

## Club Happenings

**October 3 (Sat) Club Switches to 9 AM Standard Ride Start Time**

**October 8 (Wed) Alachua County Traffic Safety Awareness Campaign Committee Meeting**

See details on page 2.

**October 11 (Sat) Hunters Crossing Pedalers Ride To Evinston**

Details on this ride were not available at press time. Call Linda McMahon at 331-4089 for details.

**October 25 (Sat) Gainesville-Hawthorne State Trail Open House**

See details on page 5.

**November 1 (Sat) Club Jersey Turns into a Pumpkin!**

***IF WE DON'T GET 27 MORE ORDERS BY THEN! See page 5.***

As of October 3, orders for 23 jerseys have been placed by our 309 current members. To keep the cost reasonable, we need at least 50 orders to proceed to final design and production. Don't count on getting a jersey anytime soon after this production run; it took us over three years to get to this point on this one!

**November 8 (Sat) Hunters Crossing Pedalers Ride From Traxler**

Hunter's style ride. Meet at the tourist trap on the overpass above Exit 79 of Interstate 75 at 9 am - Ride the upper 50 miles of the Santa Fe Century, finishing with lunch at the Great Outdoors Cafe in High Springs. (Rain date Nov 15). Contact Rob Wilt 380-0561 or afn09010@afn.org.

**November 12 (Wed) Alachua County Traffic Safety Awareness Campaign Committee Meeting**

See details on page 2.

**December 6 (Sat) Holiday Party**

Put it on your calendar! Details in the next newsletter.

**December 7 (Sun) Adopt-A-Road Cleanup Party**



3 PM, followed by pizza at Tony & Pats.



## Gainesville Cycling Festival

**Santa Fe Century**

**A** surprisingly large peleton

braved the steady rain that lasted for the first five hours of the ride.

*continued on page 7*

## ***Horse Farm Hundred***

**R**iders gathered at Morningside and Irvine on a beautiful, sunny morning. But Mother Nature had other plans for the ~~day~~ ***continued on page 7***



## Alachua County Traffic Safety Awareness Campaign Committee Meeting

**DATE:** Wednesday, October 8, 1997 and November 12, 1997

**TIME:** 7:00 pm

**LOCATION:** Downtown Gainesville Library, Room B

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

**President**

Rob Wilt  
380-0561  
afn09010@afn.org

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Linda McMahon  
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Secretary**

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378-7063  
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**Treasurer**

Bill Cochran  
371-4118

**Grand Poobah**

Chandler Otis  
377-1728

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**Off Road  
Director**

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

**Member At Large**

Barry Gibbons  
372-1145  
barry@afn.org

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

A statewide traffic safety awareness campaign reminding bicyclists, pedestrians, and motorists to share the road 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.

Gainesville Bicycle/Pedestrian Advisory Board members and other interested citizens have been developing strategies to disseminate information for a local share the road campaign. The local campaign will coincide with and compliment the statewide campaign. At the October and November meetings, the committee will continue to work out the details of the local media campaign. Gainesville Cycling Club members and other interested people are encouraged to attend the meeting. If you have any questions, contact Marcie Stenmark at 334-5074.



## Weekend Anecdotes

Congratulations to 12-year old Robert Eunice of Warner Robins, Georgia, who rode both centuries, and had enough energy left over to do laps of Morningside for quite awhile after finishing!



Lauri Jenkins writes: "Cyclist spends all summer getting into top form for her first century and than falls and breaks her \*(@\$^\*! ankle two days before the ride! So I won't be able to ride tomorrow and I would be useless working the Irvine rest stop on Sunday (even if I figure-out how to drive with this \*&^%&! cast on). Excuse my hyphenation but I am really disappointed right now." We're sure Rocke Hill (shoulder) has similar feelings.



Carl Gugel and Gary Lynn misjudged the distance from Millhopper Road to Morningside, and thus wound up riding a

## N O T I C E

### APPLICATION FOR MTPO BICYCLE/PEDESTRIAN ADVISORY BOARD

The Metropolitan Transportation Planning Organization (MTPO) for the Gainesville Urbanized Area is inviting interested persons to apply for its Bicycle/Pedestrian Advisory Board (B/PAB). The purpose of the B/PAB is to provide advice to the Gainesville City Commission, the Alachua County Commission and the MTPO on bicycle and pedestrian related matters.

The MTPO is composed of the five City of Gainesville Commissioners and the five Alachua County Commissioners and is responsible for the continuing, cooperative and comprehensive transportation planning program for the Gainesville Urbanized Area.

Applications for additional information may be obtained by writing or calling MTPO, North Central Florida Regional Planning Council, 2009 NW 67th Place, Suite A, Gainesville, FL 32653; phone (352) 955-2200. Applications must be received at the above address no later than Wednesday, October 15, 1997.

double metric century on Sunday!

# President's Message



## Bias?

Do you ever find yourself wondering, like me, if anyone ever considers the real needs of bicyclists?

I remember not too long ago reading an article which described how a lot of money was spent by researchers to discover that cross-walk lights don't stay on long enough for the average pedestrian to cross, let alone the much slower senior citizens. They should have saved that money to build a bike path, I could have given them the same information for free. From personal experience I know that I am barely able to step into the road, when the "DON'T WALK" sign lights up. In my mind I wonder if that warning reflects the opposing signal that the driver in the car sees as he guns his engine for the race to whatever all-important destiny the wayward pedestrian dares impede. Why isn't the light biased in favor of the pedestrian? Why do the pedestrians receive six seconds of safety while the vehicles receive one minute of passage? This needs to be changed. Why are the "STOP" signs on the Gainesville-Hawthorne trail directed at the bicyclists and not the automobile drivers? Shouldn't there, at least, be a requirement for the cars to ALSO stop?

We live in what is arguably one of the most bike friendly towns in the United States and quite possibly the world. But there are some serious deficiencies in the treatment of cyclists that decreases the likelihood that people will ride for recreation or commute in our town. In many places the roads are simply too narrow and congested to safely ride in the road with the impatience that so marks the perpetually angry portion of the automotive crowd. On a decent mountain bike or a fat-tired hybrid it is possible to navigate to any point in Gainesville using a combination of lightly traveled residential roads, bike paths, bike lanes and sidewalks, but in some places in our bike-friendly-town impediments exist even to this. I will ride the sidewalk happily, only to find a point where the sidewalk does not have a slope to the pavement, where having to jump up or down a curb produces a dangerous jolt to my normal ride bliss. Or it does have a slope, but the slope does not have any sort of alignment with the direction of travel on the sidewalk, requiring some tricky maneuvering to enter the pavement. Some places have concrete poles and other obstacles right in the middle of the sidewalk. And the buttons placed on street light posts often point in no particular direction and have no sign to indicate what road they are for. Then the button itself provides no indication whatever that it recognizes your existence. It doesn't click or beep to tell you it has taken your request, so you push it twenty times hoping it has responded to you, only to find, when the light changes, that it has not. To Gainesville's credit it is, at least,

legal to use bicycles on the sidewalks in most of our fair town. Other towns are not nearly so kind to the two-wheeler.

