

## Club Happenings

### **May 31 (Mon) Memorial Day Picnic at Ichetucknee Springs State Park**

This is a last minute reminder! See your April newsletter or the web site for details.

### **June 7 (Sun) Adopt-A-Road Cleanup Party, 4 pm**

Meet at the Pearl station in Micanopy (please park along CR 234 or across the street). Long pants and sturdy shoes are recommended. Afterwards, the club springs for some food at a local eatery!

### **June 12 (Sat) Trail Patrol Training**

Class will be from 9 am to 1 pm at the Main Fire Station at 405 South Main Street. The Trail Patrol is a citizen bike patrol that rides the Rail Trails in Gainesville.

Trail Patrol members will receive patrol training similar to the Citizens on Patrol training, which emphasizes observing and reporting (via cell phone) any unusual or suspicious activity. The training class will also include first aid, since the biggest problem on the trails are cyclists injured in crashes. The last hour and half of training class will be a ride along Gainesville's rail trails.

Trail Patrol volunteers will be provided with cell phones and vests. Volunteers are asked to do two patrol shifts per month. Based on experiences of the trail patrol so far, most of the time you can enjoy riding the trail. For more information, please call Chandler Otis at 377-1728 or email [Chanbike@aol.com](mailto:Chanbike@aol.com).

### **Jun 12 (Sat) Florida Bicycle Association Board Meeting**

1 pm. See page 9 for details.

### **July 17 (Sat) Summer Picnic at Fanning Springs**

Come enjoy swimming, road riding, rail trail rides and off-road trail riding. Rides meet at 9 am, food starts at noon. GCC will serve the traditional hamburgers and hot dogs, please bring a covered dish! There is a tentative plan for a time trial after lunch.

Fanning Springs State Park is about a 45 minute drive west of Gainesville. Take State Road 26 west through Newberry and Trenton. At Wilcox Junction, turn west (right) on US 98. Fanning Springs is on the south side of US 98 just before the Suwannee River.

The first section of the Nature Coast Greenway should be complete by July. This rail trail will connect Fanning Springs and Manatee Springs (about 14 miles). One ride may go from Fanning to Manatee, swim, ride back to Fanning, eat and swim. Road riders may want to cycle the flat, lightly traveled farm roads in the area.

Manatee Springs, in Chiefland, also has 8 miles of off-road, family oriented trails. Off road riders may want to visit Manatee's trails then come join us for lunch.

There are tentative plans for a Time Trial Race, just for fun. The 5 mile race will be an opportunity to see how fast (or how slow) you are, to enjoy the fun of racing. This can be fun for riders of all abilities.

Chandler is making a reconnaissance trip to Fanning this week. He will email his findings on the club's [gcc-fla@cycling.org](mailto:gcc-fla@cycling.org) email list. If you have questions or want to help with the picnic, please call Chandler at 377-1728 or email at [Chanbike@aol.com](mailto:Chanbike@aol.com).



# President's Message



**Gainesville  
Cycling Club Inc.  
1999 Board  
of Directors**

**President**

Rob Wilt  
380-0561  
afn09010@afn.org

**Vice President**

Linda McMahon  
331-4089  
lindamcm@atlantic.net

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Secretary**

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**Grand Poobah**

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377-1728  
Chanbike@aol.com

**Recording  
Secretary**

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372-8045  
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**Adopt-A-Road  
Director**

Diann Dimitri  
462-4580  
afn59858@afn.org

**Off Road Director**

Brian Raisler  
338-4594  
braisler@ufl.edu

**Members At Large**

Jan & Carl Brush  
378-5003  
janbikes@hotmail.com  
carlbikes@gator.net

GCC Web Page  
<http://www.afn.org/~bike/>

## The Sense of a Goose

When you see geese flying along in "V" formation you might consider what science has discovered as to why they fly that way. As each bird flaps its wings, it creates an uplift for the bird immediately following. By flying in "V" formation, the whole flock adds at least 71 percent greater flying range than if each bird flew on its own.

People who share a common direction and a sense of community can get where they are going more quickly and easily because they are traveling on the thrust of one another.

When a goose falls out of formation, it suddenly feels the drag and resistance of trying to go it alone and quickly gets back into formation to take advantage of the lifting power of the bird in front. If we have as much sense as a goose, we will stay in formation with those people who are heading the same way we are.

When the head goose gets tired, it rotates back in the wing and another goose flies point. It is sensible to take turns doing demanding jobs, whether with people or with geese flying South. Geese honk from behind to encourage those up front to keep up their speed. What messages do we give when we honk from behind?

Finally - and this is important - when a goose gets sick or is wounded by gunshot and falls out of formation, two other geese fall out with that goose and follow it down to lend help and protection. They stay with the fallen goose until it is able to fly or until it dies, and only then do they launch out on their own, or with another formation to catch up with their group. If we have the sense of a goose, we will stand by each other like that.

-- Author Unknown

I thought this was pertinent to bicycling and decided to share it with you.

Following winds, my friends

**Rob Wilt**



**10TH ANNUAL FRANK STARK RIDE**  
*Celebrating Good Health Through Bicycling*  
**July 11, 1999 Boca Raton, FL**  
 18, 33, 62 & 100 miles. Follow the ocean into Palm Beach. See the mansions, see the Atlantic.

REGISTRATION FORM AND INFORMATION:  
 (561) 391-0062 OR starkride@aol.com

Sheriff Escorts • SAG • Spaghetti & Meatball Lunch • O'Douls, Treats • Free Massages • a 7-Color Commemorative T-shirt.

West Palm Beach Bicycle Club's  
**Tour of Sebring**  
 Labor Day Weekend, Sept. 4,5,6  
 Daily rides of 62, 31, and 10 miles  
 plus full century on Sunday.  
**FOR MORE INFORMATION**  
 Contact Jim Scozzafava, Committee Chairman  
 (561)691-1180 or e-mail: jimscozza1@aol.com

# IT'S JERSEY TIME!



# Fantastic

## New Fabric – Cooler – Lighter – Even Better Looking

# \$28

plus tax  
Is This Unbelievable or What!!

New this year – Men’s sizes are Small through XXX (huge). Women’s sizes are Small through XL (if you need something larger order a men’s size). If you would like a sleeveless jersey, order a men’s size and specify sleeveless. If we get 25 sleeveless orders you will get a jersey without sleeves; otherwise you will need to have yours altered to remove the sleeves. Jerseys will be picked up at Primo Bicycle Works. If you want yours mailed, send an extra \$5.

