

Club Happenings

August 6 (Wed) Alachua County Traffic Safety Awareness Campaign Meeting
7-8 pm at the Downtown Gainesville Library, Room B. See the article on page 6 for more information.

August 9 (Sat) Hunters Crossing Pedalers ride the Withlacoochee Trail
A Hunters-style ride of the best 40 miles (total) of the trail followed by a swim (probably) and the Dinner Bell restaurant (definitely). Ride meeting time will be at 8 am at the Trail Office parking area near Inverness off North Apopka Ave. Contact Rob Wilt for further details 380-0561 or afn09010@afn.org.

August 23 (Sat) POOL PARTY! 4-8 PM
Linda McMahon's sister has volunteered to walk the plank and host the club at her house at 1201 NW 91st Terr (Turn north on 94th St [Oak Crest] from Newberry Road [about 2 miles past Oaks Mall], then right immediately onto 9th Ave. Look for balloons.). The club will provide sodas. Bring a pot-luck dish for dinner.

September 1 (Mon) Labor Day Rides and Picnic at Morningside Nature Center
All rides meet at 9 am. For those who want to leave the car at home, meet at the Plaza for a two hour ride through Brooker, Graham, Waldo, and Orange Heights. Those meeting at Morningside can choose a road ride or an off-road expedition through Gum Root Swamp city park. Bring a side dish to top off Chandler's hamburgers and hot dogs.

September 7 (Sun) Adopt-A-Road Cleanup Party
Meet at 4 pm near the Pearl station at the corner of US 441 and CR 234 (Angle Road) in Micanopy. Long pants and sturdy shoes or boots are recommended. Chow down afterwards at Tony & Pats.

September 13 (Sat) Hunters Crossing Pedalers ride Melrose
A Hunters-style ride meeting at Craig Lee's house in Melrose at 8 am. Approximately 30 mile ride led by Craig Lee followed by lunch at the Blue Water Bay restaurant. For directions and further details contact Rob Wilt 380-0561 or afn09010@afn.org.

September 27-28 (Sat-Sun) Gainesville Cycling Festival
Two Centuries in Two Days! The Saturn Santa Fe Century, and our own Horse Farm Hundred. Look for full details soon in the mail, including your *personal* Gainesville Cycling Festival Entry Certificate. This certificate is worth \$5 off on the entry fee for the Horse Farm Hundred. *Use this certificate when registering*, either by mail or on the day of the ride, to get your \$5 discount.





President's Message

The GCC needs you!

Now is the time for all good cyclists to come to the aid of their bike club!

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

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Did you ever wonder how the Gainesville Cycling Club manages to pay for the burgers, dogs, drinks, reservations and all the other stuff that makes our club picnics so great? Your dues? Ha, don't make me laugh! Think about it. For \$10 your whole family eats at the picnics, gets coverage for insurance, gets a book of reference maps, a \$5 discount on the club's big ride event, a first rate bi-monthly newsletter and I could go on. Can you really imagine that all of that costs the club only \$10? Then you need to get a Nobel prize for imaginative economics.

No the sad fact of the matter is that the driving force behind all the dollars it takes to generate all of these benefits is the profits we manage to make from the Horse Farm Hundred, our annual club sponsored ride. We rely on the service of volunteers recruited from among our club ranks to perform the myriad functions that make this all possible. And they work without pay, for the sheer knowledge that the work that they do makes our club the great club that it is. There are some small perks for volunteers; a free Horse Farm T-shirt and the pride of knowing that they have made a real contribution to the excellence of our club.

If you would like to consider being a volunteer at the Horse Farm this year, or the Santa Fe, you should call one of the volunteer coordinators and talk to them about the various volunteer positions available. There are a lot of different jobs that make the Horse Farm happen every year and there is probably something that you can do for us that you will enjoy. Remember too that the early bird catches the worm, also that the earliest bird gets to choose the choicest worms, so call now. And if you don't ride much this is a great chance for you to meet a lot of the other members of your club and talk to people who can help you reach whatever goals you would like to achieve from cycling. It's also a great chance to ogle a lot of different bikes. And volunteering doesn't necessarily preclude you from being able to get in a ride yourself that day. The Horse Farm Hundred can't happen without the help of people like you.

Be Considerate

Now a little comment about supported-ride etiquette. Most serious cyclists are identified and characterized by their consideration and concern for others. But last year some people were seen working on their bikes while leaning them against other people's cars, without the car owner's consent. Really, some cyclists like their cars almost as much as they like their bikes and they may not appreciate someone scratching up the paint. Unless you would like people to do this to your car, show their property the same consideration you would expect for yours. The other point is that last year someone left a pile of trash dumped from their car in the Morningside parking lot. I would have told the Ranger who brought it to my attention that it was probably someone other than a cyclist at our ride, if I hadn't seen several Powerbar wrappers in the mess. I'm guessing that these lapses of common courtesy were just that and hope that we won't see a repeat of them at this year's event. Generally, I can say that I have never seen a better mannered or more considerate group of people than those I have met biking. Let's not let lapses like these start some angry encounters or ruin our access to places like Morningside. If you see some cyclists being rude, you could consider politely pointing out the error of their ways, usually this will be all that need be done.

Hope we'll see you on the ride or in a volunteer role at the Horse Farm this year, or maybe both.

Following winds, my friends,

Rob Wilt



Horse Farm Hundred Volunteers Needed



The most exciting time of the year for cyclists in Gainesville is the Gainesville Cycling Festival, which features the Santa Fe Century and our own Horse Farm Hundred. Last year over 500 cyclists participated in one or both of these events, over half of them coming in from out-of-town. It's when we show off the best riding area in the state and get to mingle with other cyclists from as far away as California.

To successfully put on the Horse Farm Hundred (and contribute to the running of the Santa Fe Century, a benefit for the Boys and Girls Club of Alachua County), we need help from many club members. This event contributes significantly to our budget and helps keep our dues low.