I wonder if things would be different if most people rode in Yugos speed limited to 35 miles an hour required by law to ride only on the edge of the road while huge double-trailer semis skimmed by them at 100 miles an hour angrily honking their disapproval at the Yugo's presence. What if the Yugos were required to bounce over foot high obstacles mindlessly left in the path because the obstacles offered no problem for huge semis? Would the driving public tolerate it?

Actually I love Gainesville, for a lot of reasons, but largely because it IS bike friendly and generally getting better, in that regard, all the time. And most of the motorists in Gainesville are very courteous to bicyclists. But sometimes I wonder why bikes and pedestrians always seem to be an after thought in the transportation scheme big-picture. I wonder why so much time is spent, for instance, listening to the detractors of the Hogtown Greenway, when one barely hears a whisper in opposition to a new highway, or to plans to shove a road through a wooded area or expand a shopping mall. Go figure.

Well, that's the end of my whine session, I think I'll go have a glass of wine and write my congress-person a long letter. Maybe you could write one too.

Following winds, my friends,

**Rob Wilt**



PS: If you want to get a GCC coolmax bike jersey you need to get in your \$30 deposit pronto to the club. The deadline is Oct 31. After that if may be a long time before we place another order, if ever again. And don't worry about your jersey not fitting, after the order is placed we will receive a fit kit that will allow you to choose your exact preferred fit. The board has picked the jersey based on quality, safety, visibility (bright yellow), comfort and appearance. You can't go wrong. Don't delay or you will miss this opportunity.

**18<sup>th</sup> Annual Seaside Century**  
**100/65/25 Miles**  
**Sunday, November 9, 1997**  
**Melbourne, Florida**

**Tom Luedeke (407)723-6048**  
**bonesbikes@aol.com**  
**Matt Carter (407)676-4294**  
**mcarter@palmnet.net**



# A Note From The Adopt-A-Road Director

Our next Adopt-A-Road cleanup will be on December 7<sup>th</sup>, a Sunday, at 3 pm. Go ahead and mark it on your calendar right now as you're reading this. When I call or email with a friendly reminder the week before, you'll be way ahead of me.

Our last cleanup was on September 7<sup>th</sup>. We had almost the best weather I've ever experienced on a cleanup — the last bit of that wonderful cool spell.

We had the following twelve persons show up to help: Barry Gibbons (thanks again for the loan of the handy pik-stiks), Lauri Jenkins, Marcie Stenmark, Michael Cochran (thanks for the use of your truck), Tim Malles, Robert Malles, Joyce Kelly (sorry about that poison ivy), Mark Koletzke, Rob Wilt, Jim and Mary Lou Merkner.

Again we got our whole two mile stretch picked up in less than two hours. Then off to Tony & Pat's for the usual chow down and socializing that we all enjoy.

In closing, I just want to thank everyone who's pitched in since the GCC started the Adopt-A-Road

The Spacecoast Freewheelers sponsored ten of their members riding the Horse Farm Hundred. *Thanks!*



**9th Annual  
Intracoastal  
Waterways  
Century  
Oct. 26, 1997**

*The most scenic 100 miles in Florida.*

A Bicycling Magazine / LAB  
Century Challenge Event

To benefit The Florida Children's Home.  
Spacecoast Freewheelers, Cocoa Beach FL, (407)784-4686

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u on the road, Diann Dimitri

# 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:

**bicycle humor** Bicycles have never figured prominently in humor. Although they surface occasionally in cartoons, there are few bicycle jokes.

•1. Q: What is the difference between a vacuum cleaner and a mountain bike?

A: Only the way the dirt bag is attached.

•2. Q: What is an all-terrain bike?

A: A mountain bike owned by a yuppie.

•3. A professional cyclist who raced at the same time as Eddy Merckx was continually frustrated in his efforts to win anything. One day, in the Tour de France, while trying too hard to keep up with Merckx, he misjudged a turn and flew off a mountain pass. The next thing he knew, he was in heaven standing before St. Peter.

St. Peter was kind, and acknowledged that the man could have been the greatest rider of his day if only Merckx had not been racing at the same time. He promised him a reward because heaven had a tour of its own and Merckx had not yet arrived. He gave the man a golden racing uniform and a bicycle that weighed nothing at all. The rider eagerly entered the race and found himself in company with a number of great departed cyclists, such as Coppi, Anquetil, Bobet, and Christophe. Because of his modern training techniques and fresh legs, he was soon well in the lead. Suddenly, another cyclist went by in a blur. The rider complained to St. Peter on the roadside that Merckx was in the race.

"That was not Merckx," replied St. Peter, "That was God. He only thinks he's Merckx."

•4. Three jokes like that are enough.

# CLUB JERSEY Time to Order!

## HALLOWEEN DEADLINE

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 to send to a jersey company. They will do some additional sprucing up of the design. We will spec the jersey to be bright 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. It will have an 18" hidden zipper. We are currently working with Voler.

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). We will have a "fit kit" before you must finalize the size so that you can try on sample jerseys. We expect the final cost of the jersey to be in the neighborhood of \$60.

***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 19<sup>th</sup>  
Place, Gainesville FL 32605-3435. **On the back** of the self-addressed envelope list the size you select.

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 on

GAINESVILLE-HAWTHORNE  
STATE TRAIL

**Open House**

by **Marcie Stenmark**



Last Spring, the Gainesville-Hawthorne State Trail was paved from Boulware Springs Park, in southeast Gainesville, to downtown Hawthorne. This 17 mile paved trail is suitable for walkers, in-line skaters, and bicyclists. An adjacent horseback riding facility is also present. Federal ISTEA (Intermodal Surface Transportation Efficiency Act) enhancement funding, administered through the Florida Department of Transportation, was used to pave the trail.

On Saturday, October 25, 1997, the Florida Park Service and the City of Gainesville will be hosting a Gainesville-Hawthorne State Trail Open House Celebration from 9:00 am to 1:00 pm. The event will be held at the Boulware Springs trail head, located on SE 15th Street. The event is free and open to the public. Attendees can participate in the scheduled trail events or ride the trail at their own pace.

The schedule of events is as follows:

9:00 am - 11:00 am **Scheduled Trail Activities**

- Bicycle registration/helmet giveaway
- Family Scavenger Hunt (for bicyclists, in-line skaters, and walkers)
- Informational Bicycle Trail Ride
- Tricycle race (for kids)
- Local entertainment (dancers, singers, etc.)
- Information booths
- Door prizes

11:00 am **Open House Ceremony**

Will include speakers, tree planting, cake cutting, and ribbon cutting

After the ceremony, food vendors will be present so that attendees can purchase lunch. Music and entertainment will also continue after the ceremony.

# Route Finding on Web

by Gary Kirkland

Going on vacation and want to scout possible cycling hot spots near your destination? Check out the Rails to Trails Conservancy web site <[www.railtrail.org](http://www.railtrail.org)>.

This site offers a state-by-state listing of many of the 700 rail trails in the country. With a click of the mouse, you can find information on trail lengths, locations and in many cases get actual trail maps.

For autumn the site also had a list of seven trail web sites for seeing fall colors. The list included: CALIFORNIA: The Bizz Johnson Trail, 25 miles, Susanville to Westwood in Lassen County.