This incredible price for a custom sublimated jersey is made possible by the sponsors who contribute significantly towards the cost. While extras will be ordered, they will cost somewhat more as they will be sold by businesses that need to cover costs of labor and facilities (and maybe make a little profit). The stock will also be common sizes; if you need a small or XXX, order it! Jerseys are by Pearl Izumi, PolySENTRIC™ waffle fabric. We will place the order in time to have the jerseys here before the Horse Farm Hundred. **Checks will not be cashed until we have enough to ensure an order can be placed** (do not combine jersey and dues checks please). This price is only available to GCC members.

**ALSO!!! Pearl Izumi’s best Ultrasensor shorts with “Gainesville Cycling Club” on the sidepanel, sidepanel colors matching the jersey. \$34 plus tax. This is below wholesale folks.**

Reserve yours today! Send \$29.68 for each jersey and \$36.04 for each shorts.

Name _____		
Men’s Jersey	Qty _____	Circle size(s) S(37) M(39) L(42) XL(45) XX(48) XXX(!!)
Women’s Jersey	Qty _____	Circle size(s) S(34½) M(36½) L(38) XL(41)
Sleeveless Jersey	Qty _____	Circle size(s) S M L XL XX
Men’s Shorts	Qty _____	Circle size(s) S(31) M(33) L(36) XL(39) XX (42)
Women’s Shorts	Qty _____	Circle size(s) XS(22) S(24) M(26) L(29) XL(32)
send to: GCC Jersey, 5015 NW 19 <sup>th</sup> Place, Gainesville FL 32605-3435		

## LEAGUE OF AMERICAN BICYCLISTS VOTED AS FIRST BIKING ORGANIZATION ON TRAFFIC BOARD

**M**arking the first time that a bicycling organization has ever been included, the League of American Bicyclists has been voted as a member of the National Committee on Uniform Traffic Control Devices (NCUTCD). The League joins 18 other organizations that make up this Committee, including the American Automobile Association (AAA), the National Safety Council, and the American Association of State Highway and Transportation Officials (AASHTO).



The NCUTCD is an independent organization that drafts the Manual on Uniform Traffic Control Devices used nationwide. The Manual is published in the Federal Register and adopted by the Department of Transportation as the mandatory national standard for road signage, markings, and traffic devices on all roads, streets, and highways across the United States.

"This is a significant achievement for the League, for bicycling, and for everyone who cares about promoting cycling in this country," said Jody Newman, Executive Director of the League. "It is vital that our roads and traffic patterns be set up to maximize safe and enjoyable cycling, and to promote sharing of the road by cyclists and motorists. Our acceptance into the NCUTCD marks our continued progress in making America more bicycle friendly."

The NCUTCD convenes twice a year, with the next meeting schedule for June 1999 in Orlando, Florida. In addition to the full Committee, League representatives will serve on the NCUTCD's Bicycle Technical Committee.



## Culture Clash

**F**or the last few years, the GCC has had two faster ride groups, the A Riders and the Gliders. The A Riders have been around for the entire decade, at one time fielding rides as large as sixty riders. But time has taken its toll; people have graduated, gotten new jobs in other towns, gotten married, had kids, grown older. The Gliders are a newer group that got started mid-decade as a medium speed group. But, inevitably, as they rode regularly they grew stronger. Last year, if you wanted to turn in the fastest average speed for a ride, you'd look first for a Gliders ride.

The A Riders come from a racing background. In a typical A Ride, there would be sprints for town limit signs, and frequent use of advanced formations such as rotating pace lines. These rides were frequented by guest riders from Team Florida and, in the winter, racers from up North doing preseason training in Florida. A number of the "guests" were, and continue to be, racing types from Gainesville who don't want to join a "touring" club.

The Gliders grew up from a touring tradition. They use less aggressive formations, don't sprint for signs, and might actually wait for you if you fall off the back.

And now the few remaining A Riders are regularly joining Glider rides. For the most part, this is working out fine. But there are some things to watch out for. The A Riders who are currently in race training can definitely put a hurting on most Gliders if they decide to push the pace. And more mundanely, the two groups have developed different methods of signaling how to move off the front of a pace line.

When an A Rider decides to move off the front, he will flip his fingers if they are on the hoods, flap his elbows, and/or shrug his shoulders to signal that he is getting off. A Glider will slap her thigh and point on the side that she is moving off to. This has precipitated some "culture clash" within the peloton; we'll keep watch and report if a common method evolves.

## ***Rails to Trails Updates:*** **by Gary Kirkland**

### **Hold Up on that Baldwin to Jax Ride**

**B**ack in February the newsletter carried a story about the Jacksonville-to-Baldwin Rail Trail. It was a coming attraction on what will eventually be a fun place to ride.

Only it's not coming quite as fast as expected, and now is not the time to explore it. Construction began in November on the 14.5 mile trail and essential completion was expected by February, with everything wrapped up by April. That was the plan — but those plans got delayed. Louie Jenkins with the Jacksonville Parks and Recreation Department said now the completion date has been moved to mid-June, but that too could change. He said some changes in plans and construction problems have caused the delays. Before making the journey to do some exploring it's a good idea to call Jenkins at (904) 630-5400, Monday through Friday, 7 a.m. to 3:30 p.m. to be sure it's open.

While people have ridden it during this construction phase, it's actually against the law. Cyclists have been given warnings and tickets. It's considered a construction area and those who choose to ride are trespassing. It's a situation aggravated by vandals who've come in and caused problems and some good citizens who have seen the site as a perfect place to dump their trash.

The trail follows an abandoned rail line from Imeson Road, near Interstate 295 in Jacksonville, to State Road 121, near the Nassau County line. There will be parking lots at both ends and in the city of Baldwin. There will be a 12-foot wide asphalt path and a non-paved trail for horses. Jenkins says it will be worth the wait.

"It's the best looking park in the state," he said.

### **Bikin' Way Down Upon the Suwannee**

**C**onstruction has started on the Nature Coast State Trail that when completed will provide a 31-mile Y-shaped connector with Fanning Springs as its hub. The first phase of construction includes the conversion of an old railroad bridge into a bike-pedestrian crossing on the Suwannee River.

Paul Perras, park manager for the Suwannee Basin GEOPark, which includes the trail, Fanning Springs State Recreation Area and Manatee Springs State Park, said the first section will be just under five miles long, starting at U.S. 19 in Fanning Springs. It follows the old railroad line to the bridge and crosses the river into Old Town.

