Ride the upper 50 miles of the Santa Fe Century, finishing with lunch at the Great Outdoors Cafe in High Springs (rain date 26).

### July 19 (Sat) **Annual Poe Springs Picnic**

It's hard to believe, but it's midsummer already! And that means it's time to find another spring to jump into. We've arranged to have the gates opened at 8 am this year, so rides can get underway by 8:30 and finish before it gets too hot. Don't forget that it can take up to 45 minutes to get to the park (on CR 340 west of High Springs--CR 340 runs off of US 27/41 south of the downtown area). Entry to the park is \$3 *per person*. Enjoy rides deep into Gilchrist county, roads too distant for us to use regularly on normal club rides.



Hydrate!

This picnic features specialties brought by the attendees, so dig out the cookbook and prepare your best picnic fare. Chandler will have sodas, and the usual hamburgers and hot dogs.

Tim Strauser will be leading a Gliders ride to Poe Springs. It will meet at 8 am at the GRU facility; it's about a 26 mile ride one-way.





# President's Message

## A hundred mile ride begins with :

**Gainesville  
Cycling Club Inc.  
1997 Board  
of Directors**

### **President**

Rob Wilt  
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### **Vice President**

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Bill Cochran  
371-4118

### **Grand Poobah**

Chandler Otis  
377-1728

### **Recording Secretary**

Maureen Petersen  
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### **Off Road Director**

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378-3029  
mel@phys.ufl.edu

### **Member At Large**

Barry Gibbons  
372-1145  
barry@afn.org

<http://www.afn.org/~bike>

Looming in the not too terribly distant future, the 17th annual Horse Farm Hundred ride and the Santa Fe Century. A lot is involved in the preparation for this ride weekend, not only by the board of directors and our valiant volunteers, but also for the stalwart participants.

Is there a nebulous dream floating around in your mind about someday completing your first century (100 mile ride), thus joining the illustrious and elite ranks of the physically fit and mentally deranged? It may seem daunting, but it is possible for anyone in reasonable health to complete a century with the proper preparation and training. If you're thinking about that first century being the Santa Fe or the Horse Farm this year, now is the time to start that training.

Here is a little story related to me by one of the sag drivers after the 1995 Horse Farm. While making her first round she noted a lone cyclist who appeared to be doing well, but struggling with some of the hills. On the second round she spied the same cyclist clearly having difficulty, she slowed to offer a ride, but he waved her on. On the third pass she found the same cyclist lying sprawled like "a sack of potatoes" on the side of the road nearly unconscious with fatigue. Still able to talk, almost coherently, he insisted he would recover shortly and continue the ride. As a reasonable person she found herself in the unenviable position of having to explain to the rider that, with 50 miles to go, that clearly was not likely, and probably dangerous, and then having to try to coax him into her vehicle before he could continue with his suicide attempt. On the verge of a complete loss of sensibility he finally decided to accept the sag ride. While the sag driver and the cyclist were in route back to the start point, the cyclist revealed that the longest distance he had ever ridden in a day was 40 miles, but he had been sure he could finish a century if he just put his mind to it!

Helloooo!

Friends, there is no way on Gods green earth that a cyclist can leap from 40 miles to a century by the power of will alone. This is known as a quantum jump in the material world (and among cyclists as total insanity, AKA LOOPY!). Do not attempt this! Clearly, matter will win out over mind every time.

As a person who has completed two centuries, the centuries in question being the Santa Fe and Horse Farm, I am going to provide you with the benefit of my hard earned wisdom about preparing for these two centuries. I call these the "seven cruel rules", because something cruel will happen to you if you don't obey them.

Rule one: Learn to stay hydrated. Drink, drink, drink and drink some more. Drink even though you are not thirsty. If you have to find a tree during your ride... well.... do it. That's a lot better than getting heat exhaustion or a splitting headache and having to end the ride or go to the hospital. Experiment with Gatorade or Powerade or whatever if you feel these will help. But experiment during your training rides, not on the century.

Rule two: Start snacking periodically, as you ride, before you feel hungry, but don't eat anything heavy or greasy or you'll puke. Experiment with snacks before the century, find out what helps and what hinders, then avoid the temptation to eat other things with which you haven't ridden. I suggest bananas, apples, Snackwell bars, Sweet Reward bars, grapes and pretzels. But a lot of other people eat a lot of other things. Find out during training what works for you. Wait till the century is over, then you can pig out on whatever!

Rule three: Train for increasing distance and endurance. Ride with people with a similar goal of increasing their stamina (its just easier to do in a group). The Hunters usually train for the century by periodically having increasingly longer rides as the summer progresses, usually getting up to ultimate rides of 75 or 80 miles. If you have trained on terrain similar to your century you will be able make the leap from this mileage to a full century. When you're this close, motivation and some friendly group persuasion can push you on to your century.

Rule four: Tweak the bugs out of your bike as you become aware of them on the progressively longer rides. Don't plan to do this the day before the big ride, if you wait the odds are high you will be *very* sorry.

Rule five: Learn to stay comfortable. As you ride longer and longer rides you will encounter finger, neck, shoulder and butt numbness. You can learn to deal with this as you ride. Learn to relax in the saddle, stand in the pedals on downhills, sit up and stretch, shake out your hands and whatever else works for you. But work this out on your training rides. On the century you need to *know* what you *are* going to do.

Rule six: Train for your terrain. The Santa Fe and the Horse Farm are vastly different rides. Santa Fe is generally flat, with only a few hill climbs. The Horse Farms signature (aside from the actual horse farms themselves) is a quantity of hills and long grades totaling a lot of elevation (for a Florida century). In my estimation, the Horse Farm century is at least 50% more energy demanding than the Santa Fe. If you train exclusively on level ground, you won't be ready for the Horse Farm. (See my accompanying article with a suggested training area for the Horse Farm elsewhere in this newsletter.)