MASSACHUSETTS: The Norwottuck Rail Trail, 8.5 miles, Northampton to Amherst in Hampshire County.

MINNESOTA: The Paul Bunyan Trail, 54 miles, Brainerd to Hackensack in Cass and Crow Wing counties.

MISSOURI: The Katy Trail, 185 miles, St. Charles to Sedalia in Boone, Callaway, Cooper, Henry, Howard, Montgomery, St. Charles and Warren counties.

PENNSYLVANIA: The Ghost Town Trail, 15.5 miles, Nanty Glo to Dilltown in Cambria and Indiana Counties.

VERMONT: The Burlington Waterfront Parkway, 8.5 miles, Burlington in Chittenden County.

VIRGINIA: The New River Trail State Park, 55 miles, Pulaski to Galax with spur to Fries, in Carroll, Grayson, Pulaski and Wythe counties.

These sites also include pictures to give visitors a preview of the colors they can see along the trails. The rail trail site also includes links for state-specific weather forecasts, tourism information and breakfasts.



# Mr. Death Wish

by Gary Kirkland

Each fall brings new and exciting encounters in Gainesville with cyclists who seem determined to break as many laws and safety rules as possible. In August when driving home late one evening I encountered a young man I dubbed Mr. Death Wish. His dishonor roll of rolling violations included:

- \*Riding at night without any light.
- \*Going the wrong way (facing traffic).
- \*Wearing headphones.
- \*But no helmet.

The sight made me speculate that possibly a high blood-alcohol level could give him a near perfect score when it came to stupidity. I also realized that if I saw him, so would other motorists, who might be judging Mr. Death Wish as the “typical idiot on a bike.”

## Surface Transportation Policy Project

The Surface Transportation Policy Project (STPP) is a non-profit, public interest coalition of over 200 groups devoted to ensuring that transportation policy and investments help conserve energy, protect environmental and aesthetic quality, strengthen the economy, promote social equity, and make communities more livable. For more information about STPP visit their web site at <<http://www.transact.org>> or call (202)466-2636.

Lake Okeechobee Lark

Bio wheels

## **Horse Farm Hundred** *continued from page 1*



With most of the Horse Farm Tours riders deep into their rides, and with the lead peleton at the 40 mile point, the skies opened with tropical fury. But even amid the rain drops, many riders stopped to take in the beauty of the spectacular horse farms with their handsome thoroughbreds.

As usual, the rest stops were swarmed with hungry riders, but also, as usual, there was plenty of the best spread in Florida to go around.

Mike Gann, a mechanic at The Bike Route, was the first century rider back to Morningside, a repeat performance from a couple of years ago.

### **GCC VOLUNTEERS**

#### **Registration Crew**

Roger Pierce, Registrar  
Mary Lou Merkner, Irvine Chief  
Gary Kirkland  
Richard Colbert  
Ralph Schlieff  
Jan Lautner  
Jessica Green  
Janis Mara  
Jeanne Repetto

#### **Routing**

Roger Pierce, Maps  
Barry Gibbons, HFH painting and signing  
Chandler Otis, SFC painting and signing

#### **Pace Cars**

Robert Wilt, Santa Fe Century  
Kevin Jones, Horse Farm Hundred

#### **Santa Fe SAG Crew**

Melanie Pfautz, Course Marshall  
Bill Boyett  
David Pfautz  
Andrew Gill  
Ralph Schlieff

## **Santa Fe Century** *continued from page 1*

The lead peleton kept up high speed, remaining somewhat together for the first 50 miles; most of those left behind were not quick enough to get through the lights in High Springs (we'll try to fix that next year).



A group of six riders formed after the 75 mile point, finishing the ride in four hours, 25 minutes, second only to Ed Pavelka's scorching 4:14 course record performance last year.

To finish up the day, Saturn team member Clara Hughes gave a fascinating talk at the Domino's pizza dinner, and two cruiser bikes from Campus Cycle Works were given away.

### **Horse Farm Hundred Director**

Barry Gibbons

### **Horse Farm SAG Crew**

Linda McMahon, Course Marshall  
Claire Wachtel  
Julie Baker  
Ralph Schlieff  
Jim Merkner

### **Horse Farm Hundred Rest Stops**

Bill Cochran, Aid Director  
Diann Dimitri, Assistant Aid Director  
Christopher Bowman  
Marlaine Browning  
Chris Cochran  
Joanne Cochran  
Robin Ellison  
Kim Gabel  
Carol Glavin  
Jack Llewellyn  
Joanne Malles  
Michael Malles  
Robert Malles  
Suzanne McDowell  
Susan Michele Pundt  
Dave Wagner

### **Photographer**

Maureen Petersen

# CLASSIFIED

leadership. The League's expectation is for far more service throughout the Amtrak system in the future.

**C**lub 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.

Bike rack for car roof — holds 3 bikes. Call 378-5003

Greentyre airless tires — cannot be flatted. Best used for utility/commuting bikes, may be good on off road bikes (not for racing). Clearance, \$5 each. 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

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. \$ 45.

**Road Watch**

Newberry Road from the end of the four lane to Jonesville is still under construction.

CR 225 is closed from Irvine to Fairfield.

## New Amtrak Bicycle Accommodations!

**A**s of August 1, 1997, Amtrak is offering a "demonstration project" of roll-on bicycle access on the "Cardinal" trains and between D.C. and Chicago. This is one of the most scenic rail routes in the country, passing through West Virginia's New River Gorge, the Ohio River in Kentucky, Ohio, and Indiana, and the Potomac River in Virginia. Reservations are currently required and there is a \$15 fee (provisions that the League is working to change); schedule and service information is available by calling (800) USA-RAIL (or at [www.amtrak.com](http://www.amtrak.com)).

This progress is, in large part, due to pressure brought by the League of American Bicyclists, with the support of U.S. House Transportation & Infrastructure Committee Ranking Member Congressman Oberstar (D-MN), upon Amtrak's

# Off Road



by Mel Pfautz

The Florida State Championship Series began September 14 at Hardrock Mountain Bike Park in Ocala. The course has been altered recently and was particularly difficult for all the racers. The park is open weekends 9am to 5pm if you would like to test your own skill level. In all fairness, it wouldn't be close to the same experience unless you head out on the 6.25 mile trail around noon. I wouldn't recommend this of course.

The next races are in Brooksville September 28, Hanna Park-Jacksonville October 5, Hailes Trails-Gainesville October 19, Tom Brown-Tallahassee October 26, Oleta River-N.Miami November 16, Lakeland November 30, and back at Hardrock-Ocala December 14. The races are fun to watch, so even if you don't participate you can still have a good time. The Gainesville race is in the same place as last year, next to Gatorback toward Newberry, not to be confused with the trails out by Haile Plantation. I am sure everyone knows someone they want to cheer for so come on out.

I am leading an off road ride on Wednesdays at 5:00 (a tad later in practice) from UF. We are meeting in the area between the HUB and Williamson Hall. The rides will try to accommodate any level of rider that comes out. We have averaged 8 mph off road and ride up to 25 miles.