You will receive an Entry Certificate soon that has entries on it for volunteers to fill in. CALL a designated person to get a volunteer slot BEFORE sending in the Certificate to volunteer. The Certificate reserves your volunteer T-shirt and ensures that you are covered by our liability insurance. All volunteers will receive a ride T-shirt, and those working multiple or long shifts will also be eligible to ride the Horse Farm for free (or get a reduced rate on the Santa Fe if your shift is during the Horse Farm).

We have quite a few jobs that will need doing, but since we're buying T-shirts and giving away Horse Farm entries we cannot take unlimited volunteers. Volunteer early to get the job(s) you want!

Rest Stops. This is where you really get to meet other bicyclists! You'll be handing out soda pop, water, gatorade, cookies and sandwiches to ravenous cyclists, and grilling hot dogs for the finishers. Shift lengths vary from 3 to 5 hours. At Morningside Nature Center, shifts start at 6:30, 9, noon, and 2. At Irvine, shifts start at 6:30, 7, 10:30, and 11. At the

lunch stop, be in place by 9.
**CALL BARRY GIBBONS
AT 372-1145 TO GET A
REST STOP
VOLUNTEER SLOT.**

Registration. This is a vital job because it is where we come face to face with our guests and where we collect the money. Shifts start at 6:30 and 3 Saturday at the Boys Club, 7 Sunday at Morningside, and 7 Sunday at Irvine. All new registration people will also need to come to the Boys Club on Friday at 6:30 pm for training. **CALL ROGER PIERCE AT 378-7063 TO GET A REGISTRATION VOLUNTEER SLOT.**

Sag Drivers. We need persons with a vehicle with bicycle carrying capacity to act as SAG drivers on both Saturday and Sunday. We pay for gas and you drive around an assigned area of the course looking for cyclists in distress. We also need someone to ride in the Saturn pace vehicle to tell the driver where the course goes, and perhaps direct some traffic. **CALL MEL PFAUTZ AT 378-3029 TO VOLUNTEER FOR THE SANTA FE; CALL LINDA MCMAHON AT 331-4089 TO VOLUNTEER FOR THE HORSE FARM.**

Course Workers. We can use some people to help mark the courses, both driving for Chandler as he paints and placing signs on the courses just before the riders get to them. **CALL CHANDLER OTIS AT 377-1728 OR 376-6729 (days) TO VOLUNTEER FOR ONE OF THESE SLOTS.**



BAMA 97

Bicycle Across Magnificent Alabama

by Linda McMahon

I had the wonderful experience of bicycling across Alabama with GCC members Mary Lou and Jim Merkner. The Alabama state ride was held June 7th through June 14th. As are most rides across states it was a 6 day event. This was Alabama's 3rd year in hosting this ride. It started in Dothan (SE) and headed in a Northerly direction reaching Lafayette, Georgia on the sixth day. The average day ride was about 60 miles with only one day with a 72 mile distance.

Alabama's beauty is a well kept secret. The roads are well paved with little traffic. On one portion of the Southern part of the state, I noted two motor vehicles in a 30 mile stretch of rolling hills and gorgeous country side. Farms and homesteads are scattered here and there. With only 200 riders there were many miles of not seeing one other rider. Very different from larger state rides. On BRAG (we) spent most of the time trying to get away from other riders. Touring on BAMA, seeing a cyclist in the distance was a welcome sight. ("We were on the right road after all!") Actually the roads were well marked and the Maps were more than adequate. BAMA did a fine job of keeping this small group of riders together. The people of Alabama were friendly and motor vehicle drivers were courteous for an area that encountered few cyclist?

Although Piedmont Alabama had a rails to trails park just completed the week were there (10 miles!) They hoped it would eventually expand to Gadson (30 mile rails to trail in the next year or two). The Mayor of this small town greeted us proudly.

We noted many times throughout our ride that no matter how small the homes were they were always well kept, lawns mowed and most with a beautiful flower garden. No trash could be seen...and we didn't think they were as fortunate as Gainesville with our weekly trash pickup either!

Accommodations were sometimes good and sometimes ...but if you have ever attended across state rides before, you know the logistics,...it ain't easy! On one memorable stop we shared the shower shack (placed smack dab in a field) with the pastured horse which insisted on showering with us. Luckily it was friendly. The riders finally figured out how to keep the horse distracted while we took turns showering. Another memory was a dinner outing that found us piling 12 hungry riders into the Merkner Van in search of a most outstanding Mexican restaurant. Along the way we were entertained with authentic Indian stories; Indian history and artifacts; a terrific H.S. jazz band; a talented professional DoWop Quintet; and last but not least, a tour of the Sequoia Caverns. Some hearty souls slept in the caves overnight... We met them on the road in the morning.

BAMA was an enjoyable week of riding and exploring. They will grow rapidly in the next few years, and I am sure many of us will look forward to riding BAMA again!

BRAG (Bicycle Ride Across Georgia) 1997

Top Ten List

by Debi Klang, Southern Bicycle League

You know you are a BRAG rider if:

10. "All you can eat" is the sign of a good restaurant.
9. You spend two and a half hours in a porta-pottie waiting for the thunderstorm to pass.
8. You consider road spray to be a facial.
7. You put on sun screen at 6:30 in the morning and it is raining outside.
6. "Getting trashed" means you are using a Hefty bag for rain gear.
5. You consider Ziploc bags to be luggage of choice.
4. You purchase Desitin to coat your fanny at the ripe old age of 36.
3. You wear a watch so you know what day it is.
2. You eat lunch, standing in the porta-pottie line,

in the rain, at 9:30 in the morning.