Rule seven: Plan to ride the century with a buddy(s) who will hang with you when your strength starts to sag, when you need some encouragement to continue, and to distract your thoughts from that burning sensation in your upper thighs when that last 15 miles of the century still stands before you.

Yes, my bikin' buddies, it is possible for you to do it too. All you have to do is dedicate yourself to the idea that you are going to work yourself up to it. And yes, I have actually seen people who used to bike only about 20 - 30 miles a ride actually work themselves up to a century in a single season. It can happen.

Following winds, my friends

**Rob Wilt**



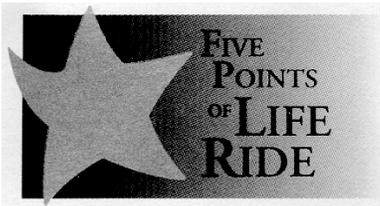
Are you a regular **bike commuter**? If so you may have something in your possession that would make it much easier for a novice or two-wheeled wanna-be.

That something is experience.

How do you deal with Florida weather, Gainesville traffic and those vultures who like to feast on unlocked bikes? What is the essential equipment for making the trip from home to office and back safely and efficiently?

We're asking you to send us your valuable bike commuting tips, and we'll assemble them into a story for our upcoming issue. Either mail them to: Roger Pierce, 5015 NW 19th Place, Gainesville, FL 32605; or e-mail them to RCPBIKE@aol.com.

Your help could assist someone make the successful transition from four wheels to two.



## Meet The Sliders

by Gary Kirkland

Not quite fast enough to be a Glider, but what were they?

That was the question pondered by Bill Boyett when trying to come up with a name for the ride group he leads each Saturday. Then he remembered a little oyster bar in Jacksonville Beach, and the name just seemed to fit. The Sliders were born.

The Sliders grew out of the Hunters Crossing group, which also meets at the GRU office across from Hunters Crossing shopping center (NW 43rd Street and NW 53rd Avenue) on Saturdays at 8 a.m. But the Sliders wanted to go a little faster — 15 to 16 mph compared to 12 to 14 — with fewer stops. On a typical Saturday they will ride 30 to 45 miles. Normally a half-dozen or more are along for the ride.

“The first rule is that nobody gets left, everybody comes out and has a good time,” Boyett says.

A ride with the Sliders is an experience, a multi-mile razzing session with members continuously ribbing each other the entire time.

“The whole group is as loose as it can be,” Boyett said, “old fat men going out and playing mind games with each other.”

Except it’s not just for guys, as some of the female regulars can attest.

Another feature of the group is that every month to six weeks they’ll shift their starting point and take a road trip to explore more distant scenic routes. This has included adventures into Columbia County, a journey down the Withlacoochee State Trail and recently a ride that began at Santa Fe High School and followed sections of the Santa Fe Century route.

“We really work on variety,” Boyett says.

Boyett’s e-mail postings often detail these adventures and remind members of upcoming rides and prompt them about being punctual (the only way to get left is to show up late; the group leaves the parking lot at 8 a.m. sharp). And just because his messages are electronic doesn’t mean there won’t be some of the road-style razzing included. In a recent note he chastised two of his regulars for “wimping out” on a Saturday, just because there were predictions for 80 mph winds, and inch-and-a-half diameter hail.

“Fresh air and a chance to fill your water bottle with ice, what more could you want?” Boyett says with a grin.

If you’d like more information about the Sliders, call Bill Boyett at 338-2945 or e-mail: [wdboyett@juno.com](mailto:wdboyett@juno.com).

Long-time GCC member Perry McGriff is one of the principle riders on, and organizers of, the coast-to-coast Five Points of Life Ride, which got underway on May 17<sup>th</sup> in Carlsbad CA. They expect to arrive in Gainesville on June 27<sup>th</sup>, the end of the ride. If you would like to join the ride for the last few days, they will arrive in Perry GA on the 23<sup>rd</sup>, Adele GA on the 24<sup>th</sup>, Lake City on the 25<sup>th</sup>, and Jacksonville on the 26<sup>th</sup>. Contact Dave Wagner, 375-4496, to join our group.

The ride promotes the five points of life that all of us can support as donors. The five points are the need for whole blood, bone marrow, cord blood, apheresis, and organ donors. You are all encouraged to give blood on the 27<sup>th</sup> and stay to meet the riders as they arrive.

You can follow the progress of the ride on the blood center website, <http://www.crbs.org/>. Or go to the GCC website and click on the Five Points of Life Ride logo to go directly to the ride page.

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### Hunters Crossing Pedalers Preliminary Schedule

August 9 - Withlacoochee Trail (most scenic 40 miles) - Dinner Bell Restaurant (rain date 16) SEE NEXT NEWSLETTER FOR DETAILS

September 13 - Melrose - Craig Lee leading (no rain date) SEE NEXT NEWSLETTER FOR DETAILS

Oct 11 - Evinston - McIntosh (rain date 18)  
Tentative

Nov 8 - Traxler - upper 50 of Santa Fe (rain date 15) Tentative

Dec 13 - Palatka - Orange Blossom ride - (no rain date) Tentative



***It's open!*** All the way to Hawthorne,

and riders can be found at all points along the trail.

The first few miles (from Boulware Springs) run through the Paynes Prairie State Preserve, and are only open from 8 am (presuming the rangers don't get their signals crossed and forget to open the gates) until dark. This section is clearly the best of the trail, as it winds up and down through a lush forest. If traveled at high speed, it can also be very hazardous, as there are tight, blind turns, some at the bottom of hills. Remember that this is a multi-use trail, and that you may encounter joggers, horses, roller bladers, deer, baby buggies, alligators, and kids on 12" bikes, especially on this section closest to Gainesville. Keep it down to at most 18 mph, and slow even more on the curves. Best yet, just take it easy the first few miles and enjoy the scenery.