It is my hope that lands might be made available for new trails. Anyone interested in getting proposals together with me please call. There is some recently acquired land North of San Felasco that will have trails for bikes and horses. This will be accessed from Hwy 441, not Millhopper. The Hammock is a sensitive area and only pedestrians are allowed now and forever, except on special guided tours. If you would be interested in a guided tour, let me know and I will see if that is an option.

Mel@phys.ufl.edu 378-3029

# October-November 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.** Tim Malles, 371-7192. Rides with ride leaders in the upper B range (18-19 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 (16-17 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 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.

### 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.

### PLAZA OF THE AMERICAS RIDES

(University of Florida campus in front of Library West under the walkway)

Rides meet at 9 am and leave at 9:15.

### **SATURDAY**

A Riders and Gliders meet.

### **SUNDAY**

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

### UF, BETWEEN THE HUB AND WILLIAMSON HALL

### **WEDNESDAY**

5 pm, off road ride, up to 25 miles, avg 8 mph off road.

**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
Oct 4 Sat	9 am	Tim Strauser	375-3612	Plaza of the Americas
Oct 5 Sun	9 am	Tim Malles	371-7192	Plaza of the Americas
Oct 11 Sat	9 am	Andrew Gill	338-9205	Plaza of the Americas
Oct 12 Sun	9 am	Ken Cline	376-6056	Plaza of the Americas
Oct 18 Sat	9 am	Andrew Gill	338-9205	Plaza of the Americas
Oct 19 Sun	9 am	Tim Malles	371-7192	Plaza of the Americas
Oct 25 Sat	9 am	Andrew Gill	338-9205	Plaza of the Americas
Oct 26 Sun	9 am	Ken Cline	376-6056	Plaza of the Americas
Nov 1 Sat	9 am	Andrew Gill	338-9205	Plaza of the Americas
Nov 2 Sun	9 am	Tim Malles	371-7192	Plaza of the Americas
Nov 8 Sat	9 am	Tim Strauser	375-3612	Plaza of the Americas
Nov 9 Sun	9 am	Ken Cline	376-6056	Plaza of the Americas
Nov 15 Sat	9 am	Andrew Gill	338-9205	Plaza of the Americas
Nov 16 Sun	9 am	Tim Malles	371-7192	Plaza of the Americas
Nov 22 Sat	9 am	Andrew Gill	338-9205	Plaza of the Americas
Nov 23 Sun	9 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>

- Oct 10-15 **Great Suwannee River Bicycle Ride**  
*White Springs FL* Swamp to the Gulf. Suwannee Bicycle Association, PO Box 247, White Springs FL 32096. 904-397-2347.
- Oct 10-12 **BRAG Georgia Bikefest**  
*Metter GA* Bike Ride Across Georgia (BRAG), PO Box 87111, Stone Mtn. GA 30087-0028. Phone (770)921-6166.
- Oct 11-12 **Tandem Rally**  
*Sebring FL* Joshua S. Feingold, 244 SW 180th Ave., Pembroke Pines, Florida 33029.
- Oct 11-12 **Tour De Swamp**  
*Folkston GA* Saturday 13 mile fun ride. Sunday, 62 and 31. Okefenokee Chamber of Commerce, PO Box 756, Folkston GA 31537. (912)496-4361 (Kim).
- Oct 17-19 **Mt Dora Bicycle Festival**  
*Mt Dora FL* Limited to first 1500 applicants. Select one, two, or all three days to participate. Rides 3 to 100 miles. Mt Dora Chamber of Commerce, PO Box 196, Mt Dora FL 32757.
- Oct 18 (Sat) **Spaghetti 100**  
*Miccosukee FL* 100 mile, 100 kilometer, 50 kilometer. Jim Mann (904)422-0302.
- Oct 18 (Sat) **Heritage Holidays Family Mountain Bike Festival**  
*Rome GA* Ridgeferry Park, 10am-3pm. Daredevil River Jump, Kid's biking rodeo, Pumpkin patch obstacle course, poker ride, circuit race, huffy toss for a turkey. Coosa Valley Cycling Association, PO Box 2764, Rome GA 30164-2764. (800)444-1834.
- Oct 26 (Sun) **Intercoastal Century**  
*Cocoa Beach FL* The most beautiful hundred miles in eastern Florida. Spacecoast Freewheelers, PO Box 320622, Cocoa Beach FL 32932-0622. (407)784-4686. For motel info in Cocoa Beach (407)459-2200 (Chamber of Commerce).
- Oct 31 - Nov 2 **Florida Fat-Tire Festival**  
*White Springs FL* Suwannee Bicycle Association, PO Box 247, White Springs FL 32096. 904-397-2347.
- Oct 31 - Nov 2 **BikeFest Spooktacular**  
*Lake Wales FL* Various distances (5 to 80 miles) and activities for the family. \$43 includes t-shirt, dinner, breakfast, admission to Bok Tower. SASE to Polk County Sports Marketing, 600 N Broadway, Suite 300, Bartow FL 33830. (941)534-4370 ask for Mark Jackson.
- Nov 2 (Sun) **Gulf Coast Cycle Fest**  
*Venice FL* Three distances - 61, 32 and 15 miles, well stocked rest stops, a pasta lunch, T-shirts. Randy Hurley (941)497-6683 or Crystal Allred (941)351-7870. Sarasota-Manatee Bicycle Club, PO Box 15053, Sarasota, FL 34277-1053.
- Nov 8-10 **Big 'O' Bike Tour**  
*Okeechobee FL* A three-day off-road ride on the 110 mile trail around Lake Okeechobee. The fee of \$99 (\$75 for 12 and under) includes everything: registration
- Nov 9 (Sun) **Lake Okeechobee Lark**  
*Belle Glade FL* West Palm Beach Bicycle Club's 123 mile clockwise ride around the lake. There is also a 57 mile option. Full sag support. West Palm Beach Bicycle Club, PO Box 6581, West Palm Beach FL 33405-0581. Linda Leeds (407)683-2851.
- Nov 9 (Sun) **Sea Side Century**  
*Melbourne FL* 100/65/25. Course winds through scenic South Brevard County, Vero Beach, and Ft. Pierce. Discount hotel rates for ride participants at the Melbourne/Palm Bay Days Inn (407) 951-0350. For more info call the Brevard Bicycling Coalition @ (407) 723-6048.
- Nov 9 (Sun) **Tour of Boca**  
*Boca Raton FL* A police-escorted tour of Boca (run monthly through the winter). Boca Bicycle Club Hotline (561)362-0244 or Jill Smithson (561)360-0030.
- Nov 14-16 **16th Annual North Florida Tour**  
*Live Oak FL* Southern Bicycle League (Atlanta club). Lodging is at Camp Weed: camping, cabins, or the on-site motel. Margaret Joffre (770)972-0718 or (770)498-2453 or Deborah Horne (404)872-6961. 1956 Kensington High Street, Lilburn GA 30047.
- Nov 15 (Sat) **HarvesTime Pasta Bash**  
*North Port FL* The Flattest Metric in the World (64 miles), Half Century (32 miles) and the Calm and Cool Quarter (16 miles). Coastal Cruisers Bicycle Club Jack Spencer 941-624-4524.
- Nov 15 (Sat) **Cruisin' In the Country**  
*Claxton GA* 15, 30, 62, and 100 miles. Claxton is located 60 miles west of Savannah at US 301 and US 280. Pegi Boatwright at Gailey Trophy Company at (800)262-9607, PO Box 672, Claxton GA 30417.
- Nov 16 (Sun) **18th Annual Horrible Hundred**  
*Clermont FL* 33/69/100 miles. Encompasses the "mountains" of Central Florida in and around the Clermont area. The sagged and supported course includes "Sugarloaf", the "Wall", "Taco Bell Hill", and "Citrus Tower Hill". Florida Freewheelers, PO Box 916524, Longwood FL 32791. (407)788-3446 fax (407)788-7433.
- Dec 5-8 **Secret Santa Weekend**  
*White Springs FL* Suwannee Bicycle Association, PO Box 247, White Springs FL 32096. 904-397-2347.
- Dec 6-7 **Volusia - Flagler County LASERRally! !!**  
*Daytona Beach FL* The Loose Assemblage of SouthEast Recumbent Riders (LASERR) 25-65 miles. All bicycle types. Fred Ungewitter at 904-767-5768 6pm to 9pm.
- Dec 21 (Sun) **6th Annual Winter Solstice Century**  
*Tallahassee FL* Robbie Brunger (904)224-7729.
- Dec 26-30 **Chris x Cross Florida**