1. Riding 100 miles in the pouring rain for a \$1.49 water bottle seems like a reasonable thing to do.



Bicycle Maintenance Class

by Gary Kirkland

The park rangers are looking for volunteers to help operate and maintain the trail. One of the positions available is Trail Monitor:

Represents the Trail and the Paynes Prairie State Preserve to walk or bike the trail and perform the following tasks: answer visitor's questions, pick up litter, make observations of trail activity and condition (reporting anything unusual: conflicts, vandalism, natural damage, road kill to PPSP staff), provide interpretation if possible, and inform visitor of rules (not enforcing them). The Park will provide a uniform, gloves, and trashbags. Appropriate dress is required. If biking, park can provide two bicycles with helmets. Bike helmets must be worn whether using park bikes or own bikes. Individuals with First Aid/CPR training would be a bonus. Prefer four hour time slots.

Other jobs include Maintenance, Herbiciding, Interpretation, Volunteer Coordinator, and Special Projects. To volunteer, contact Trail Ranger Lisa Barlow Monday thru Friday, 8am-4pm, at 955-2138, or Trail Ranger Lowery Douglass Saturday thru Monday, 8-11:30am, at 955-2138.

□□ Road Watch □

□ Newberry Road from the end of the four lane to Jonesville is still under construction. It is barely rideable eastbound; we do not recommend westbound travel.

□ CR 225 is closed from Irvine to Fairfield.

Mountain Bike Day Trips

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In the mountains of Western North Carolina

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Do you suffer from fix-a-flat-aphobia? Have you always wondered what really is inside that bottom bracket, but don't have the tools or knowhow to get in and take a look?

Well this fall a class offered through Community Education at Santa Fe Community College will be able to answer some of those mechanical questions and teach you the basic skills for roadside repairs and tune-ups.

Local bike mechanic Chris Burdsall will again be teaching the class. Tentatively it will begin Oct. 2 and run for four weeks. The sessions run from 6 p.m. to 9 p.m. and the training is hands-on so bring your bike and cloth for wiping your hands. The cost is \$41. Registration will be held Sept. 13 - 15 at SFCC and by phone. The course description and confirmed dates and times will be included in the class schedules that will be published in mid-August. The class is limited to 12. For information call SFCC at 395-5193.

Bicyclopedia

If you want to know anything about bicycling, check out this site on the World Wide Web:

<http://homepage.interaccess.com/~opcc/bc>
This months sample:

•Accordion effect: Also known as the rubber band effect. The tendency of a group of vehicles -- bicycles, cars, whatever -- to continually stretch out then bunch up. The longer the group, the more pronounced the effect. It is felt worst at the end of the group, where riders have to continually brake to slow down, then sprint to catch up. This is bad enough in rush hour traffic on a expressway where all one has to do is push the brake or accelerator, but in a peloton, all the changes rob trailing riders of energy. Ironically, once you get past the initial effort

to get to the front of the peloton, you waste less effort holding your position there.

CLASSIFIED

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.

I am looking for someone who is going to the Tour of Sebring on Labor Day Weekend and would like to share transportation and accommodations. Lauri Jenkins 375-7683 ljenk@mail.mse.ufl.edu

Room for rent in my home in NE Gainesville. Quiet, cost is negotiable. Non-smoker. Call Carol, 371-8695.

Mongoose hybrid **bike**, Corssway 425, 19" frame, with Cateye Vectra & mirror. Only 239 miles. \$200, like new. Specialized **helmet**, size large, hardly used. \$12. Call Carol, 371-8695.

Would you like to cycle in Canada's most eastern province - a rugged land of delightful people? Each person will carry all gear on the bicycle and lodging will be in motels, inns and B&Bs. Dates: September 3-15, 1997. Tour will start and finish at capitol city of St John's. We will first cycle south through Witless Bay and Ferryland to Trepassey, where caribou may be at roadside. Then north through Samonier and the Conception Bay communities of Holyrood, Brigus and Carbonear. Traveling next to Trinity Bay village of Winterton and south to Whitbourne, returning to St John's through Conception Bay South. Total distance about 370 miles. Some terrain is hilly, some is flat and some is barren. Average day 46 miles, longest day 58 miles. Paved roads with light traffic. Costs: \$10 to leader for planning expenses, and about \$70 per day for meals and comfortable lodging. For more information contact Jack Elliott, Florida Freewheelers, 1213 Swan Street, Winter Springs, FL 32708, phone 407-365-6338.

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

CYCLE-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

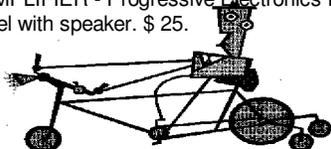
WET SUIT - BAILEY nitrogen blown neoprene, 5 mm, black and red, long sleeve. Plush nylon inside & out. Spine pad, key pocket, clean, medium, fits man or woman \$ 60

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. \$ 25.



Awareness Campaign



A statewide traffic safety awareness campaign for bicyclists, pedestrians and motorists will begin in January of 1998. This project will be funded through a Federal Highway Administration Grant, administered by the Florida Department of Transportation safety office. An Alachua County Traffic Safety Awareness Campaign committee is being organized to

discuss ideas for a local traffic safety campaign that would coincide with the statewide campaign. The first meeting will be held on Wednesday, August 6, 1997. Anyone interested in discussing potential components of a traffic safety campaign in Alachua County or potential funding sources is welcome to attend the meeting.

If you have any questions, please call (352)334-2107.

Be Courteous, Folks

A member wrote in late July:

"I rode with a Gainesville Cycling Club sanctioned group yesterday. They rode two and three across, not that this is bad on back country roads..., but it is on 441 and when motorists are trying to pass, (one had to follow them for quite a distance because the rode curved, they knew there was a car behind and wouldn't get in single file). They did not use hand or voice signals and would brake for no apparent reason and stop in the middle of the road without warning. They pulled out in front of cars and trucks to turn, twice motorists honked at them because they had to slam on their brakes in order to avoid hitting them."