Perras said the work on the bridge and an 800-foot concrete connector is completed and the paving into Fanning Springs is nearing completion. A 150-wooden trestle that would complete the path into Fanning Springs is under construction. Paving near Old Town should begin soon. He expects that the entire first phase will be wrapped up by

mid-July.

The trail will eventually connect Cross City, Trenton and Chiefland to the hub in Fanning Springs, the home of one of the best swimming holes on the Suwannee. Perras said bidding on the second phase of construction, which would extend the trail from Old Town to Cross City, will begin in July.

### **The Tire You Save May Be Your Own**

**by Gary Kirkland**

**T**he note Carol Delahunty recently posted in the club e-mail seemed to hit a subject that's close to any cyclist out on the roads in Gainesville, or at least their tires — glass.

In her note Delahunty said, "The amount of glass on my commute route (51st to 43rd to University in particular) has reached an all-time high. I recall someone telling me there is a city number to call. Do you know it?"

Neil Crandal, electric utility engineer with Gainesville Regional Utilities, and a GCC member, supplied the answer — kind of: City Roads: 334-2161

County Roads: 462-4058 State Roads: 955-2240

I say "kind of" because the city, state and county could each have a full-time glass patrol and still not keep up with the problem which seems to come from two main sources.

Litter is the No. 1 problem. Some folks in town see the "Bike Lane" signs as a message that reads "ditch your bottles here." What they don't throw in that direction ends up being washed there with the storm runoff making riding something more like an obstacle course. More than once I've gone to dodge the certain death to my tires, and have almost paid the price of death to myself by swerving in front of a car.

And the No. 2 source is car crash remains. Whenever two or more vehicles come together on the street, headlight and taillight shards are typically left on the pavement for the rest of us to enjoy. While the wrecker services collect their checks for moving the crinkled heaps, a \$5 investment to put a broom and dust pan on the trucks would make things nicer for everyone.

Car tires seems to be heavy enough and thick enough to take the abuse, but most of us aren't riding on steel-belted Kevlar-reinforced bullet-proof bike tires. Liners can help a little, but even a tiny sharp sliver can find a way through our best efforts.

Maybe since we, the bike riders, are the most affected, we could be part of the solution. I've often thought of tucking a little whisk broom and dust pan into my bike bag and when I see the problem, stop and solve it rather than grumble and then try to remember the places to avoid. Setting a bag limit of two stops per ride would keep it from eating up the entire ride time. Maybe Carol has inspired me to finally make that step. It's not like I'm traveling extra light anyway, a few

more ounces aren't going to kill me. I could bag the mess until I find a place to dispose of it. The tire I save could be my own.

# A Case For Helmets

by Uncle Barn (jmbrand@erols.com)  
http://unclebarn.turnhere.com

If you do not regularly wear a helmet when you ride, please consider the following data from a study printed in the Journal of the American Medical Association.

Over a multi-year study period (1984-1988), bicycling accounted for 906,000 head injuries, resulting in 2,985 deaths. By comparing the injuries and deaths of cyclists with helmets, and those without, the authors concluded that the use of helmets could have prevented 2,500 of the deaths and 757,000 of the head injuries.

If you think we are doing a better job in the 1990's, think again.

According to the New Jersey State Department of Health, nearly 1,000 riders die from bicycle crashes each year. Yet only 18% of all cyclists regularly wear helmets. *(Despite our lack of a metal exoskeleton, this represents a small fraction of the total death toll on our nations highways. Ed.)*

A few years ago, Uncle Barn survived a serious cycling accident, thanks to his helmet. Based upon my experience, the scientific data, and the anecdotal stories that abound on this issue, PLEASE, if you don't own a helmet, buy one. If you don't regularly use your helmet, make it a habit – it could save your life.

Riding is a wonderful activity, enhances our physical & mental health, is a great way to meet many wonderful folks, and is just a lot of FUN. Let's just keep ourselves safe as we glide along the roadways.

Standard Ad

# 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.

Volunteer or commission sales help wanted to sell advertising for Florida Bicycle Association's newspaper, the Florida Bicycle Messenger. Contact Carol Wilson at (407) 898-4137 or carol@flbicycle.org.

I have two youth bikes for sale. One good for about a 9yrs old, in good condition, black, drop handlebars; I'd like \$75. Also one for about a 7 yr old, a Chandler original, good condition; will sell for \$25. Anyone need a pair of Nike women's cycling shoes, size 8N?! Call 377-2178, afternoons or later evenings. Karelisa

Custom bike for sale. 57cm lugged & bonded aluminum frame. Looks just like titanium. All Sugino Superbe components. 7-speed undex shifting. Mavic Open CD rims, new tires. Cinelli bars. Very light. Ridden less than 1000 miles. Asking \$600. Jorge C. Milanés (352) 481-3960. milanés\_j@popmail.firn.edu

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

CYCLO-CROSS TIRES - AVOCET Cross 700c x 35c, \$ 10 for pair

Ortofon CARTRIDGE (Dual TKS 55E with DN 155E biradial stylus). Provided as original equipment on Dual CS 627 turntable. Has only a dozen or so playings on the stylus. Was displaced by a Shure V15 type 5. This model originally sold for \$115. Excellent overall characteristics, low tracking weight. Will sell for \$50.

INDUCTIVE AMPLIFIER - Progressive Electronics Inc. Model 200B. Hand held model with speaker. \$ 25.

RAM, 30 pin SIMMs 1mb x 9, 80ns, \$5 each, 4 available

All of the following items are offered by Chuck Broward 352-392-1051 (work) 352-475-1014 (home) broward@coastal.ufl.edu

Astronomical Telescope: Celestron C-8 Telescope, many accessories, I'll even include a couple of astronomy books and a computer program or two! \$750

Sailboat: Helson 22 foot poptop cruising sailboat on trailer, a great, ready to sail weekender good for lakes, coastal waters. Various options (with or without motor, trailer, etc) \$2795 total

Sunfish Sailboat: Old, will sell as is for \$175, fixed up \$250

Target Pistol: Ruger, bull barrel 22 cal target gun \$175

Ham Radio Transceiver: Kenwood TS-680, 100 W all band (must have ham radio license to transmit) \$500



# June-July Ride Schedule

## RIDING GROUPS

**A Riders.** (no Group Captain). Fast paced rides. This group usually joins with the Gliders on weekends. The ride may become very fast for some periods.