*St Augustine FL* St Augustine to Cedar Key. Suwanee Bicycle Association, see Oct 31 (Fla Fat-Tire Festival)

# ***ISTEA Delay Appears Inevitable, but Bicyclists Win Major Battles***

by Allen Greenberg, League of American Bicyclists

Transportation committees in both the U.S. House and Senate have approved legislation to reauthorize the Intermodal Surface Transportation Efficiency Act (ISTEA) that preserves policies and programs supportive of bicycling and makes other bicycling-related improvements to federal law.

Because of a major budget battle between the House Transportation & Infrastructure (T&I) Committee leadership and the House Republican leadership, including Speaker Newt Gingrich, however, it now appears that the reauthorization will be delayed at least six months to allow the T&I Committee and supporting transportation interest groups to fight for higher transportation spending as part of the FY1998 budget deal expected in May 1998.

The Bikes Belong Campaign, an effort funded by the bicycle industry and run by the League, Rails-to-Trails Conservancy, and Bicycle Federation of America, created a bicycling agenda for this reauthorization effort. Our first priority is preserving the important gains made in ISTEA. We agreed that, were we to succeed at this priority, which we have in both the House and Senate, we would consider the campaign a success. The agenda also includes pro-bicycling improvements to federal law, and League lobbying and grassroots efforts have played a major role in getting some of these improvements into the House and Senate bills.

On September 24, 1997, the House T&I Committee approved a six-month funding extension for ISTEA without policy changes. Also approved was a resolution endorsing the committee's six-year reauthorization bill, BESTEA (Building Efficient Surface Transportation and Equity Act of 1997), with amendments. The six month extension will go to the House floor, but the resolution endorsing BESTEA and the text of BESTEA itself will be used only to amass support for greater funding for transportation.

In a last-minute scare for bicyclists, T&I Committee Chairman Bud Shuster (R-PA) proposed including a ban on all interstate bike travel (at least some bicycling is currently allowed on interstates in about 18 states) as part of the amendments to BESTEA, but Rep. Jim Oberstar (D-MN), the committee's Ranking Member and a strong bicycling proponent, objected.

While it is still theoretically possible for the Senate to bring the House to accept its six year reauthorization bill (which the Senate Environment and Public Works Committee passed on September 17) or something similar to it, it is now much more likely that a conference between the House and Senate on a multi-year reauthorization bill won't happen until May 1998, at the earliest, and that the House's proposed six-month ISTEA funding extension will be enacted into law.

The League succeeded at getting more pro-bicycling

provisions in the House bill (BESTEA) than in the Senate bill (ISTEA 2), although some provisions of the Senate bill are better for bicycling than those in the House. Much thanks goes to Rep. Oberstar and his staff for successfully championing the bicycling provisions in BESTEA. Since BESTEA won't be passed until after next year's budget resolution, we will continue to work with Rep. Oberstar to amend it to require bicycles to be accommodated in all highway construction and reconstruction projects. Both BESTEA and ISTEA 2 require consideration (not accommodation) of bicycles "as appropriate;" however, the Bikes Belong Campaign has succeeded at getting the concurrence of the U.S. Department of Transportation on specific, stronger language. The League and the campaign will take advantage of the hiatus that the six-month extension provides to attempt to include the new stronger language or an acceptable alternative in BESTEA.

Only provisions that are contained in both the House and Senate bills are (virtually) guaranteed inclusion in the final bill. The fate of provisions that are contained in only one of the two bills will be placed in the hands of the joint House/Senate Conference Committee that will reconcile both bills. After working to secure improvements to BESTEA, the League will focus its advocacy efforts on educating Conference Committee participants on the provisions that are needed to address bicyclists' concerns. League members are urged to write to their Congressman (U.S. House of Representatives, Washington, D.C. 20515) in support of BESTEA (you may choose to mention some of the good provisions that are included below), but also in support of amending it to include stronger language to ensure bicycles are \*accommodated\* (instead of simply \*considered\*) in all highway construction and reconstruction projects.

Please copy the League on any responses you receive from your Congressman.

## WHAT'S GOOD IN BOTH BILLS:

Provide generous funding boosts for bicycling's core programs: Transportation Enhancements and Congestion Mitigation and Air Quality Improvement (CMAQ).

Increase Recreational Trails Program funds and forbids the use of such funds for upgrading non-motorized trails for motorized use.

Require "due consideration" of bicycling in all state and metropolitan transportation plans and programs.

Require consideration of bicycle facilities "as appropriate" in highway construction and reconstruction projects.

Explicitly include bicyclists under the Hazard Elimination Program as road users for which hazards shall be identified and remediated with highway safety construction funds. (The Senate bill also explicitly allows "traffic calming" expenditures with these funds and the House bill requires that all highway safety construction projects minimize adverse impacts on bicycle access and safety.)

Amend the Federal Lands Highway Program to ensure consistency with metropolitan and state planning processes, thereby providing bicyclists access to the decision-making

process for funding decisions under this program.  
Include bicycle safety and access in federally-funded intelligent transportation system (ITS) projects.

#### IN THE HOUSE BILL ("BESTEA"):

Adds a new Transit Enhancements Program, funded at about \$50 million annually, for projects, such as bicycle parking facilities and bike racks on buses, that enhance transit and intermodalism. The federal funding share for bicycle projects under this program is 95 percent, which is higher than the federal share for all other project-types.

Expands current law which forbids using federal highway money for projects that sever "an existing major [bicycle] route or have significant adverse impact on" bicycle safety, to also forbid regulatory action on federal-aid facilities that would have the same effect (such as banning bicycles or blocking trails).

Requires the U.S. Department of Transportation to work with the American Association of State Highway and Transportation Officials (AASHTO) to study (and report back to Congress on) amending AASHTO's "highway and street design standards to accommodate bicyclists." AASHTO publishes both a bicycle facilities guide and the design bible for highway engineers known as the "Green Book."