While the group was not identified, I think they know who they are. When one group acts in this way, peeved motorists can be expected to take out their frustrations on the next group of cyclists they come across. Get out your reference guide and read the articles on how to ride in a group; we really don't want any injuries, or worse.

August-September Ride Schedule

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

RIDING GROUPS

REGULAR STARTING TIMES AND PLACES

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 tteyob@aol.com to join the group.

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.

GRU FACILITY RIDES

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

SATURDAYS

Hunters Crossing Pedalers meet at 8 am.

TUESDAYS AND THURSDAYS

A Riders meet at 6:30 pm. (This time will change towards the end of September--watch the gcc-fla email list for times).

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
Aug 2 Sat	8 am	Andrew Gill	338-9205	Plaza of the Americas
Aug 3 Sun	8 am	none		Plaza of the Americas
Aug 9 Sat	8 am	Andrew Gill	338-9205	Plaza of the Americas
Aug 10 Sun	8 am	Tim Malles	371-7192	Plaza of the Americas
Aug 16 Sat	8 am	Tim Strauser	375-3612	Plaza of the Americas
Aug 17 Sun	8 am	none		Plaza of the Americas
Aug 23 Sat	8 am	Andrew Gill	338-9205	Plaza of the Americas
Aug 24 Sun	8 am	Tim Malles	371-7192	Plaza of the Americas
Aug 30 Sat	8 am	Andrew Gill	338-9205	Plaza of the Americas
Aug 31 Sun	8 am	none		Plaza of the Americas
Sep 6 Sat	8 am	Tim Strauser	375-3612	Plaza of the Americas
Sep 7 Sun	8 am	none		Plaza of the Americas
Sep 13 Sat	8 am	Andrew Gill	338-9205	Plaza of the Americas
Sep 14 Sun	8 am	Tim Malles	371-7192	Plaza of the Americas
Sep 20 Sat	8 am	Andrew Gill	338-9205	Plaza of the Americas
Sep 21 Sun	8 am	none		Plaza of the Americas



FLORIDA

Florida

Bicycle Touring Calendar

(VERY ABRIDGED)



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

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. Suwannee 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. 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 (Sat) **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, pizza served at 11:30. 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 17 (Sun) **John Alden's 6th Annual Beach Ride for the**

Ft Lauderdale FL

National Kidney Foundation
 Double Tree Hotel, 440 Seabreeze Blvd, Ft Lauderdale FL.
 (800)927-9659

Aug 30 - Sep 1

Tour of Sebring
Sebring FL Brochure enclosed. Linda Leeds (561)683-2851.

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. 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 6 (Sat) **Autumn Challenge**
Prattville AL Ride 30, 62, or 100 miles with the Montgomery Bicycle Club. \$20 pre-registers you. Same-day registration will be \$25. Montgomery Bicycle Club, Box 231116, Montgomery AL 36123, or call Gary Smith, MBC president at (334)365-9728.

Sep 7 (Sun) **8th Annual Endless Summer Watermelon Ride**
Baldwin FL 27/49/73/100 miles. Must register by August 26th to get a T-shirt. Spaghetti lunch and watermelon after ride. Olympic size pool open after ride. Registration opens at 6:30 am, ride starts at 7:30 am at Baldwin High School. North Florida Bicycle Club, PO Box 550963, Jacksonville FL 32255-0963. (904)721-5870.

Sep 13 (Sat) **Osceola Swamp Man Classic**

Glen-St Mary FL

13/32/63/100 miles hard road at Baker County High School, 10/20 miles off-road at Olustee Beach in Olustee. Fee \$17 until Aug 30, then \$22, includes T-shirt, sags, post-ride meal, massage, restrooms and showers. Pat Wagoner (904)259-6129. Baker County Chamber of Commerce, 20 Eash Macclenny Ave, Macclenny FL 32063.

Sep 13 (Sat) **24th Annual Birmingham Bicycle Club Century**

Birmingham, AL

Brook Highland Plaza in B'ham (Hwy 280 just west of Hwy 119 intersection). Same day Registration starts at 6:00 a.m.; Ride start times between 7:00 a.m. and 10:00 a.m.

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 20 (Sat) **USO/WFW Weekend Fall Century Bike Ride**

Pensacola FL

Sharon Silk, USO, (904)455-1064, Bob Kriegel (904)438-9860. USO, PO Box 4321, Pensacola FL 32507.

Sep 21 (Sun) **Freewheeling Hilly 100**

Dade City FL

Ride in the hills of beautiful Hernando and Pasco Counties. Begins at 7:30a.m. at the Pasco Comprehensive High School south of Dade City . Rides of 18, 34, 62 and 100 miles. \$15.00 - no T-shirt after Sept. 6, 1997. Sponsored by Tampa Bay Freewheelers and St Petersburg Bicycle Club

Sep 21 (Sun) **Annual Fall Century**

Huntsville AL

100/62/50/25 miles. Spring City Cycling Club, PO Box 2231, Huntsville AL 35804.

Sep 21(Sun) **Bridge to Bridge**

Hickory NC

Caldwell County Chamber of Commerce, 1909 Hickory Blvd SE, Lenoir NC 28645, (704)726-0323.

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, 55, or 20 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.

The Toxic Trio

By Jim Merkner

This is the time of year for mountain biking in short sleeves and shorts and for canoeing between Ivy covered banks, and for the dreaded itch that only poison Ivy, Oak, and Sumac can cause. Actually people have broken through snow cover and contracted poison Ivy infections so anytime of year is dangerous. And only humans are affected. Lucky us.

The offender is Urushoil, an oil of about the consistency of 3 in 1 oil found in and on the leaves, berries and roots of the plant. The oil causes an eruption on the skin that takes about two weeks to heal. In wide spread or large area cases a trip to the Doctors' office is the advised correction.