**Gliders.** Andrew Gill, 338-9205, apgill@gnv.fdt.net. Rides in the upper B range (18-19 mph average). Rides will normally be around 50 miles in length.

**Spinners.** Larry Bowman, 495-2305, jjrider@hotmail.com. Rides in the mid B range (16-17 mph) on Saturdays.

**Sliders.** Bill Boyette, 338-2945, tteyob@aol.com. Rides in the lower B range (15-16 mph average) on Saturdays. Bill is currently on injured reserve.

**LoBees.** Paul Zimpfer, 462-5003, Z-MAN2@prodigy.net. Rides in the lower B range (14-16) on Saturdays. Frequently does remote starts.

**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. This group also meets at the Plaza of the Americas on some Sundays.

**Newnans Lake Riders.** Chandler Otis, 377-1728 (leave a message), Chanbike@aol.com. A family and beginners group that meets Sundays at the Plaza of the Americas to do a 15 to 35 mile 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.

**Off Roaders.** Brian Raisler, braisler@ufl.edu or 338-4594. Meeting times and places usually announced via email on the club list.

**Feet First.** Jim Ossa, ossa@gru.net. Recumbent bicyclists group.

**Stray Cats.** Rob Wilt, 380-0561, afn09010@afn.org. Slower paced rides at out of town locations, announced in the newsletter and via email.

## REGULAR STARTING TIMES AND PLACES

*Always check your email for time and place updates.*

### GRU FACILITY RIDES

(On NW 53<sup>rd</sup> St, north side, just west of NW 43<sup>rd</sup> Ave)

#### **SATURDAYS**

All groups meet at 8 am.

#### **TUESDAYS AND THURSDAYS**

A Riders meet at 6:30 pm.

### PLAZA OF THE AMERICAS RIDES

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

#### **SUNDAY**

All groups meet at 8 am.

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Standard Ad



# Florida

## Bicycle Touring Calendar

(VERY ABRIDGED)



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

- June 13 (Sun) **West Georgia 100**  
Carrolton GA 12/25/50/66/100 miles. Allen Griffin,  
(770)834-3278, fax (770)832-9578.
- June 13-19 **BAMA**  
Aliceville AL Bicycle Across Magnificent Alabama. BAMA,  
P.O. Box 2286, Anniston, AL 36202-2286.
- June 18-21 **League of American Bicyclists Rally**  
Saratoga Springs NY
- June 19-26 **Bike Ride Across Georgia (BRAG)**  
LaGrange GA Seven day ride to Savannah. Bike Ride Across  
Georgia (BRAG), PO Box 87111, Stone Mtn.  
GA 30087-0028. Phone (770)921-6166.
- July 10 (Sat) **Cartersville Century**  
Cartersville GA Marianne Gilliam at 404-724-9917.
- July 11 (Sun) **10th Annual Frank Stark Celebration Ride**  
Boca Raton FL John Stebbins, event chairman, work phone  
(561)391-0062. Boca Raton Bicycle Club, PO  
Box 810744, Boca Raton FL 33481-0744.
- Aug 6-8 **Dog Days Pedal & Paddle**  
Live Oak, FL Suwanee Bicycle Association, PO Box 247,  
White Springs FL 32096. 904-397-2347.
- Aug 7 (Sat) **Bowdon Founder's Day**  
Bowdon GA 5/20/50/66/100 mile options. 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.
- Sep 4 (Sat) **Autumn Challenge**  
Montgomery AL 25, 50, 70, and 100 mile options. PO Box 23116,  
Montgomery AL 66123, Jud Bishop  
(334)264-7481 Mandy Slayton (334)285-9518.
- Sep 4-6 **Tour of Sebring**  
Sebring FL West Palm Beach Bicycle Club. James R.  
Corbitt, 5 Sheldrake Ln., Palm Beach Gardens,  
FL. (561)622-9909.
- Sep 5 (Sun) **17th Annual Historic Savannah Century**  
Savannah GA 25, 50, 100 miles. 8 am. Coastal Bicycle Touring  
Club, PO Box 14531, Savannah GA 31416.
- Sep 12 (Sun) **Annual Assault on Sugarloaf**  
Clermont FL 30, 56, 100 or 112 miles. CFT/Sommer Sports,  
PO Box 121236, Clermont FL 34712.  
(352)394-1320.
- Sep 18-19 **Georgia MS 150**  
Conyers GA National MS Society/Georgia Chapter, 12  
Perimeter Center East, Suite 1200, Atlanta GA  
30346-1398. Kim Rakestraw (770)393-8833.
- Sep 18-19 **14th Alabama MS 150**  
Lake Martin AL Jenny Whitaker 1(800)373-8881.
- Sep 26 (Sun) **South Broward Wheelers 15th Annual  
Century**  
Cooper City FL South Broward Wheelers, POB 290723, Davie  
FL 33329.
- Oct 1-3 **1st Annual Bike Florida "Share The Road"  
Rally and Exposition** (in cooperation with the  
Kissimmee FL Florida Bicycle Association)  
Rides will include the Spook Hill Century, Lake  
Lizzie Loop, Poinciana South, and the Pedal  
Thru Polk. The Florida Bicycle Association will  
hold their Annual meeting, awards ceremony,  
and banquet/luncheon on Saturday, as well as an  
Effective Cycling Road I course and a Bicycle  
Friendly Community Bicycle Club Roundtable.  
Henry Lawrence: (407) 943-7933 or Fax (407)  
943-7931
- Oct 2-3 **13th Annual PGA Tour MS 150 Bike Tour**  
St Augustine FL Emily Wilchek (904)725-6800
- Oct 3 (Sun) **5th Annual Rails to Trails Bike Ride**  
Inverness FL (352)726-2251. Rails to Trails of the  
Withlacoochee, PO Box 807, Inverness FL  
34451-0807.
- Oct 9-10 **Gainesville Cycling Festival**
- Oct 9 (Sat) **Saturn Santa Fe Century**  
Gainesville FL Travel 55 or 100 miles through the Santa Fe  
river valley.
- Oct 9 (Sat) **Millhopper Ramble**  
Gainesville FL A family fun ride, 18 miles, to support the Boys  
and Girls Club of Alachua County.
- Oct 10 (Sun) **Horse Farm Hundred**  
Gainesville FL The 19<sup>th</sup> edition of the ride through the horse  
farms of northern Marion county.
- Oct 10 (Sun) **Skip Jarrett Memorial Century**  
Coral Gables FL Ponce de Leon Middle School. SASE Mike  
Fitzgibbon, Everglades Bicycle Club, POB  
430282, South Miami FL 33243-0282.
- Oct 15-17 **Mt Dora Bicycle Festival**  
Mt Dora FL Mt Dora Chamber of Commerce, PO Box 196,  
Mt Dora FL 32757. (352)383-2165
- Oct 31 (Sun) **Intracoastal Century**

*Cocoa Beach FL* James Roland, 5650 N Banana River Blvd #2,  
Cocoa Beach, Florida 32931. (407)799-4951.