Once out of the Prairie, the trail is more typical of a rail-trail, straight with good sight distances. As long as you slow when approaching other traffic, higher speeds can be maintained for most of the way to Hawthorne. Beware of the few crossings over limerock roads that are not paved; these can have buildups of sand that will dump the unwary road biker.

## ***Editorial Board Formed***

Welcome to the first two members of The Gainesville Cyclist's Editorial Board, Gary Kirkland and Brian Burns. Members of the board provide input to me on format and content of the newsletter, and prepare articles of local interest.

We have additional openings! I would like to have at least six persons on the board so that we can generate articles of local interest without each member having to do something for every issue.

The next meeting of the Editorial Board will be on Sunday, June 29<sup>th</sup>, at 7:30 pm. Call me if you are interested in joining!

Roger Pierce, Editor, The Gainesville Cyclist

by Mel Pfautz

**D**id anyone miss me? Of course not, I was only gone for a week. But oh what a week it was. I went to the Dry Tortugas National Park, a group of islands west of Key West. We sailed Windburn, a 44' Alden charter boat which my Dad captains. It only took us 20 hours to reach our destination from Punta Gorda. While there we snorkled, sailed, windsurfed, and feasted on 75 lbs of shrimp given to us by shrimpers from New Orleans. WOW! There is life without bicycles.

The local trails have grown over in my absence. I tried to ride and was pelted by foliage and fallen debris which has decided to choke up the trails. At least I wasn't attacked by any trees this time. You wouldn't believe how common that is.

Races are coming to an end for the spring. Now it is time to start training for the Florida State Championship Series which consists of 8 races starting September 14. If any women are interested in being on a women's beginner team sponsored by Campus Cycle, let me know. Guys have to go to Gator or Spin. Sponsors are cool.

Happy Trails. Mel@phys.ufl.edu.

## **□□ Road Watch □**

□ 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.



# CLASSIFIED

## On Street Cycling

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.

Marin Nail Trail - 1995 model, polished aluminum 20 inch frame, oversized tubing, only 26 lbs., STX-RC components, new saddle, great condition, asking \$400 OBO. Call Brian at 338-4594 or email at [brian@falcon.inetw.net](mailto:brian@falcon.inetw.net)

Trek 520 Touring Bike. Purchased in April of 1996 and used only four months; like new. Fully loaded for touring or commuting with Cannondale Overland rear panniers (also comes with pannier rain covers) and full Zefal fenders. Shimano ST1, triple chain ring, Look clipless pedals, 3 Blackburn water bottle cages. The 520 is Trek's top of the line touring bike and is perfect for any level of touring or commuting. Selling everything for \$820. Call Clint at 331-7625.

Oakley Blades. Never used—new replacement from Oakley. Red Iridium lenses, black frames & black trigger arms. \$60 obo. Call Clint at 331-7625.

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.

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, 5 mm, black and red, long sleeve. Plush nylon inside & out. Spine pad, key pocket, clean, medium, fits man or woman \$ 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, 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, mouse and pad, lots of manuals, books and software. Great game machine. Fully operational and in excellent condition \$ 225

INDUCTIVE AMPLIFIER - Progressive Electronics Inc. Model 200B. Hand held model with speaker. \$



There is an ongoing discussion among bicyclists who take notice of such things about whether it is better to construct roads with marked bike lanes, as is the practice in Gainesville, or with wide curb lanes (which can be found on some local streets, such as 34<sup>th</sup> St between Archer Road and NW 16<sup>th</sup> Ave.).

Peter Warwick compiled the following list of pros and cons of each position (as posted to the labmembers mail list on [cycling.org](http://cycling.org)).

### Bikelanes

#### Pro:

- attracts more cyclists
- provides a place (separate space) on the road for cyclists
- provides a measure of safety for cyclists
- shows proper positioning for cyclists

#### Con:

- provides a false sense of security
- increase the danger for cyclists (at intersections and when cyclists must leave the lane for some reason)
- threatens cyclists right to use the roads
- increases the number of incompetent cyclists
- are not swept clean
- encourages improper positioning of cyclists

### Shared Lanes

#### Pro:

- does not confuse cyclists or motorists
- does not discourage proper positioning for turns
- lanes are kept swept by the passing of motor vehicles
- does not require any special markings

#### Con:

- most cyclists don't feel secure in a shared lane
- does not delineate a place on the road for cyclists
- is dangerous for cyclists, especially on high volume, high speed roads
- problems with trucks, buses and bicycles sharing the same lane

# June-July 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.

**Hunters Crossing Pedalers.** Linda McMahon, 331-4089. Meets at the GRU facility on NW 43<sup>rd</sup> St just north of NW 53<sup>rd</sup> 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 43<sup>rd</sup> Ave, west side, just north of NW 53<sup>rd</sup> St)

#### SATURDAYS

Hunters Crossing Pedalers meet at 8 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 8 am and leave at 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. Group members usually start with the A Riders on weekends, but frequently break off to do a longer ride.