Some perceptions:

"My friend gets poison Ivy just by walking near a patch. Does it give off a gas?"

A person must get the oil on their skin to be infected, there is no gas. Perhaps a pet who romped in the plants then rubbed against your friend spread the oil. Or they may have used seasonal equipment that had Urushoil on it. Or they may have handled an ATB tire after running over a plant. The only exception may be in smoke. Urushoil splattered onto a particle of smoke may travel downwind to a victim. The US Forestry service loses about 1/3 of its firefighters to poison Ivy infection in this way.

"I never get poison Ivy. Am I immune to infection?"

Maybe, but only 10%-15% of the population is immune to Urushoil infection. More likely you just haven't gotten the oil on your skin. Once you get infected you will become even more susceptible.

"Do the draining sores of the infection spread the eruption?"

No, once the eruption occurs the chemistry of the infection changes and no future infection is possible. What you are seeing is a later reaction to the original

contact.

YOU'RE GOING TO NEED AN OCEAN OF CALAMINE LOTION!

WHAT TO DO! WHAT TO DO!

Learn to recognize the plants "Leaves of three, let it be."

Before riding my Mt. bike I spread a clear, thin, oil, "ARMOR" (Hunter's Crossing Publix) on exposed skin. It seems to act as an insect repellent also.

After riding I shower with LOTS of water and a liquid soap called "TEACNU" (Eckerd \$5.00). Wipe suspected handle grips, tires, etc. with alcohol. The oil stays on for months (years?) otherwise and will re-infect you. Do not use alcohol wipes. They do not contain enough alcohol and they will spread the oil.

If you do experience blisters apply one of the soothing lotions. I use a product called "CALAGEL" (\$5.00 Eckerd).

Finally, a deep infection can be treated by a Doctors' prescription. A six day pill series cost about \$35. Ask for the generic version: about \$5.

There is more: read "Natures Revenge" by Susan Hauser. This small book reads easily and will bring you the latest information on the problem. It is at your public library.

By the way, the "Seven Year Itch" is an entirely different phenomenon and cannot be treated as explained here.



Demon Passengers

by Rob Wilt

As I looked out my second floor window into the darkness, I could see fine drops of rain silhouetted like a golden halo around the street light. For a moment I contemplated the easy way out, crawl back into bed and pull the sheet over my head and forget it. No one was going to ride in this rain, with "no name" storm twirling around in the gulf, dampening every moment of the day. But a lot of preparation had gone into this moment and I was far too excited to go back to sleep, and "what if" it all cleared up suddenly and I missed this once a year chance. It was all too horrible to contemplate. Nope! I pulled on my bike shorts and downed a cup of coffee, called my ride buddy and threw the bike on the car rack. Twenty minutes later we were both on our way through the drizzle to our first century.

When we arrived at Morningside Park a gaggle of cars lined the entrance in front of the locked main gate. We learned that the public employee who was supposed to let us in didn't show. Still under a light sprinkle and a dark overcast the day just didn't seem to be boding well for the ride. I was starting to feel a little of the fatigue caused by a night of restless sleep and wondering how this was all going to work out.

Finally someone arrived and unlocked the gate. Things started to improve, suddenly the sprinkling stopped and only a faint drop would hit my face every couple of minutes. Maybe it would stop altogether. By the time the ride began at 8 am the rain had actually stopped. We rode out with high hopes, if this overcast would stay, but the rain ceased all day, that could be perfect.

My buddy and I rode slowly, the only way we know, staying at the rear of the pack, but we were pacing ourselves for the long ride ahead. It seemed like every hill we climbed that day was accompanied by a fierce head wind, but we managed to go all the way to the 75 mile point with only a couple of sprinkles. I was really tired from all the hills, but as we stood talking at Calawood we both knew that we were going to be able to finish. The only problem, it was now 3 PM. The sag drivers came by to ask us if we wanted a ride, Morningside closes at 6 PM, naturally we said no, we were going to finish. We could do 25 miles in 3 hours, we were sure of it. They insisted, we resisted. They tried again, we said no way. Suddenly someone opened a floodgate of rain on us, then as we stood soaking wet with the rain coming down harder and harder, our resolve dissolved. Images of myself being crushed by a semi on 441, crossing the Prairie in a deluge, dampened the potential glory of finishing. We sheepishly crawled into the sag wagon, soaking wet with the idea that we had lost the good fight. I wanted to be somewhere else at that moment, anywhere else. As we cruised past the final cyclists on 441 proceeding in a stiff rain to the finish, my spirits fell even further. Deep inside I ached to finish this century, but it was a goal that would have to wait for another year, ... if ever. My first completed century would not be this Horse Farm 94.

In early 1995 several members of the Hunters, with whom I normally ride, served notice that they intended to attempt the Santa Fe Century; I opted to do it with them, to get a century under my belt. We trained hard all summer and when it came time to do it, we did it. No problem. I had my first century! I swore I had claimed my one and only century, I had nothing to prove. That was it, no more centuries for me.

Never say never.

Still I could not shake the Horse Farm 94. Deep inside I felt an odd pain whenever I thought of it, a terrible sense of lost opportunity. Several members of the Hunters began to talk about training for the Horse Farm 96. As time went on the talk became deadly serious, they were going to do it. Still not committed to another century, I soon found myself riding on their extended rides, building up stamina and strength. As the summer wore on we trained longer and harder, even doing the lower half of the Horse Farm as a test. At one point I set a record for myself with an average of 15 miles per hour over a course of 75 miles. I was astounded that I could do such a feat. I was dizzy from the experience, literally and figuratively. Surely the century could not be much harder. I finally caved in, abandoned my "no more centuries" statement, and resolved to ride. I would ride the Horse Farm, I would try another century, The Century, I would attempt to exorcise the demon that haunted me.