## LEGISLATURE INCREASES COMMITMENT FOR RECREATIONAL TRAILS AND GREENWAYS IN FLORIDA FOREVER ACT

**Tallahassee** - Rails-to-Trails Conservancy, Florida Field Office praises the Florida Legislature for its renewed commitment to “connecting people and communities” in its passage of a successor program to the popular Preservation 2000 program. “This legislation once again propels Florida into national leadership in developing local and statewide trail and greenway systems,” said Ken Bryan, Florida Director.

Successes for the new 10 year program include:

Funding for DEP’s Office of Greenways and Trails was increased to \$4.5 million per year to acquire and implement trail and greenway projects throughout the state including connectors with local trails.

A new program created within Florida Communities Trust that ensures no less than \$3.6 million each year be designated for acquisition of “Trail Systems.” Trail systems within the Florida Communities Trust are projects generated by local government that make connections between neighborhoods, school yards, parks, business centers and other community resources. These local trails may also be tied into the emerging statewide system of trails and greenways.

Capital Improvement funding to develop facilities on publicly owned land was increased to over \$20 million annually. Recreational trails are now eligible for this funding.

A new Florida Greenways and Trails Council was established to oversee the state’s emerging system of greenways and trails. Trail users along with environmental representatives and state agencies will participate in implementing the state’s greenways and trails plan.

“Florida leads the nation in adopting a comprehensive program to acquire, develop, and manage recreational trails. The trails and greenway community along with Rails-to-Trails Conservancy can be proud of this landmark accomplishment,” said David Burwell, President, Rails-to-Trails Conservancy, Washington, DC.

Rails-to-Trails Conservancy is a national non-profit charity enriching America’s communities and countryside by creating a nationwide network of public trails from former rail lines and connecting corridors.

## FBA Board Meeting

**T**he Florida Bicycle Association, the advocacy organization for bicyclists in Florida, will be holding their next Board meeting in Gainesville on Saturday, June 12, at 1 pm. The meeting will take place at the Governor’s Council on Physical Fitness & Sports, 1408 NW 6<sup>th</sup> Street.

The meeting will be chaired by FBA President and GCC member Linda Crider. Board members from all over the state will attend. Interested GCC members are also invited.

On Friday evening there will be an informal dinner (Dutch Treat) at Harry’s in downtown Gainesville. Saturday morning, most Board members will join in a ride of some of our paved trails.

For more details, check the FBA website, <http://www.flbicycle.org/>, shortly before the event.



## British Calls

By Sheila Simpson

**B**ritish club cyclists use warning calls which are pretty well recognised throughout the country but it needs the drilling of regular organised local club rides to get new riders to use these. Here's some examples...

Easy (I'm slowing down)

Behind (I'm stopping suddenly)

Car Up (car overtaking us)

Car Down (car approaching us)

Oil Up/Down (as above)

Pot (avoidable hole in the road)

Below (unavoidable, hopefully small pot, get out of your saddle) ..

and many more - some dating back 100 years.

*Team Florida star Dan Larson is spending a few weeks in Germany trying out the local racing scene. He transmitted this report to Team Florida.*

## My Racing Story

Here's how it goes:

Today was a German Holiday so there was this local race in Koln (Cologne) about two hours away. My sister and I left this morning with little idea how to get there since the directions were in German. We found the town and the race was right in the center. I registered by making use of the promoters broken English and soon had a number. It was a criterium type race about 100km long (52 laps, 62 miles). It was confusing and nerve-racking to be at a race with the announcer speaking only German, especially since the format was kind of strange. The Start was a handicap type thing where the Category B+C men (I guess like 3s and 4s, about 100 of them!) started with a 30 second head start on the As (~35 riders). Not a staggered start! A HEAD START! We, Category As had to catch them since we were competing for the same prizes. By the way, I had no idea if there were any prizes I just paid my 15DM (\$8) and assumed...

I guess the As usually catch up and we soon did, but it was a frightening proposition to work through 100 shaky riders on such a tight course. I got to the front and soon ended up in a break. As we were getting caught by the now enormous field I attacked solo. I was soon joined by two Germans and we were off! The race was pretty much over as long as we kept moving. Not as easy as it sounds. The two guys proved to be pretty slow and I didn't know how to get them going faster cause I didn't speak German. I pulled allot! With about 9 laps to go I attacked them and tried to go it alone. They proved to be as tired as they were acting and I got away clean. I had about 25 seconds on them and about 45 on the field with 5 laps to go. I was on my way. It was in the bag! First race, first victory? Yeah right, think again. Going into the first corner with less than 5 laps to go I kinda crashed because my rear tire has gone flat! I hit the curb and a street sign

with one big "kong!" I'm fine but I thought my day was done. I can't finish five laps on this course with a flat tire. I thought all was lost. I soon thought differently! I rode about 20 meters down the course and there was this guy holding up his bike for me to take! I trade him for mine and I'm on it just in time to get in with the three guys who were chasing me. We still have 20 seconds on the field and I struggle to finish on this bike that is like 2 inches too tall for me. I beat one of the three in the final sprint and end up third. That's not the end of it though! There is this big awards ceremony with beer, a podium, bouquets, photographers, and a prize girl to give the "Tour de France style" peck on the cheeks. We all pose with arms raised as well as toasting with our ready to go glasses of beer! Apparently this race is a bigger deal than I thought. It was sponsored by this beer company and it drew at least 1000 people to watch. So this was all great and I start to get ready to go and I'm congratulated by a bunch of random people, all speaking German and shaking my hand. I go to pick up my license and off-handedly ask if there were any prizes for the day. Apparently, unbeknownst to me there were primes like every lap. Of course I had no idea since the announcer spoke in German! I got 14 primes and didn't even know it! Not only that, I got some dough for 3rd as well. Here's how it all shook down:

Prize count:

Beer!