Establishes a new "Performance Bonus Program" to distribute bonus money to states that best maintain their bridges, improve safety, and improve the environment related to their transportation systems. Bicyclists and bicycling projects should benefit as a result of this emphasis on performance.

Specifically includes "bicycle and pedestrian safety" in the federal highway research program.

Specifically includes representatives of bicycling organizations as panel participants in a new national research study on improving school transportation safety for children.

Requires that, as part of the railroad-highway grade-crossings safety program, projects be scheduled to make such crossings bicycle-safe.

Provides \$500,000 "to develop a national bicycle safety education curricula that may include courses relating to on-road training."

#### IN THE SENATE BILL ("ISTEA 2"):

Includes a national transportation-environment research initiative that addresses bicycle transportation needs.

Specifically includes "bicycle transportation facilities" as part of State transportation plans and programs.

-- WHAT'S NOT SO GOOD --

#### IN THE HOUSE BILL ("BESTEA"):

Modestly expands eligible project-types within the Transportation Enhancements Program category to include tourist and welcome centers and graffiti-and-litter-removal under the existing "landscaping and other scenic beautification" category. Since bicycle and pedestrian projects have secured 53

percent of all Enhancement dollars, this expansion could cause a slight reduction in this percentage.

Allows 50 percent of new Transportation Enhancements and CMAQ funds (above and beyond the level provided in ISTEA 1) to be transferred by states out of these program categories.

Consolidates factors that are to be considered in state and metropolitan transportation plans and changes the "shall consider" requirement to "may consider," although requires "due consideration" of bicyclists' needs in transportation plans and programs elsewhere in the law.

#### IN THE SENATE BILL ("ISTEA 2"):

Eliminates the bridge maintenance program, although includes some measures to ensure funding for this purpose. Road bicyclists are particularly susceptible to poorly maintained roads and bridges.

Eliminates the requirement to identify the program from which a project in a Transportation Improvement Plan (TIP) is funded. This could have the effect of allowing states to take away funds for bike projects that have been approved by regions. Federal guidance, however, may resolve this.



## THE CARBO CONNECTION

One of the many special dishes presented at our Labor Day picnic at Morningside Nature Center was prepared by Marty Tod. We prevailed upon her to give us the recipe and here it is:

### White Gazpacho

**3 medium cucumbers peeled and chunked**  
**1 (or more) clove of garlic**  
**1 can of chicken broth**  
**1 cup sour cream**  
**2 cups plain yogurt**  
**3 Tbsp rice vinegar**  
**chopped tomatoes, green onions, parsley,**  
**toasted almonds and/or sunflower seeds**  
**for garnish**

Blend top 6 ingredients and add garnish. Serve chilled or room temperature.

Happy Trails, Marty

Standard Ad

# CLUB BASTION

## Hunters Crossing Pedalers

by Gary Kirkland

The story of the Hunters Crossing Pedalers is one of “if at first you don’t succeed, try, try, and try again.” It was about four years ago that Linda McMahon agreed to “monitor who shows up” for a new group that would ride from the Millhopper area. The idea was to see if there was interest in forming a group that could fill the gap between beginner and life in the fast lane. McMahon explained that the Sunday morning Newnans Lake rides were taking good care of the novices, and the A and B groups were serving the more advanced riders, “and there was nothing in between.” So on that Saturday in September she showed up at the Hunters Crossing Shopping Center and was ready to monitor - but she was the only one there. So she tried the next week, and again, except for her, it was a total no show. The same happened in week three as well. But in week four she arrived to find 10 people wanting to ride, and that required a change in her job description. “Then all of a sudden I was a ride leader,” she said.



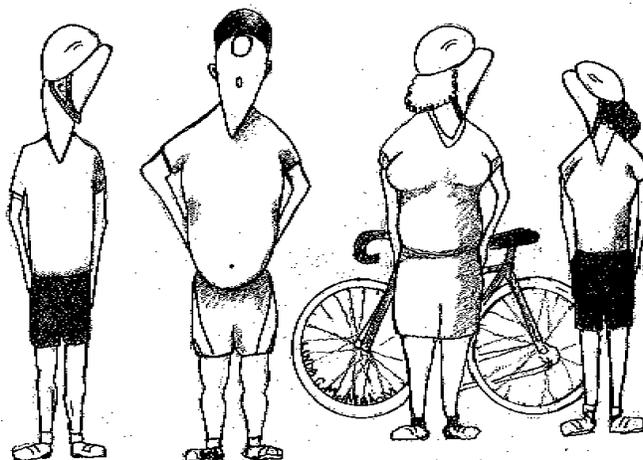
Linda McMahon

McMahon had started as a novice in the Newnans Lake group under the tutelage of the Grand Poobah himself, Chandler Otis. What she found was a helpful and gentle approach to cycling. “I think that’s what makes our club so good is that there are so many people

there to suggest things to the riders with no experience at all,” she said. Four years later she’s still leading rides. Some who join the group use the Hunters as a stepping stone, others find a home there. “There are a lot of people who’ve been with us that have gone on the B-rides and A-rides,” she said. The Hunters typically ride at a 12 to 13 mph pace, take frequent stops and usually keep the distance under 40 miles, or if there are longer rides, they’ll offer shorter options. She describes it as more of a “touring group.” “We’re not out there to see how far we can go or how fast we can go, but just to enjoy the sights,” McMahon said. McMahon has nearly a dozen routes she chooses or combines in rides to Alachua, High Springs, Hague and Lacrosse. And once a month, for variety, the members will take a road trip. Recent rides have included a ride through the Keystone Heights and Melrose areas, the Withlacoochee, Gainesville-Hawthorne and St. Mark’s state trails and wildflower rides around Micanopy and Evinston. Many of the out-of-town adventures also include a group lunch. The group meets at 9 a.m. (8 a.m. during daylight saving time) at the Gainesville Regional Utilities Office, on the northwest corner of Millhopper Road and NW 43rd Street. The ride generally begins about 9:15. As the group rolls down the highway, the words fly almost as fast as the miles. Favorite topics include birds, butterflies, wildflowers, trees, movies and TV. McMahon recalled one trip through Alachua that required some improvising. The group rode into town to find the streets blocked for a holiday parade. It

### TOONS by McMahon

We will head North on 43<sup>rd</sup> St, East on 53<sup>rd</sup> Ave for 7 miles, North on 241 and that will get us to Alachua and back before the game starts.



Translated:  
From 43<sup>rd</sup> St past Kash & Karry we will be passing Publix at Hunters Crossing Shopping Center, (you know where that great little dress shop is). Take a left onto Millhopper Road, when it dead ends take a right and that will take us into Alachua and back in time to do some shopping at the Mall.

called for the “if you can’t beat ‘em, join ‘em” approach. “We ended up being on the tail end of the parade,” she said. “We had a great old time.”

# Cycle Oregon X

## A Bike Journey of a Lifetime

By Clifford L. Gionet

After a seven hour bus ride from Portland, Oregon to Nyssa on the Idaho border, seven Floridians officially started one of the most interesting and challenging weeks of our lives.