**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
Jun 1 Sun	8 am	Tim Malles	371-7192	Plaza of the Americas
Jun 7 Sat	8 am	Andrew Gill	338-9205	Plaza of the Americas
Jun 8 Sun	8 am	Tim Malles	371-7192	GRU Facility, NW 43 <sup>rd</sup> St and NW 53 <sup>rd</sup> Ave
Jun 14 Sat	8 am	Tim Strauser	375-3612	GRU Facility, NW 43 <sup>rd</sup> St and NW 53 <sup>rd</sup> Ave (Poe Springs Swim Ride)
Jun 15 Sun	8 am	Tim Malles	371-7192	Plaza of the Americas
Jun 21 Sat	8 am	Andrew Gill	338-9205	Plaza of the Americas
Jun 22 Sun	8 am	Tim Malles	371-7192	Plaza of the Americas
Jun 28 Sat	8 am	Barry Gibbons	372-1145	Plaza of the Americas
Jun 29 Sun	8 am	Tim Malles	371-7192	GRU Facility, NW 43 <sup>rd</sup> St and NW 53 <sup>rd</sup> Ave
Jul 5 Sat	8 am	Andrew Gill	338-9205	Plaza of the Americas
Jul 6 Sun	8 am	Barry Gibbons	372-1145	Boulware Springs (Rail-Trail trailhead)
Jul 12 Sat	8 am	Barry Gibbons	372-1145	Plaza of the Americas
Jul 13 Sun	8 am	none		Plaza of the Americas
Jul 19 Sat	8 am	Tim Strauser	375-3612	GRU Facility, NW 43 <sup>rd</sup> St and NW 53 <sup>rd</sup> Ave (Poe Springs Swim Ride) Club Picnic
Jul 20 Sun	8 am	Barry Gibbons	372-1145	Boulware Springs (Rail-Trail trailhead)
Jul 26 Sat	8 am	Andrew Gill	338-9205	Plaza of the Americas
Jul 27 Sun	8 am	none		Plaza of the Americas

**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>

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 1 (Sun) **Fifth Annual Kennesaw Century**  
*Kennesaw GA* Spaghetti dinner after the ride at our home near the base of Kennesaw Mountain, in the Kennesaw Mountain Shrine Club. Tom Ledford, PO Box 7378, Marietta GA 30065. Home phone (770)569-2626.

June 6-9 **GEAR South**  
*Williamsburg VA* Ferry rides to rural Surrey county, rides along the James and York Rivers, visits to Jamestown settlement, Yorktown battlefield and Colonial Williamsburg tavern. Wonderful entertainment, great exhibits and workshops. League of American Bicyclists, 190 W Ostend St Suite 120, Baltimore MD 21230 (410)539-3399

June 7-14 **BAMA 97**  
*Dothan AL* Bike Across Magnificent Alabama. 433 miles. BAMA, 2117 Rothmore Drive SW, Huntsville, AL 35803-1431. (205)881-8032.

June 8 (Sun) **West Georgia 100**  
*Carrolton GA* 12/25/66/100 miles. Start on the campus of the University of West Georgia, on the west side of town. Registration 7:30-9 am. Allen Griffin, Perpetual Motion Bicycles Inc., 1002 Maple Street, Carrolton GA 30117. (770)834-3278.

June 14-21 **Bike Ride Across Georgia (BRAG)**  
*Cloud Land Canyon GA* Seven day ride to Bainbridge. BRAG, PO Box 87111, Stone Mtn. GA 30087-0028. Phone (770)921-6166.

July 3-6 **National Rally**

*West Lafayette IN*  
League of American Bicyclists, 190 W Ostend St Suite 120, Baltimore MD 21230 (410)539-3399.

July 13 (Sun) **8th Annual Frank Stark Celebration Ride**

*Boca Raton FL*  
This year Frank turns 69. 16, 29, 69 and 100 miles. John Stebbins, work (561)391-0062. Boca Raton Bicycle Club, PO Box 810744, Boca Raton FL 33481-0744.

Aug 1-3 **Dog Days Pedal & Paddle**  
*Live Oak, FL* Held at the Suwannee River State Park, this event combines both on and off road cycling in the cool(er) morning hours with water-based activities in the afternoon. Evening entertainment, and unlimited tubing during the weekend. Mealplan. Registration limit is 200, deadline is July 26 to guarantee a T-shirt. Suwanee Bicycle Association, PO Box 247, White Springs FL 32096. 904-397-2347.

Aug 2 (Sat) **Bowdon Founder's Day**  
*Bowdon GA* 5/20/50/100 mile options. Routes are well marked with maps, sag, and refreshment stops. Reg 7-8 am, ride at 8:15. \$15 til 7/1 (T-shirt guaranteed), \$20 after. Tommy Messer D:(770)258-3378 E:(770)258-9240. Norman Padgett (770)258-2451. Bowdon Sertoma Club, P.O. Box 313, Bowdon GA 30108.

Aug 8-11 **GEAR North**  
*Canton NY* Cycle along the St Lawrence River in upstate New York with some rides going into Canada. League of American Bicyclists, 190 W Ostend St Suite 120, Baltimore MD 21230 (410)539-3399

Aug 16 (Sun) **Lakeshore Schwinn Pizza Ride**

*Jacksonville FL*

Leaves FCCJ (Kent Campus) at 8 am, for a 53, or 65 mile tour of western Duval county. A 25 mile option will leave at 9:30, since pizza won't be served until 11:30. There will also be a 15 mile fun ride around the Riverside-Avondale area, leaving at 9:30 am. Fee is \$18 (\$20 day of ride). Lakeshore Schwinn Pizza Ride, 10661 San Jose Blvd, Jacksonville FL 32257 (904)260-1126.

Aug 30 - Sep 1

**Tour of Sebring**

*Sebring FL*

Call Kenilworth Lodge now (800)423-5939 if you want to try for reservations! See details in the box on page 9. SASE to Tour of Sebring, 913 Sumpter Rd E, West Palm Beach FL 33415. Linda Leeds (561)683-2851 and leave name and address.

Aug 31 (Sun) **15th Annual Historic Savannah Century**

*Savannah GA*

25, 50, 100 miles. 8 am. Benefits Drug Abuse Resistance Education (D.A.R.E.). The routes start and end in Downtown Savannah at City Market. Experience you personal best century time on the flat terrain...a sub 4 hour course. Printed hand towels, SAG support, great carbo snacks. Coastal Bicycle Touring Club, PO Box 14531, Savannah GA 31416. Dave Sanderson (912)920-3766 fax (912)651-9008.