The morning of the 96 Horse Farm dawned well. The weather man had predicted late afternoon rain, but the overcast that prevailed promised a relatively cool ride, and a little rain can be a blessing on a really hot day. It looked like we were headed for a good ride.

There were eight of us starting out together. The Hunters group merged seamlessly with the large body of the peleton and we were not discernible as a separate group. It would take the rigors of the ride to break up this large peleton group into its proper groups, divided up by physical ability and determination.

As the ride started several members of the Hunters rushed out with the peleton. With the excitement of the moment I found myself caught up in that group proceeding at a pace well beyond my average speed, following the pace car from Morningside to the head of Paynes Prairie. What a rush, ...a strange flush of excitement flowed back and forth in waves across my body. But as I headed up the hill on the south end of 441 as it rises out of the Prairie, the error of my way hit me. I had wisely chosen to get at the back of the peleton in 94 and manage my energy with real discipline. Two years of additional riding and conditioning had made me brash, and in the back of my mind was the thought that I could fail to finish this ride again, ...but I would not be able to blame the weather.

In spite of that the ride seemed to progress well, two more riders fell into our pace briefly, bringing our group to ten as we headed out of the Prairie. Other than witnessing an already dead, but fresh armadillo, get crushed into oblivion by a car that was speeding past us at 65 mph, things seemed to be going well. My energy seemed to return as our speed

dropped back into the Hunter pace, it was going to be a long ride but it looked like the finish would be no problem. The two riders who had joined our group peeled off for Morningside, it had only been their intention to ride the Rush 55. We bid them adieu.

As we approached the lunch stop (50 miles) one of our eight started to fade, he had ridden the Santa Fe the day before and it was starting to show. He bid us adieu and took the sag. Five of the remaining members took off from the lunch stop and headed out at a faster pace. When Linda McMahon and I finally resumed, we passed one of these Hunters sitting under a tree at the 65 mile point massaging the cramps in his legs. We asked if he needed help, but he waved us on. I couldn't help but feel a sense of sadness about his plight, but per his instructions, we left him for the sag. All was well for me as we arrived at Calawood, the 75 mile point and the site where the demon had entered me in 94. It would be from this point that my riding would drive him out by the test of will and stamina.

On arriving in Calawood we found the remaining four Hunters, who had headed out early, waiting for us. The six of us headed out together, but after a few miles it became apparent that I was going to pay for my exuberance so many hours before at the start. I was starting to feel very tired, a lot more hills than I had imagined still lay before me and as we climbed each one, each successive hill became more difficult. The clouds began to solidify and darken to the point that I changed from sunglasses to my regular glasses. The sky was beginning to look ominous, still we were spared anything but sprinkles. As we rolled off the last major hill somewhere around Micanopy I was relieved to think that all that remained were some shallow grades and about 20 miles of mostly level terrain.

When we left our final stop at the Pearl station in Micanopy to head up Angle Road, it seemed that my strength was sapped. Every grade, however minor, seemed a testimonial to my depleted energy. At about this time, four of the Hunters who were ahead of me began to break away. Only Linda McMahon remained to prod me to continue, to give me inspiration. Halfway up Angle Road to 2082 it began to rain lightly, and as we entered 2082 it intensified, and then it became a torrent on 20. With cars swimming like sharks all around me, Linda disappeared ahead into the curtain of rain. For a moment I thought I would be crushed by some vehicle unable to conceive that cyclists could be out on 20 in such a rain. But as I rode I realized that the lights behind me, barely visible through the rain, were those of Chandler Otis's sag truck. He and Barry Gibbons alternately used their vehicles to shadow me along that most dangerous stretch of road. As I turned up Newnans Lake Road, with water flooding in through the vents in my helmet; all of the salt crystals that had collected so abundantly in my hair as I rode the previous ninety miles began to dissolve and dislodge and flood down into my eyes. With my eyes on fire in the pouring rain, I managed somehow to safely pull off the road without crashing, this in itself a feat. I took off my helmet and let the heavy rain wash through my hair to clear out the rest of the salt. It was now raining so hard that I could not see at all with my glasses on, so I decided to proceed without them. By now Linda was long gone, Chandler pulled up behind in his truck

to see if I was OK. The rain had begun to slow. Less than ten miles to go, I wasn't about to quit as long as I could push a pedal. As I headed out from Mrs. Wigglesworth's fish camp the rain drained to a trickle, I put my glasses back on and headed west on the last piece of 329B. I hereby swear that I have never seen a long shallow grade that so much resembled a perpendicular mountain climbing to the stars. I had to draw from the deepest well of my dwindling strength to climb that faint rise to University Avenue. But then, having surmounted the last real obstacle, as I stood over my bike at the stop sign at 26, I could finally assure myself that I was going to finish. A few final drops of salty rain drained down from my helmet across my cheeks and I wiped them away. Every pedal stroke became a Herculean effort on that final flat mile. I begged my legs not to cramp and I guess they were listening. As I rounded that turn into Morningside I found the Hunters at the entrance waiting for me. I acknowledged them, reached out with the little strength I had left to meet Rocke Hill's high five and rode through their gauntlet into the park. When I reached the finish I felt a welling of sensations that I cannot easily describe. A series of sensations that if I had had the energy to do it, would have forced me to leap off my bike and jump up and down, shouting oaths of affirmation to the sky. Instead I rode around the circle at Morningside several times basking in the tingling sensations. Someone yelled an inquiry, "Just can't stop?". In fact I could, but I needed to be absolutely certain, certain that I had done at least my hundred miles, and especially to savor that moment of triumph as long as it could last. For that one moment in my life I truly think I knew what it felt like to be an Indurain or a Lemond.