We began Sunday morning by dipping our wheels in the Snake River on the east coast of Oregon. The Day 1 ride took us through the High Desert area of Oregon with a lunch stop in Vale. Low humidity and temperatures above 92 degrees took its toll on northerners, but the Floridians were in their element. With a total climb of over 2,000 feet, we arrived in a large field at Ironside. Two thousand riders were fed, showered, and entertained by an army of volunteers and paid staff.

We dined throughout the trip on large meals and frequent snacks. The trip rivals any large military maneuver in its planning and execution. A small city is raised and broken down daily. Thirty-six bike mechanics, cooks, sanitation workers, entertainers, organizers, sag vehicles, hospitality crews, and numerous other staff stay busy around the clock as the charging mass traveled the state.

The lightening display in the clear desert night was of unparalleled brilliance. Coyotes sang in the distance as the camp quieted by 10:00 PM. On Day 2, we left Ironside for another challenging ride of 78 miles. Total elevation climbed exceeded 3,000 feet as we biked through dry heat viewing sage on the unpopulated endless horizon. Towns as small as 22 population welcomed us. Lunch was at a country store 50 miles from the nearest town. Water stops were frequent under the hot Oregon sun.

The sheer size and majestic beauty of the state with its open range and expanse of uninhabited sections are best viewed by bike. We ended the day in the small town of Seneca. Nestled in a valley, Seneca is the coldest spot in Oregon with only 17 days a year without frost. We enjoyed a hearty dinner, a warm shower, and had musical entertainment on the large stage that accompanied us across the state.

One of the highlights of each day is the newspaper written, printed and distributed at breakfast. Trivia, stories, weather predictions, and humorous classified ads provide a great way to start each day.

Each town or village we visited provided volunteers in exchange for donations to their local community by the Cycle Oregon organization. Over \$500,000 was contributed to these communities this year. With profits from the ten rides, Cycle Oregon has established a fund to benefit worthy causes throughout the state.

Day 3 took us over 70 miles to lunch at Izee on our way to our final destination of Paulina. There are no cell phones, fax machines, or fast food stores in this part of the state. Without exception, the places we visited were glad to receive us and were warm in their reception. Including rider guests, staff, and riders, over 2,500 people would descend into these small towns, provide a major boost to the local economy, and, like a giant wave, ride out the next morning.

Day 4 was a downhill coasting ride of 55 miles from Paulina to the largest town we visited, Prineville. The town of 5,500 had phones and stores, and it seemed like a major metropolis in comparison to some of the smaller locations we visited. We ate dinner in a rodeo hall followed by another wonderful night of musical entertainment. We all knew that the "Century Day" would arrive soon, so we hit the sleeping bags early.

The 100 mile fifth day of the trip from Prineville to Rainbow started cold and overcast. With a total elevation climb of over 5,800 feet, the ride was a challenge. A strong headwind slowed many riders. Lunch was in the town of Sisters. The snow-capped Cascades were in the distance as we made the 2,500 foot climb to the summit at 5,300 feet. A 20 square mile lava flow could be viewed from "Windy Point." We were greeted at the summit with hot chocolate and a local brass band playing in the biting wind and rain. The 31 mile steep and slippery descent took its toll on a few brake pads. The weather had turned against many of the slower riders, but stories of friendship and biker camaraderie filled the dinner tables that night. A special "dog tag" century recognition presentation was made to each rider who came into Rainbow, which is nestled on the shores of the McKenzie River. The coyotes again sang us to sleep as we dreamed off the fatigue and soreness and tried to recapture our body heat in the comfort of our tents.

Day 6 was a recovery day through the lush agricultural valley between the Cascades and the coastal range. Seventy-five miles of flat roads gave our legs some rest after the century and before the final assault day that lay before us. We ate lunch in the small town of Walterville. We constantly were amazed at the hill climbing strength of the riders who train in Portland and Seattle. We knew how

to ride the flats but were passed, even by an occasional senior citizen, on the steep grades.

Monroe, our final destination on Day 6, allowed us to sleep on their high school athletic fields. The town of 480 residents received an influx of \$20,000 from rider spending not including the \$15,000 stipend from Cycle Oregon.

Day 7 was projected to be the hardest day of the ride and the hardest day to close any Cycle Oregon adventure. The weather turned cold and rainy again. The ride proved to be difficult, with total elevation climbed of 5,800 feet on forest service roads with grades of 17 percent. Some riders spent over 12 hours on the course that covered 80 miles. Several injuries forced hundreds of riders to wait for over an hour as medics cleared the accidents. Several broken bones, but no fatalities, reminded us all why Cycle Oregon requires all riders to wear a helmet at all times.

The final 20 mile descent took us to the inspiring Pacific coast and the tiny town of Yachats. Crowds of residents, guests, and volunteers cheered for the riders as we reached the finish line. Sore muscles, fatigue, and the weather were all forgotten as even the slowest rider received a hat and commemorative pin to honor the personal triumph.

As we camped next to the Pacific Ocean and prepared for the trip home to Florida, we thought of the pioneers who took the Oregon Trail on foot, by horse, and by wagon. For a week, 2,000 riders camped and viewed the landscape of the wonderful state of Oregon. We were tested by the mountains, heat, cold, wind, and rain. Like the pioneers of the last century, we traveled through dry desert, lush valleys, and huge forests of pine and fir. For a week, at least, we saw the magnificence of nature and the warmth of the human spirit.

This was not just a bike ride, it was an adventure.

## **Rides To Recommend**

by Gary Kirkland

When asked for a route to recommend, Linda McMahon, leader of the Hunters Crossing Pedalers suggests a loop from Gainesville to Alachua and back through Hague. It covers a little over 36 miles, includes some scenic back roads and has two short stretches of bumpy limerock that are usually passable for road bikes.

The ride begins at the Gainesville Regional Utilities

office on the corner of Millhopper Road and NW 43rd St. It leaves the parking lot and goes west on Millhopper Road, aka County Road 232. At the intersection of County Road 241, turn right, and then turn left where County Road 232 continues (it is also marked as NW 78th Ave.). Stay on this road; it will cross County Road 235. About two miles west of that intersection turn right on NW 226th St. (this is an unpaved road and, it will be marked by a sign that says "Forest Grove Church 1 mile").

This sign is truthful, because the church is one mile ahead on the right, at the intersection of NW 94th Ave. Going straight and crossing that intersection NW 226th St. becomes paved and gains the status of being County Road 2054, which twists and turns its way into Alachua. While the green and white street signs change numbers frequently, keeping an eye out for the blue and gold County Road 2054 signs will keep you on track. In Alachua (where it is also known as Peggy Road) the road eventually comes to a T-intersection at NW 140th St. Turn right, go one block, and turn left and again you will find yourself on County Road 2054.

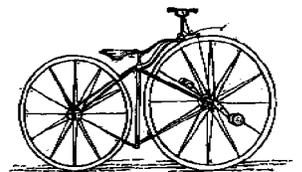
Remember this intersection, because you may wish to take a sag stop in Alachua. By continuing on NW 140th Street for a few additional blocks, you'll find a BP station that also doubles as a Taco Bell, so you can chase a bean burrito with a Gatorade.