Sep 14 (Sun) **South Broward Wheelers 13th Annual Century**

*Cooper City FL*

25/62/100 miles, flat, from Brian Piccolo Park on Sheridan Street. South Broward Wheelers, POB 430282, Davie FL 33329. (954)792-4462.

Sep 14 (Sun) **Annual Assault on Sugarloaf**

*Clermont FL*

112/56/31 miles. Meet at Clermont Waterfront Park starting at 6:30 am. 112 miler starts at 7 am, other rides later. CFT/Sommer Sports, PO Box 121236, Clermont FL 34712.

(352)394-1320 fax (352)394-1702.

Sep 27 (Sat) **Saturn Santa Fe Century**

*Gainesville FL*

A tour through the lush forest and pasture land north of Gainesville up through the Santa Fe River valley. Enjoy a 100 or a 55 mile road ride with well stocked rest stops. Contract the Gainesville Cycling Club.

Sep 28 (Sun) **Horse Farm Hundred**

*Gainesville FL*

The Gainesville Cycling Club's tour through the picturesque horse farms of northern Marion county. 103 mile ride (and a 55 mile option that doesn't get into horse farm territory) start in Gainesville. The 46 and 27 mile touring rides start in Irvine. Contract the Gainesville Cycling Club.

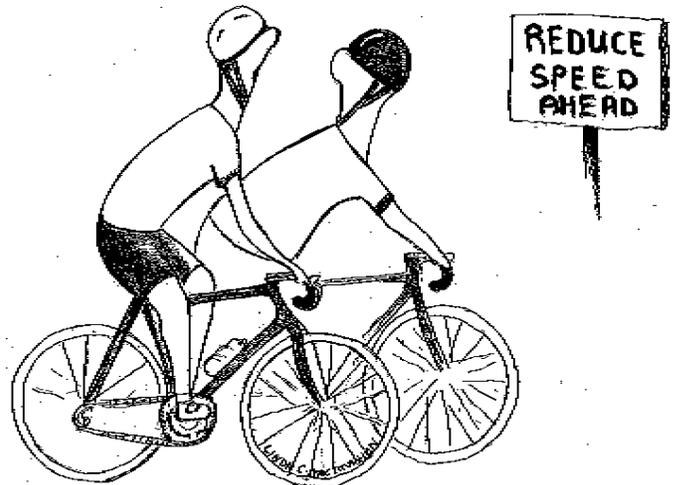
# Horse Farm Training Areas

by Rob Wilt

Riding the Horse Farm is a different experience from what most Gainesvillians find customary. While most of our riding in this region is relatively level, allowing low intensity continuous energy outputs and few gear changes, the Horse Farm territory is the anomaly. Throughout its course you will be challenged by long grades, and many steep hill climbs that will call on both your shifting skills and your climbing strength. To prepare for this you need to learn to use your gears swiftly and smoothly and also build up your climbing strength and endurance. This is best accomplished by going out and riding hills on training rides. An evening training ride that includes ten or more miles of regular hills is a good way to prepare. Eventually the shifting will become automatic and the hills will not seem so horrible. Two roads I know of that provide a good combination of light traffic, reasonably good road surface, periodic shade and lots of hills are NW 210 Ave. ( NW of McIntosh) and Dungarvin Road (AKA NW 193 Ave) (SW of McIntosh). These roads are only a few miles from each other and can be ridden sequentially to provide a fairly short ride (about 20 miles), with a LOT of hill training. But either, by itself, can provide a lot of hill variety in a short distance if ridden in both directions. An additional benefit for NW 210 (also referred to by some as Avenue A) is that it passes by Earl's Bike Shop at the point where the road turns to parallel I-75. So if you have a mechanical problem on this seven mile stretch Earl might be able to save you.

For those who live near Alachua, an alternative training hill is on NW 94th Ave. ( AKA Chestnut Hill ). It is only a single hill, but it is substantial and if ridden a number of times will build your hill capacity. One deficiency of NW 94th as a training road is that it does not provide the variety of hills needed to teach gear use in accord with varying hill steepness; for this Dungarvin is the supreme instructor, a genuine roller-coaster of a road. Try these roads, you will like them for their scenic qualities as well as for their climbing demands. And NW 210 Ave. is my own personal

favorite road in this entire area, its just a nice balance



Oh, good, we can slow down now.

of work, fun and pastoral scenery.

## TOONS by McMahon

### West Palm Beach Bicycle Club's **TOUR OF SEBRING** Labor Day Weekend August 29-September 1

For riders of all abilities. Rolling hills, citrus groves and around lakes in scenic central Florida. Fully supported with sags and mechanical repair vehicles rest stops, three full meals, entertainment. Based at the historic Kenilworth Lodge. The cost is \$60 per person, plus lodging.

Saturday, August 30 - 10, 25 & 62 mile rides, luncheon buffet, poker ride & tandem rally, special evening concert

Sunday, August 31 - 10, 25, 58 & 100 mile rides, luncheon buffet, poker ride

Monday, September 1 - 22, 44, & 62 mile rides, breakfast buffet

#### FOR MORE INFORMATION:

Send a self-addressed, stamped envelope to:

*Tour of Sebring, 913 Sumter Road East,*

*West Palm Beach, FL 33415*  
Linda ... 407-683-2857, leave name and address



**Rail Trail Ribbon Cutting Ceremony**

# Book Reviews

by Randall Legeai

## **"The Cyclists Training Bible: A Complete Training Guide for the Competitive Road Cyclist"** by Joe Friel, VeloPress, 1996. \$19.95.