Huge Bouquet

Travel Bag (w/ t-shirt and towel with beer company logo)

Hard tool case (looks like a Bomb so I'm not sure if I'll get it back to the US!)

13 cash primes + 3rd place money, 740DM (~\$400)!

Not bad for the first race!

A roller-coaster ride full of surprises.

PS- I'm growing a beard and I look like Grizzly Adams!

# Collegiate Cycling: From A to D

By Brian Kull

The first thing any collegiate racer will tell you is how much fun he or she has every weekend. This is the one common variable in the six collegiate categories. There is a place for everyone to race, no matter if they are a first year rider or an elite level racer. Whether you get a top three finish or top thirty you almost have fun in collegiate cycling.

The six collegiate categories are Men's A, B, C, and D, and Women's A and B. Riders place themselves based on their ability level and have freedom to move up and down among categories for the first half of the season. After that, they can to move up a category, but not down. Although there are only two women's categories due to lower participation numbers, the races are no less intense.

The lowest categories, Men's D and Women's B are for the entry level rider, similar to a USCF Category 5 (or 4 for Women). These races are shorter than the rest, have fewer primes, lots of crashes and lots of fun. The C's are generally a bit faster with a little bit of racing experience. The Men's B's usually are experienced riders, comparable to a Cat 3.

The A categories is where all of the excitement and fast guys are, with long, fast races and lots of primes. While most riders are Cat 2 level riders, with some 1's and maybe a couple fast 3's thrown in, a few professional riders have been known to show up, such as UCLA's Lane Packwood and UCSD's Adam Livingston. Professional mountain bikers Mike Easter of UCSB and Adam Smith of Cal Poly San Luis Obispo also race the collegiate road circuit. 1996 Olympian Adam Laurent raced and won a national championship for UCSB in his collegiate days, as did current American professional Dylan Casey.

The unique part of collegiate racing is the emphasis on the team aspect of the sport. All of the categories count toward the overall placing of the team on any given day. Although the higher

categories are able to score more points, the D's and Women's B's cannot be overlooked. While the 12 points a D win gives the team may seem insignificant compared to the 36 points for an A win, events are often won or lost by less than ten points. At the end of the event, all the teams points, including primes which score 4 riders deep, are added up. The school that wins the event gets 100 team points, second place 86, third place 75, and so forth. A school can count its top ten finishes while trying to finish in the top twelve in the conference by the end of the season.

At conference championships, the fields are large and points are counted double. The top three schools in each of the nine conferences advance to nationals, except for the West Coast Collegiate Conference which sends six teams. Each conference also sends its top six individuals that did not qualify with their team. Last year's team omnium champion was Stanford University.

In collegiate racing, you race with the same people every weekend and get to know them well. Team tactics come into play quite often, with teams blocking for one another and working together to dictate how the race unfolds. The kind of teamwork used in all the categories of collegiate racing is usually not seen until high level racing elsewhere. In most USCF racing, there is little motivation to work as a team, as team points are usually not counted, and if they are, amount to little if anything. For collegiate racers, working for the team can mean a conference, or even national championship. A rider who never wins a race is often an essential member person that the team could not do without.

That is the attraction of collegiate cycling. Everyone can race and be competitive in their respective categories. Everyone contributes to the placing of the team and can take pride in a successful individual or team finish. And most importantly, everyone always has fun.

**Conejo Valley Cyclists / Outspokin'**

Brian Kull is a senior at the University of California at Santa Barbara, where he is majoring in Business Economics and races for the B team. Brian makes frequent appearances on the podium at collegiate races, having placed top 3 in 12 races last year.

# The Wheels of Perception

by P.M. Summer, ECI #349

Bicycle Coordinator for the city of Dallas, Texas

“We have met the enemy, and he is us.”

*-Pogo; Twentieth Century American historical philosopher*

I recently attended a Pedestrian and Bicyclist Safety and Accommodation workshop put on by the U.S. Department of Transportation, the Federal Highway Administration, and the National Highway Traffic Safety Administration. The course was put on for TxDOT engineers and safety coordinators, as well as local law enforcement officers and transportation planners. The presenters were the former Bicycle and Pedestrian Coordinator for a southern state favored by retirees and by an Effective Cycling instructor who is also a bicycle police officer and a board member of IMBPA. The three-day course was an overview of bicycle/pedestrian transportation issues. There were many great case studies of bike paths, lanes, wide outside lanes, tunnels, bridges, and other treatments to make cycling safer and more convenient—including bike helmets and conspicuity (I love that word—it sounds like something my grandfather did that required him to keep a spittoon handy).

But there was an over-riding message (although beneath the surface) that needs to be addressed. By focusing so much attention on bicycle safety, we are communicating an entirely different message—one that has been picked up by cycling's foes.

The unintentional message that we are sending is this: "Bicycling is an unsafe activity." Add to that message our preoccupation with expensive gadgets and highly specialized equipment (not to mention Lycra shorts), and we are reinforcing the all too common belief that cycling is a remote and esoteric activity. The more we talk about "bike safety," the more we shoot ourselves in the foot, or unwittingly give ammunition to anti-cycling forces.

A city council member in my community, in explaining why he was voting for a mandatory bicycle helmet ordinance for all ages, compared cycling to sky diving! Now see if you can follow me on this: jumping out of a plane a couple of miles above land and hoping that a glorified bed sheet will stop your fall doesn't require a law making the skydiver wear a helmet, but getting on a bicycle to ride a mile to the local grocery store does. If that doesn't make sense to you, then look at the visual similarity between a cyclist dressed for a winter ride, and a skydiver preparing to jump out of a plane at 10,000 feet. Goggles, gloves, bright colors, helmet, and tight-fitting clothes are all common between the two. But is the attitude? And does the highly specialized cyclist fairly represent the average cyclist?

I always find it ironic for a bicycle/pedestrian planning expert to show slide after slide of cyclists in Europe and Asia safely using bicycles for transportation, but then to launch into a warning about the dangers of cycling by showing all the hazards that exist here, complete with one tragic story after another. The irony is compounded when the expert offers the magic elixir of bike safety: a bike helmet (or as some more accurately prefer to call them, a bicycle crash helmet). I too have been guilty of pushing bike helmets beyond their reasonableness. I won't launch into this except to point out that the design speed of bike helmets matches the safety requirements of life on the bike path (mirroring the conditions of European and Asian cycling, oddly enough), not life on the streets. If a bike helmet offered real protection from automobiles, it wouldn't say inside it, "Not for use with motor vehicles."