Meanwhile back on County Road 2054, continue south. The road will pass under U.S. 441. Less than a mile later on the left, you'll see a dirt road that crosses over the railroad tracks (it goes between some large oak trees) and comes to a T-intersection (if you go straight you'll run into a brick house). Turn right (this road that parallels the railroad tracks is called Sage Boulevard, but you won't know that, because the sign is at the other end of the road about three-tenths of a mile away)(this road sometimes has deep sand-ed.). When you see the "no trespassing sign" it's time to take a left, back on to pavement, on NW 107th Terrace.

NW 107th Terrace runs through this country subdivision, stay on it and then turn right at NW 149th Place, and then left on NW 103rd Terrace. This runs through a large open meadow (a great place for comet and star watching at night) and ends at the intersection of NW 156th Ave. Turn right. At the intersection of NW 59th Drive, turn right, and this will bring you out at the intersection of NW 120th Lane, also known as County Road 25-A. Turn left and follow this to the intersection of U.S. 441. Turn left (south) and follow U.S. 441 to the intersection of NW 43rd Street and turn right. This will take you back to the parking lot.

It has few hills and little traffic, McMahon says of the route.

“It changes through the season,” she said. “Every time you go through there it’s just a bit different.”



**The Kermit Sigmon and Margaret Raynal  
Memorial  
at the University of Florida  
and  
The Bicyclists' Safety Memorial  
at Depot Avenue and SE 3rd Street, Gainesville**

A memorial sculpture to Dr. Kermit Sigmon and Ms. Margaret Raynal was dedicated on Tuesday, September 23, 1997. The rammed earth and bicycle parts sculpture was conceived by Brad Guy, Center for Construction and Environment, Linda Crider, Department of Urban Planning, and Eric Amundson, graduate sculpture graduate student. It was designed and constructed in a collaborative effort involving UF students, faculty members, and Gainesville community members including Gainesville Mayor Bruce Delaney and City Commissioner Pegeen Hanrahan. It is located on the University of Florida campus between Little Hall and the College of Architecture building on the south side of Stadium Road.

Dr. Sigmon was a professor of mathematics at UF and well-known in the community as a pioneer of bicycling awareness and safety issues. He died of cancer in January, 1997. His office was in Little Hall.

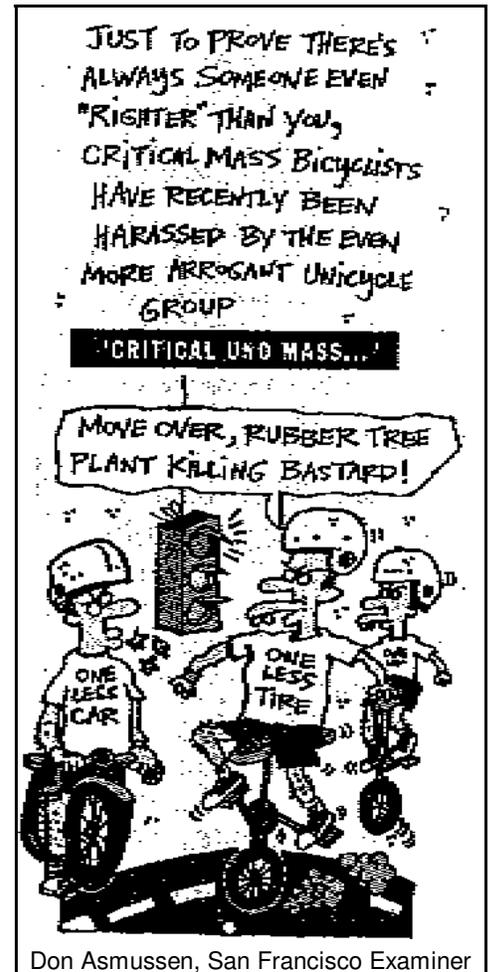
Ms. Raynal was the coordinator of the state-wide Florida Bicycle and Traffic Safety Education Program located in the College of Architecture. She died in an automobile / bicycle collision on December 26, 1996.

The Sigmon-Raynal Memorial is also a prototype for the planned Bicyclists' Safety Memorial at the Gainesville-Hawthorne Rail/Trail, Depot Avenue and SE 3rd Street, Gainesville, Florida.

The Bicyclists' Safety Memorial at Depot Avenue, recently approved by the City of Gainesville, will commemorate the six bicyclists involved in the December 26, 1996 automobile / bicycle collision on SR 21 which claimed the lives of Margaret Raynal and Douglas Hill. Douglas was the manager for Primo Bicycle Works in Gainesville, Florida. The four riders who survived are Jessica Green, Eric Finnen, Lauri Triulzi and Charles Hinson. The Bicyclists' Safety Memorial will serve the community as a prominent symbol of the need for increased bicycling safety awareness for both automobile drivers and bicyclists.

The sculptures of stratified earth and recycled materials contain parts of bicycles ridden by the people that are commemorated. This sculpture is an example of community sustainability; the use of environmentally responsible materials, promoting alternative transportation, and a collaborative design/construction process. The six Depot Avenue monuments are to be placed parallel to the bike path in an arrangement that suggests the positions of six cyclists in a "pace line", one after the other in a straight line. The rammed earth blocks are 5 feet high, 7 feet long and 18 inches wide. Earth has been collected from some of the riders' favorite places as well as from the site of the December 26, 1996 accident.

The planned Bicyclists' Safety Memorial at Depot Avenue will be constructed over several weekends in November, 1997. It is a volunteer community effort and will be funded entirely through private donations. Volunteers for the construction and contributions of materials and money are needed. Please call Eric Amundson, 335-1986, or Brad Guy, Center for Construction and Environment, 392-9029 for information and how to help.



## BUSINESS SPONSORS

These businesses provide discounts to club members who present their yellow 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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**April 12-18**

**Fernandina  
Beach  
To  
Tallahassee**

Standard Ad



Standard Ad

Standard Ad



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

BULK RATE  
 U.S. POSTAGE  
**PAID**  
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 PERMIT #687

ADDRESS SERVICE REQUESTED



**Horse Farm**




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**1998 Gainesville Cycling Festival - 3-4 October - Santa Fe Century - Horse Farm Hundred**

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**Cycling  
 horts**



1 Welcome new members **David Thomas Bass**, **Elizabeth Bedell**, **Barbara Bergin**, **Carol Delahunty**, **Joanne Malles**, **Michael Malles**, **Bonnie McDowell**, **An Nguyen**, **Eileen Rogers**, **Nancy and Russ Rothamer**, **Robert Snider**, **Claire Wachtel**, **Lee Walker**, and **Danielle Weckesser** of Gainesville, **Don Davis**, **Jerry Sollenberger**, **Cindy and Darryl Tompkins** of Alachua, **Jeri Lynn Crawford** of Archer, **Jonathan H. Brock** of Micanopy, **Cheryl and Frank Myers** of Lowell, and **Carol and James Corbitt** of Palm Beach Gardens.

Sam's in its most recent publication (1997) for \$9.78. Those of you who have the older version know that this 12" x 16" atlas is an essential guide to ride planning anywhere in the state, with some roads actually marked with bike emblems representing safe routes.



Standard Ad

1 The Florida Atlas Gazetteer is now available at