Well-known coach and apostle of "periodization" training, Joe Friel presents the most well-written, carefully structured and thoughtfully organized training manual currently available. This excellent text provides a clear explanation of the periodization philosophy (macrocycles, mesocycles, microcycles, bicycles, etc), and gives the reader tons of practical information about the various types of training commonly utilized by top cycling coaches. He does an excellent job of defining speed training, endurance training and power training, and carefully guides the reader through the process of setting up a customized training program. Also included are sections on nutrition, strength training, stretching, fitness assessment and the psychology behind sticking to a year-long training routine. Included in the appendix are weekly workout charts extending through the next 5 years or so, along with detailed instructions on their proper use. This book should be required reading for anyone aspiring to successful competitive road cycling. Although the highly structured programs advocated in "The Cyclists Training Bible" may not be practicable or desirable for everyone, there is much useful information to be gleaned from this professionally produced book that would otherwise require years of experimentation for the self-trained cyclist. The reader should keep in mind, however, that this book focuses entirely on training, and does not approach other important topics, such as race strategy.

## **"Training for Cycling: The Ultimate Guide to Improved Performance"** by Davis Phinney and Connie Carpenter, Berkley Publishing Group, 1992. \$13.95.

If you can afford only one cycling book on your shelf, this is a good one to get. Although some of the material is beginning to look a little outdated, and the authors plug their training camp throughout, the enthusiasm and experience of these two accomplished

Olympic cyclists ooze from every page of this valuable book. Scattered throughout the easy-to-read text are hundreds of tips about training, nutrition, cross-training, and especially racing. Rarely have I seen such a concentration of information of direct practical importance to the actual process of participating in, and winning, bicycle races. Both writers do excellent jobs of explaining sprint training, sprint tactics, time-trialing, cornering, and similar techniques essential to successful racing. Throughout the book one finds enjoyable examples taken from these riders' international cycling careers. This is definitely a fun book to read and a practical racing guide written by a couple of true cycling legends.

## **"Sport Coach Manual for Competitive Cycling"** by the USA Cycling Coaching Staff, Kendall/Hunt Publishing Company. 1996. \$19.95.

The Sport Coach manual represents the USCF's first effort to provide aspiring cycling coaches with some guidance. Luckily, future editions are planned. Having apparently been written by committee, this haphazard publication shows only sporadic evidence of editing. Readers are treated to such memorable sentences (I use the term loosely) as these: "The riders must move in a straight line as the lead rider pulls up track and keep a steady pace. If the pace is not steady; to fast and gaps in the line will open, to slow and the group will bunch up and overlap." The determined and persistent reader can, however, glean some useful information from this grossly overpriced book. Prospective coaches get a useful discussion of important administrative and management issues, along with a good overview of a coach's responsibilities and duties. One chapter provides a good discussion of pacelines and echelons that will be of interest to new riders. Brief overviews of training program design, physiology and nutrition are included. Although the 9-page section on track racing could prove useful, the section on cyclo-cross seems misplaced in a book of this type. Most things in this book, except the first few chapters, are available in infinitely better form from other, more readily available, books. I guess the USCF had to start somewhere!

=====  
Randall Legeai, New Orleans Bicycle Club (New Orleans, Louisiana, USA) (504) 866-6640  
<<http://www.gnofn.org/nobc/>>

# A Route To Recommend

by Gary Kirkland

Ask Bill Boyett about his favorite route and he'll tell you, "The best ride is a new road," he just loves running a highlighter over a map, filling in the routes he's never ridden before. But if he had to pick the ride he'd do over and over again, it would be a 38-mile loop that leaves southwest Gainesville and travels through McIntosh, Evinston and Micanopy.

Take Williston Road (State Road 121) south out of Gainesville to County Road 320 and turn left. Follow that into McIntosh, then turn north (left) on U.S. 441 for about one mile. At the sign that says "Boardman" turn right and then take an immediate left onto County Road 225 to Evinston. That road ends at County Road 346. Turn left and follow it to U.S. 441 and turn right (north).

Boyett suggests taking a loop through downtown Micanopy and then continue north on U.S. 441 about two miles and then left onto Wacahoota Road. Follow it until it joins Williston Road and turn right and follow it back into Gainesville.

What makes it so special?

County Road 320 going into McIntosh gives riders a view of millions of dollars of beautiful horses and horse farms.

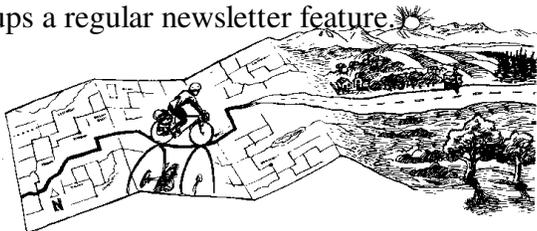
The little grocery in McIntosh may be the only sag stop in North Central Florida offering authentic Greek baklava as a snack option.

Roll through Evinston and look out over the pasture into the big oaks and see Orange Lake out on the horizon. Riders can take in a panorama that alone makes the ride worth doing.

Wacahoota Road is a quiet country road with nice scenery and few cars, and most of the motor vehicles you do encounter have bike-friendly drivers.

(Editors note: we hope to make "A Route to Recommend" and a look at the club's different ride groups a regular newsletter feature.

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## Easier Solution to Flats

by Mark Dodson, Southern Bicycle League

Recently, I found my bike with a flat, and not wanting to use my last tube (which was in my

seat pack as a spare), decided to patch one of several old tubes I had laying around the garage. Pulling the aging patch kit out of my seat pack, I discovered the tube of glue had long since dried up. There was still hope, since I still had another patch kit with the spare on the mountain bike. Out of luck again....this time the glue was all used up, even though it was put back in the little box with the patches. If I wanted to ride, I'd have to use my only spare tube to fix the flat. Not a good option. So it was off to the bike shop for more tubes and a couple of new patch kits.