The simple fact is that such a lightweight helmet (lightweight by design and necessity) can only offer protection from low-speed crashes. But don't mistake low speed for low danger. At relatively low speeds, the sudden stop caused by a head hitting a concrete curb at only a few miles per hour can cause severe trauma to the brain. Falling off a bike while standing still, if the head strikes a hard surface, can be very dangerous. On occasions, it can even be fatal (but then so can your bathtub, and more frequently).

Very rare occasions, it turns out. But we are reacting like Death is at our door, inviting us along on a bike ride! If bicycling was as dangerous as many wish us all to believe it is (cycling professionals as well as politicians and pro-helmet activists), our political and economic tensions with Communist China, Japan, and Asia would be greatly reduced. There wouldn't be anyone to threaten us (perhaps all those bodies in Teineman Square were only cyclists who had died while riding around the square).

Because the rhetoric is so intense, it's easy to be misunderstood on this issue. But we need to look at the monster we have created in "bike safety." I have even heard one nationally prominent cycling advocate compare bike safety to gun safety. There we go again, equating bicycling with life threatening activities, when we should be emphasizing (both to cyclists and noncyclists) the health benefits of cycling. Do you think for a second that a representative from AASHTO (the American Association of State Highway and Transportation Officials) would tell Congress story after story about fiery automobile crashes on highways as part of a lobbying effort for more highways? Of course not. But we cyclists are doing just that.

When did cycling begin to be seen as a health threat and not as a healthy activity? In talking to some friends in the bicycle retail industry, it seems that it was the aftermath of the 70s Energy Crisis that sparked "the great bike fear." Recall how an existing bicycle boom was fueled even faster by the gasoline price shocks. Nationwide, people who otherwise used

bicycles only to define ceiling height in their garages, began riding their bicycles to work, to school, and on short errands.

Where did inexperienced (noneffective) bicycle commuters ride their bikes? On the same streets where they drove their cars, usually because it was the only route they knew. These ineffective cyclists soon found that mixing with high-speed automobiles on multilane thoroughfares and on crowded, narrow roads, wasn't much fun. It not only felt dangerous, but without the proper skills it was dangerous.

When fuel supplies increased (and gasoline prices decreased slightly), these people abandoned their bikes for the "safety" of their cars. The bike boom went bust. A panicked cycling industry began looking for reasons for the bust and identified "safety" as a prime suspect. Two solutions were adopted: bike paths and bike lanes to protect bicycles from cars, and bike helmets to protect the cyclists.

The great irony here is that "safety" didn't fuel a new cycling boom-mountain bikes did. But how were (and still are) mountain bikes advertised? As gonzo fun toys for death-defying risk takers! But what was the real appeal to the bike-buying public? The upright, stable riding position is what most buyers of "mountain bikes" and hybrids prefer.

In a classic marketing campaign borrowed from the automobile industry (sex + excitement = sales), consumers are shown gonzo wild men (and wild women) flying through the air in Northern California, Utah, or Colorado. In the store, however, the vast majority of consumers were buying low-pressure, fat tired, upright riding bikes that have about as much in common with pro racing bikes as your Chevy in the driveway has to do with a NASCAR racer.

Do you see what we are doing? We are promoting bicycles to gentle people by showing them how dangerous they are as part of the advertising. Their experience is that cycling is safe and fun, but we are telling them that it is dangerous. People all too often believe what they are told by ad agencies, rather than what they learn from experience. How many guys with beer guts and a six-pack of Bud really pick up super-models in thong bikinis? How many young women become successful entrepreneurs by smoking Virginia Slims? That's the power of advertising overcoming reality.

Here's the message we should be sending out: Cycling is safe and fun! Very safe and very fun. Crashes happen (and can be avoided), and a helmet is a very good safety precaution. I never leave home without mine, because it is pretty cheap insurance. But cycling must be put into relationship with other risks. Statistically, stairs are a more dangerous place than bicycles. Bathtubs are a far more dangerous place. Jungle gyms? Give me a break (no pun intended).

How much more dangerous are stairs, bathtubs, swing sets, and riding in a car than riding a bicycle? I don't know,

because the Head Injury Prevention lobby won't release that data for fear of showing that their demands for mandatory bicycle helmet laws are unjustified. The physician-chairman of a local bike helmet law advocacy group withheld that information because he felt that the data would "...be used against mandatory helmet laws." The co-chair told a meeting of the largest local bike club that "cycling is inherently unsafe" and got no argument from the brain-washed cyclists.

I don't know about you, but when I get on my bicycle, I'm not looking for a thrill ride to get my adrenalin pumping. I'm looking for a safe and convenient way to get from Point A to Point B. The fact that I am going to have some fun is a great bonus.

Now say after me: Cycling is safe and fun. Cycling is safe and fun.

That's the point that the League of American Bicyclists makes in Effective Cycling. Effective Cycling courses teach cyclists how to be prepared for most any conditions they will meet on the road: how to behave in traffic, how to dress for the weather (cold, rain, and heat), how to keep your bike in good mechanical condition. Why it's a good idea to wear a helmet. These are the skills that prevent crashes, not just mitigate the danger. And perhaps more important, there is no false sense of security imparted in developing Effective Cycling skills, only the confidence gained from understanding your environment.

Obey the laws, wear your helmet, don't be foolish (riding at night without good lighting is about as smart as working on your toaster without unplugging it), and have fun. Live long and prosper.

Repeat after me: Cycling is safe and fun. Cycling is safe and fun. Cycling is safe and fun. Cycling is safe and fun.

Now let's ride!

Reprinted from issue of Austin Fred Meredith,



the April 1999  
Cycling News  
Editor

Standard Ad

# LAWN CHAIR RACING

By Barclay Brown, Southern Bicycle League (Atlanta)

Looks like a lawn chair on wheel" say some as I ride by. "Is that an exercise bike?" asked one lady as I parked the bike. "Sure looks comfortable," say most riders I pass.

Well, it's all of those things, but my recumbent bike is also one of the fastest types of bicycles made. Recumbent bikes and racing go way back. In the 1930's a Frenchman used a newly invented recumbent "velomobile" to win an established professional race, setting a new record. Recumbent bicycles were promptly banned from professional races and remain so to this day; that's why you won't see one in the Tour de France. Perhaps this is appropriate. After all, all sports have equipment limitations - you can't use a golf ball made of super-elastic rubber or strap a rocket onto your NASCAR racer.