So at 5:30 PM on October 6 I had acquired the dubious honor of being the last person to officially finish the 1996 Horse Farm Hundred,.....but I had finished. And I had purged those haunting feelings that had caused me two years of distress; I was no longer possessed.

So now you must be wondering. "Will he ever ride a century again?" Well....I...uh....hmmm....probably not. But one thing I won't do, I will never say never again.

P.S.

If I haven't already done so in person, I need to thank the Hunters (some are now Sliders), and particularly Linda McMahon, for their encouragement, and Chandler and Barry for keeping me from joining the armadillo. GCCers always take care of their own!

Gliders Riding and Healing

by Gary Kirkland

While the Gainesville cycling community as a whole felt the impact of the death of two cyclists and the injury to four other riders last December, when they were run over by an asleep-at-the-wheel driver, that pain was felt sharply in the Gainesville Cycling Club's Gliders ride group, and 1997 has been a year of physical and emotional healing.

The two riders killed in that crash -- Margaret Raynal and Doug Hill -- were regulars in the Glider lineup. Margaret was ride leader and a founding member. Charles Hinson, one of the most seriously injured of the survivors, was also a regular and the husband of another Glider founder, Evelyn Hinson. Lauri Triulzi and Jessica Green, who were also injured in the crash, had ridden with the group on their regular Saturday and Sunday rides.

"I lost my core who got me riding, there was a big hole," says Tim Strauser, one of the Glider founders, who still leads rides.

Tim recalled how the group was started -- their common link was their riding speed -- "A group that rode at a particular pace" which in the beginning was 15 to 16 mph, but didn't stay there.

"After a month or two we all got stronger, and we found ourselves going faster than we said we would," Tim says.

That improvement came from friendly competition.

"In the sense we'd push each other to get stronger, it was competitive in a good way," Tim says.

Barry Gibbons, also one of the founders, agrees that the rides have had a different feel since December as old members have dealt with the tragedy and new riders have joined.

"She (Margaret) was one of our ride leaders, she was really a bright spirit. It was really nice to ride with her,

and she was fun to be with," Barry says.

The Gliders typically ride in a pace line at about 18 mph, on rides ranging from 40 to 60 miles.

"I think the camaraderie and the closeness of the group are improving," Barry says.

Barry says one of the things he likes about the group is its diversity.

"There's a pretty good mix of ages," he says.

And the conversation during the rides can be eclectic as well, Tim says, with topics ranging from riding and jobs to politics, birds and wildflowers.

Both Barry and Tim say they would welcome new riders to join the group. They have been starting the rides from a variety of places, but Tim says by August they hope to settle in on the Plaza of the Americas on the University of Florida campus as a common takeoff point in hopes of building ridership.

"It would be helpful if more people showed up for my rides, there would be encouragement there," Tim says.

Not Such A Deal on Titanium

by Gary Kirkland

Here's a story relayed from a local bike mechanic who recently got a phone call at his shop from a man who wanted to sell a "titanium bike" that he'd purchased used, thinking he was getting the deal of the century.

Knowing that a bike with a titanium frame can easily run more than \$2,000, the caller bragged that he bargained the seller down to an incredibly low price, and he'd be willing to part with his treasure for a grand.

The mechanic recommended the man bring the bike by so he could take a peek at it. A few minutes later, in came fellow with a bike - a brand typically sold at department stores - and painted on the frame was that top-dollar word "titanium."

The mechanic gave it a skeptical look and then came the all important lift test, and as expected, it was a biceps bulging 40 pounds plus. The man's treasure was a two-wheeled boat anchor, not exactly the news he wanted

to hear.

How could the bike legally carry the titanium label?

“The only thing titanium on this is the pigment in the paint,” the mechanic answered.

Riders for Fun Meet Riders for Life

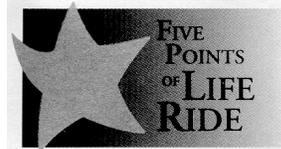
by Brian Burns

June 27, 1997 was the day that the Five Points of Life bicycle ride pulled into town and I was there. I read about the riders in the USAToday, Gainesville Sun, and on the Internet. It seems that almost everyone I mentioned the ride to, had heard of it in one way or another. They were practically celebrities. Sort of.

My neighbor, Mark Sciallo, and I travelled to Jacksonville and stayed in a hotel just to ride to Gainesville with the "Five Points Riders." Mark had spoken to a representative a few times to make sure it was OK that we joined them. Despite being told that there would be no problem, I was a bit reserved. Could I keep up with them? After all, these folks just rode their bikes across the country, for Pete's sake! Would they even talk to us? Would we be looked upon as amateurs or, perhaps even invaders? I really didn't know what to expect as I fell asleep Thursday night, just that I wanted to finish and not pull into Gainesville 2 1/2 hours after they did. I was pleasantly surprised.

When we met the riders Friday morning, they talked to us like anyone else. The first person we met was Larry Frederick, who told us about some of the adventures they had during the past 41 days. He answered all of our questions ranging from the stupid, "Are you tired," to the curious, "What happened to your leg?" Turns out that Larry, while he was a police officer in California, was hit by a car doing 65 M.P.H. He needed over 100 units of blood to save his life. We met Barb Kostohryz, who never thought she could do something like this, but she trained for eight months in preparation. She said that it really paid off. Her legs felt fresh and she never had cramps, but her butt hurt a bit. I know that feeling! We even ate lunch with one of the riders, Gainesville's own Tom Wurzbach, who works at Civitan. He just kind of sat back and talked to us. And why not, we were normal folks, just like him.