I guess things have changed since the last time I bought a patch kit (some time during the 80s). I was pleasantly surprised when they asked me at the shop if I'd like to try the glueless patches. Huh? Apparently, technological advances occur in all aspects of cycling when you're not paying attention (perhaps that's why I'm still riding a bike that still has the shifters on the down tube). I never knew such things even existed.

I'm happy to report this new product makes the entire patching process quicker and easier. No more waiting for the glue to dry. No more wondering if the patch is going to hold. Simply clean and roughen the surface, separate the patch from the backing, and apply. Burnish it down, and you're set to go.

These come packaged six to a tiny box, which measures less than one inch square and about 1/8 of an inch high. They are a product of 3M and are distributed by Park Tools. It contains six patches and a piece of sandpaper. No glue is required. The "six pack" cost \$2.50. They're probably available at most shops.

It's been a long time since I've done any patching, but I had much better results (the tube was still inflated several hours later) when applying a patch to a tube with little or no air instead of one that's partially inflated.

If you're like me and haven't taken a look at your patch kit this decade, you might want to check it before you're stuck on some remote road with your second flat of the day, having already used your spare tube.

# ***Making America Better, Safer***

We know that more, not less, bicycling can help make America a better place to live.

From the community livability and fitness benefits to cleaner air, less traffic congestion, and energy independence that increased bicycling usage can bring, we all benefit. However, a greater public investment in bicycling education and safety programs is needed -- programs such as the Effective Cycling® program of the League of American Bicyclists (LAB) that go far beyond simple helmet promotion for injury reduction and focus instead on crash prevention and operational skills.

Congressman Martin Sabo (D-MN), calling the development of "an aggressive bicycle education and safety program" a high priority, said at a March, 1997, hearing of the U.S. House Transportation Appropriations subcommittee, "Congress has for years been involved in promoting bicycle use and coordination with other transportation programs, but we have more fatalities from bicycle crashes than we do in aviation, railroad, or maritime crashes. It is a growing problem, and a number of them involve young people... Frankly, the air bag question is very important, but in terms of number of young folks involved, the whole biking issue has substantially greater impact on both fatalities and injuries."

Bicycles are legally classified as vehicles in all 50 states, and teaching basic traffic principles to children as bicyclists offers a valuable opportunity to improve road safety for all users. That is why the League's Effective Cycling® program is based on the "Same Roads, Same Rights, Same Rules" principle that bicyclists fare best when they act and are treated as operators of vehicles -- a principle that helps improve cycling safety for adults and children.

Of course, children and bikes go together, from the early sense of discovery and freedom to the aerobic conditioning so important to a healthy lifestyle. But handing our children helmets and taking off the training wheels are not enough. We do not expect

automobile drivers to drive without instruction, and we should not expect cyclists to ride without instruction. While the League's Effective Cycling® program includes courses for novice to experienced cyclists and specialties like bike commuting and off-road riding, teaching the basics to kids may be the most important component.

Children enjoy being taught about "adult" rules that help making cycling safer. Examples of these rules include:

1. Stop at the end of every driveway, sidewalk, or path to Stop, Look, and Listen.
2. Be predictable when you ride, without swerving or hitching a ride on another moving vehicle.
3. Yield the right-of-way -- cars have to stop for pedestrians, and so do you.
4. Be seen -- wear light colored clothes and a bright helmet, and use lights at dusk and nighttime.
5. Obey traffic laws, signal when turning, and always ride on the right side of the road.

As Rep. Sabo said at that March '97 hearing, "I think the growth of and the use of the bicycle is not only good transportation policy but also good recreation policy. It serves both roles." It is everyone's responsibility to help keep bicycling safe, too.

The League's Effective Cycling® program has certified instructors throughout the country. To receive contact information for instructors in their state or area, readers may send a self-addressed, stamped envelope to LAB/E.C., 190 W. Ostend Street, Ste. 120, Baltimore, MD 21230-3755 (or check the Internet at <http://www.bikeleague.org>).

# L.A.B. Safe Roads Campaign

*Supports "Share the Road" Focus on Safety, Education  
Calls for New "Same Roads, Same Rights, Same Rules" Ethic*

BALTIMORE, MD (May 14, 1997) -- The League of American Bicyclists (L.A.B.) today congratulated the Environmental Working Group for its research into bicycling safety, and for the focus of its new "Share the Road" report on the need for greater focus on bicycling safety and education.

"We don't expect our drivers to hit the road without some training," said L.A.B. executive director Cosette R. Simon, "and we shouldn't expect our children to begin bicycling without some guidance, either. The fun, fitness, and freedom that bicycling offers us all can be the foundation for helping every child learn the proper rules of the road before they get their driver's licence -- but that means from the White House to each State House to every City Hall, we need a commitment to roads designed and maintained for motorists and bicyclists to safely share, and to bicycling safety to back that up."

The League's Effective Cycling program is the only national bicycling skills and safety education program ("Effective Cycling") with certified instructors and diverse curricula aimed at children, adults, commuters, off-road riders, and more.

L.A.B.'s Simon points to the League's motto, "Same Roads, Same Rights, Same Rules," for guidance on what the reauthorization of ISTEA must guarantee to bicyclists throughout the United States:

**Same Roads** means every road must be designed, built, improved, and maintained to safely accommodate both motorists and bicyclists, with wide outside lanes, adequate shoulders, and full access.

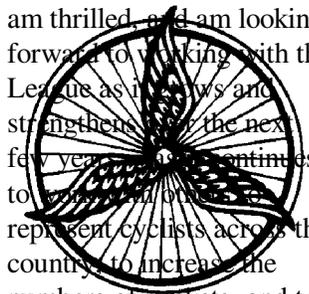
**Same Rights** means that from engineering to education, bicyclists must be part of the full transportation system in this country, from early planning to building, maintenance, and adding parking facilities.