Recumbents do race, however, and it's all about speed, specifically, speed records. All major bicycle speed records are held by recumbents, usually with fully enclosed aerodynamic "fairings" that dramatically reduce drag, the major force a cyclist has to contend with at speeds over about 25 mph. Consider for instance, the 24 hour record. For regulation, upright bicycles the record was recently set at 53 km (33 mph). The International Human Powered Vehicle Association, the sanctioning organization for human-powered speed records, regardless of vehicle type, lists the record as 78 km (49 mph). The top speed in the 200 meter flying start sprint was achieved in 1992 at 110 kph (69 mph). Incredible!

So I'm thinking, hey, I'm a pretty fast rider on my recumbent. I think I'll go race in the IHPVA International Championships. IHPVA racing is a relatively small sport, so there were no qualification races required. As it turned out, I was honored to be able to ride for the manufacturer of some of the fastest recumbents in the world, Lightning Cycle Dynamics, makers of the P38 and its faired cousin the F40, holder of over 20 world speed records. I really lucked out! One of their regular racers couldn't make it, so I got the slot. I rode a Lightning R-84 carbon fiber recumbent with no fairing. At 19 lbs. it was probably the lightest vehicle in the entire event, with the possible exception of an upright Lotus ridden by Giro founder Jim Gentes. The racing continued over 4 days at two venues. Thursday saw us at the Hellyer Park Velodrome, near San Jose. First a "last man (person) out" race took the place of an icebreaker. Though it didn't count, the results were used for the pursuit race pairings later in the day. My inexperience as a racer began to show. I was so nervous, my heart rate went to max immediately and stayed there as I gasped my way around the track to a middle of the group finish.

Next were the 200m flying start sprints. Riders take 2 1/2 laps to wind up their speed and then go all out for 200 meters. The winning bike hit over 60 mph! I should take a moment here and point out that there were four distinct classes of vehicles competing:

1. Unfaired - any human powered vehicle with no aerodynamic

add-on devices

2. Partially Faired - any vehicle with only a front or only a rear fairing

3. GT - may have front, rear and side enclosed fairing, but the driver must be able to enter and exit the vehicle without assistance

4. Streamliner - any fairing and may require outside assistance to start, stop, enter and exit the vehicle

Of course the streamliners were expected to be the fastest bikes, followed by the GT's and partially faired vehicles, and mostly this was the case. But there were exceptions. My teammate, Andrea Weigel was one - he rode the GT-class Lightning Phantom to four first class victories, besting the streamliners in several cases. The streamliners are mostly custom bikes built for speed on smooth surfaces. Often they are too heavy and fragile, or too restrictive to the rider's vision to be practical on the street. Often the rider had to be lifted into the vehicle, and then the fairing taped down over and around him (or her). It was something to see these bikes cruise at 45 mph and hit 60 in sprints!

After the 200m sprints came the 4km pursuit races. Due to timing difficulties, they ran them as paired races, with competitors starting together on the same side of the track, not opposite each other like most pursuits. I lapped my opponent and earned 5th place overall in the unfaired division.

After a day of rest and travel, we arrived at Monterey for two days of racing at the deserted basic training base of Fort Ord. After another round of 200m sprints on a straight road, the road race was begun. Ah, this is more like what I'm used to, I thought. Racers in each division could choose a 24 or 64 mile race on the 8-mile road loop; I chose the shorter based on the apparent competition. The race started up a big hill and I felt at home. I outclimbed almost everyone (having the lightest bike helped), and was in good shape after a lap and a half. I thought I had a good lead on everyone in my division when one bike snuck by me. We stayed close for a few miles and I was sure I could catch him the next time up that hill and win the race! Coming around a somewhat treacherous corner I hit the hydraulic brakes too hard and crashed to the outside, taco-ing the rear wheel. The agony of defeat was mine. As I was licking my wounds, my teammates asked me when I was going to stop breaking things (I had already broken a new set of experimental carbon fiber cranks and flatted twice in practice). "It's not like riding centuries, is it?" asked Tim Brummer, inventor and president of Lightning. Hmph.

On the final race day, I wanted to ride. But we had no replacement for the wheel I had damaged, and borrowed wheels wouldn't fit the specialized machine. So, I had a choice - sit out, or ride the pre-production Lightning Bolt, a new, low-cost recumbent designed for wide cyclist appeal. Quickly switching the pedals and adjusting the bike to my leg length, I rode the 15-lap criterium on by far the least expensive bike in the race! I didn't break any records, but I had fun. Next time, I'll be more prepared, mentally and physically for the challenges of these unusual races.

The author: Barclay Brown rides and races Lightning recumbents and owns the Cool Bike Pro Shop, a custom recumbent business in Atlanta. He can be reached at



## BUSINESS SPONSORS

These businesses provide discounts to club members who present their yellow membership card:

Bike Route	15%
Campus Cycle	15%
Chain Reaction	20%
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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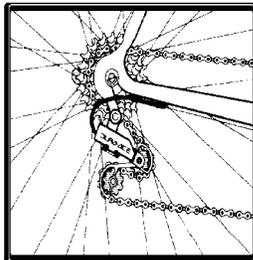
Classified ads will be run free-of-charge for club members; call the editor.

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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GCC members are the beneficiaries of generous advertisers. Through supporting our jerseys, supplying door prizes, and specials offered in our newsletter ads these businesses are enhancing our enjoyment of our hobby. To keep from "giving away the store" and to be sure that this generosity is directed to the right people some advertisers have asked that you show your membership card when making a purchase. Please comply – no "it's in my other wallet", no name dropping, etc. We will all benefit.

If you do not yet have a current membership card, the last page of this newsletter is your temporary membership card.



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# Gainesville Cycling Club

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**JUNE 1999 ISSUE**

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## 1999 Gainesville Cycling Festival - 9-10 October - Santa Fe Century - *Horse Farm Hundred*

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### Cycling Shorts



1 Welcome new members J. Lauren Benchimol, Dan Danciger, Ian Dennis, Gary Hartley, Jane F. Houston, Jennifer Kverneland, Ed Lederman, Daryl Mullee, and Kim Simpson of Gainesville, Scott Bruce of Homosassa, Karen Cadle of Middleburg, and Billy Horne of Starke.

1 Many thanks to Maggie Garancosky who volunteered an afternoon to help clean up some of the work backlog in the GCC office!

1 Thanks to Jan Brush who is now doing the laminating for club membership cards.

Standard Ad

Standard Ad