Of the most interesting stories I heard, two tied for first place. One of the riders was a two pack-a-day smoker up until the day before the ride began in Carlsbad, CA. The first week of the ride almost killed him. He had a tough time breathing, of course. The second week he started getting stronger, and by the end of the ride, he was one of the best three riders of the twelve. The other story was about Lance Armstrong. A Texas resident, he met the riders and rode with them for a stage in Texas. I was told



by several people that he rode with them for a while and some of the stronger riders challenged him. Lance hung with them for a while to make them feel good,

then took off and blew them away. I was told firsthand that he was completely out of site in less than five minutes. Remember, this is flat 'ol Texas and the riders he dusted were doing about 25-27 M.P.H. They loved telling that story, they wanted to see Lance show off, and boy did he.

Anyway, we made the 82 mile journey just fine. Through Jacksonville and Gainesville with police escorts and no side mirrors coming within inches of our shoulders. And the festivities at the Downtown Community Plaza were fun. Heck, Mark and I even rode our bikes home. Turns out that the celebrities were regular people. Nahhhh! What they did to raise awareness, via something I love to do - cycling - makes them celebrities to me.

Rides To Recommend

by Gary Kirkland

Ask two of the Gliders' ride leaders about their favorite places to ride, and you'll get two different answers.

Tim Strauser says he's quite partial to the areas around Micanopy, McIntosh, Williston and Archer. And in particular he enjoys some of the roads in northern Marion County that are part of the annual Horse Farm Hundred route.

"If you haven't ridden the Horse Farm route, those are really nice roads," he says. "It's hilly, it's challenging and it's just a bit different scenery than you might be used to riding in Gainesville."

Barry says he enjoyed a recent 50 mile ride that combined about an equal mix of Hawthorne State Trail and the roads and highways between Gainesville, Melrose and Hawthorne.

The ride began at the Boulware Springs trail head and went east on the trail, crossing through Payne's Prairie to the section where the trail intersects Angle Road (County Road 234). Instead of continuing on the trail, Gibbons suggests taking a left and following CR 234 to Rochelle, crossing State Road 20 going through Windsor over to State Road 26, where he turned east (right) and taking that all the way into Melrose. [Use extreme caution on SR 26, heavy traffic. Or turn right in Windsor onto CR 1474 and then left on CR 219A to avoid SR 26. *Ed.*]

"Melrose is about the halfway point," he says.

At the light in Melrose, he turned south (right) on State Road 21 and followed it until the intersection of SR 20, where he turned west (right) and came back to Hawthorne, where he

jumped on the Hawthorne State Trail at its eastern trail head and pedaled it all the way home. [Turn left onto Gordon Chapel Road and follow it onto Holden Park Road to avoid most of SR 20 (heavy traffic). *Ed.*]



Petition for a BICYCLE/SHARE THE ROAD Specialty license plate.

I/We, the undersigned, hereby state my intent to purchase a *BICYCLE SHARE THE ROAD* specialized license plate, if approved by the legislature and offered by the Department of Highway Safety and Motor Vehicles.

By signing this petition, I/we understand that the plate would carry an additional cost of **\$15.00** annual use fee, plus a \$2 processing fee per year per vehicle. I/we certify that I am/we are, the legal owner/leasee of a motor vehicle registered in the State of Florida, and said vehicle is eligible for a specialty license plate.

NAME SIGNATURE ADDRESS CITY ZIP

Mail to: Share the Road c/o Henry Lawrence, 1725 Palmetto Avenue, Panama City FL 32401

CLUB JERSEY - Time to Order!

Your Board of Directors has been working on a design for a club jersey for the last three years. We have finally come to the point where we have a starting graphic (see below) to send to a jersey company. They will do some additional sprucing up of the design. We will spec the jersey to be light colored (a base of white or yellow); the side panels, probably dark, will have "Gainesville Cycling Club" and "Florida" printed on them. The design will probably be on both the front and back, and may also include "Gainesville Cycling Club." The GCC logo should be on the sleeve. The material will be Coolmax or some equivalent. We are currently working with Voler, but that is not fully nailed down yet.

In order to get on a design and production schedule, we need to have orders for 50 jerseys in hand. To order, you need to specify size (S, M, L, XL, XXL) and preferred zipper length (9", 15", full). We expect the final cost of the jersey to be in the neighborhood of \$60. We do not yet know whether we will be able to mix zipper lengths or must choose only one.



To get your name on the list, send a check for \$30 and a self-addressed stamped envelope to: Gainesville Cycling Club, Jersey, 5015 NW 19th Place, Gainesville FL 32605-3435. On the back of the self-addressed envelope list the size and preferred zipper length.

We will not cash the checks until we actually place an order. We hope to use your envelope to tell you how to get your jersey and what the final price will be. If we do not get enough orders to place a production order, we will return your check.

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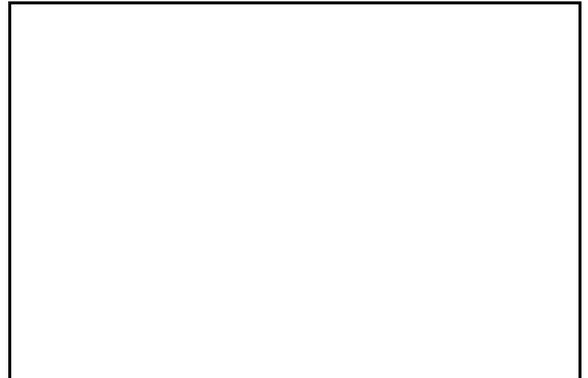
Classified ads will be run free-of-charge for club members; call the editor.

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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Horse Farm



Hundred

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

**Cycling
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1 Welcome new members Mary L. Bauerle, Brett Blackadar, Ingemar Flores, Colleen A. Houlihan,

Alvin Huggins, Guillermo "Bill" Morales, Stephanie Moss, David Pfautz, Russell W. Taylor, Glenn H. Weiss, and Mark Winbigler of Gainesville, Dan Duncan of High Springs, and Brian Walsh of Archer.

1 There is an opening on the Bicycle/Pedestrian Advisory Board. Contact the Clerk of the City Commission if you are interested.