**Same Rules** means that bicyclists have to live up to their end of the bargain, from following the rules of the road to accepting full law enforcement, and being visible and predictable while cycling.

## L.A.B. Executive Director Cosette R. Simon Resigns; Board Announces League Member and Capitol Hill Chief of Staff Jody Newman to Take the Reigns

BALTIMORE, MD -- The League of American Bicyclists (L.A.B.) regrets to announce the resignation of executive director Cosette R. Simon (Cosy), but the Board of Directors is pleased to announce that longtime League member Jody Newman, currently serving as Chief of Staff to U.S. House Transportation Committee member Rep. John Olver (D-MA), has been selected to take the helm of the organization as of June 2, 1997. Cosy Simon will be returning to a previous employer, Lincoln National Corporation, as Second Vice President of Government Relations.

Incoming executive director Jody Newman, a finalist for the League's executive director slot one year ago who has worked closely with Simon, other L.A.B. staff, and the League's Board during the past year, said, "I am thrilled, and am looking forward to working with the League as it grows and strengthens over the next few years. I will continue to represent cyclists across the country, to increase the numbers of cyclists, and to make cycling safer and more



### 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.

Individual: \$30    Family: \$35

*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

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Telephone \_\_\_\_\_

Make check payable to:

League of American Bicyclists 190 W. Ostend St., Suite 120 Baltimore, MD 21201  
Gainesville Cycling Club, Florida

accessible for everyone. As an avid cyclist, I'm particularly pleased by the opportunity to combine my love of cycling with my past experience in running non-profits." (More info on the web page)

# THE CARBO CONNECTION



by Ralph Schlieff

I finally got around to typing up the lentil recipe that you requested that I made for the GCC Annual Meeting. Since I did not use a recipe, the portions are quite approximate. Readers should be encouraged to make further improvements. The total amount of ingredients used here may need to be reduced further to make a dish 4 people or less.

Add together the following ingredients, while still hot:

**1 cup boiled rice (brown) which is not too soft.**  
**cup grated cheese (sharp cheddar)**  
**1 cup boiled lentils, not too tender**  
**1 cup diced potatoes, boiled or steamed, not too tender**  
**cup diced/chopped onions, lightly steamed**  
**to cup chopped pecans, preferably raw**

Drain water from cooked ingredients, as required, so that final dish is not too soupy. Add spices to suit palate. I used:

**1 - 2 tbsp butter**  
**¼ tsp curry powder**  
**¼ tsp paprika**  
**¼ tsp caraway seed (whole)**  
**to herbal salt seasoning**

The amount of spices listed here might be too much, so the reader is urged to experiment a little with amounts.

Mix in spices, and let sit for 15 - 20 minutes; serve warm.

## Assault on Mt. Mitchell

by Paul Evans

Pro rider George Hincapie (U.S. Postal Service team) of Charlotte unexpectedly showed up at the 22nd annual Assault on Mt. Mitchell ride Saturday, May 17, and clearly demonstrated (once again) the difference between professional and amateur bike riders.

Hincapie, who makes his home in nearby Charlotte and who had just returned from the early Spring European racing circuit, sent a buzz through the 1000-strong starting field with his presence, and then rode away from the (supposedly) strong field near the 40-mile mark as soon as the first foothills of the ride began.

His winning time in the 102-mile ride, which features approximately 10,500 feet of climbing, was 5:06 -- fully 19 minutes ahead of the second-place rider and easily establishing a new record for the event.

## Cross-Florida

The 22nd annual Cross-Florida ride from Cocoa Beach to Pine Island was held Sunday, May 4. Riders numbered in the low 300s. This is down from a peak of 500 or so many years ago. The ride travels west-northwest and traditionally has tailwinds for the most of the first half. However, a storm and cold front passed through on Saturday and although this kept the temps in the pleasant 70s, headwinds were pretty stiff. The ride covers about 170 miles, and the fastest time was 7:21, over a ½ hour slower than usual.



YOU ONLY GET  
ONE HEAD! THERE  
IS NO OTHER  
REAL SUBSTITUTE!

DON'T BE A CABBAGE HEAD!

**wear a helmet!**



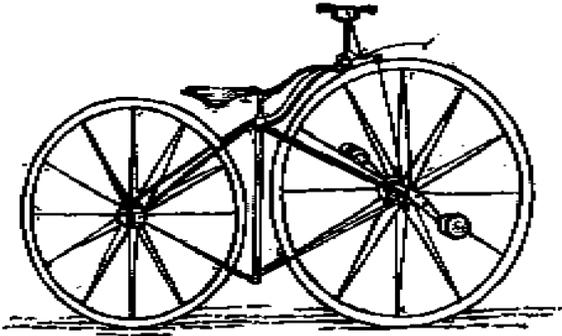
Charles Pelletreau  
Touring Club of North Jersey

## 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

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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).

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

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## **Cycling horts**



1 Welcome new members **Cheryl Baker, Neil Crandell, Suzanne Gauthier, Ruth A. Green, Bob Hendrix, Lauri Jenkins, Tom Knapik, Elizabeth Nelson, Michael Nelson, Caryn Proesel, Jay R. Ritter, Cathy Rodgers, and Carrianna Russell** of Gainesville, and **Linda Crane** of Newberry.

1 **George and Kelly Reidesel** are making plans to relocate to the Ashville, North Carolina area. They'll be looking to trade in their Gainesville clusters for something a tad bit steeper....

1 **Robert Barnhill** recently endured a surprise 40th birthday party (organized by Debbie) and attended by

a number of cycling buddies.

1 **Michael Cochran** is spending the summer in the mountains of Wyoming.

1 **Mark Koletzke** is moving to the Ft Myers area. He'll be missed as a Gliders ride leader.

1 **Ralph Schlieff** is spending the summer in Germany.

