

Club Happenings

August 7 (Sat) Jersey Orders Must Be *Delivered* To Roger Pierce

After this day your only option will be to buy from retail stock at retail prices! With everyone stocking up now, don't count on another order anytime soon! We must have money to put in the bank to place your order.

August 8 (Sun) Adopt-A-Road Cleanup and Pigout, 4 pm

Meet at the Pearl station in Micanopy (please park along CR 234 or across the street). Long pants and sturdy shoes recommended. Afterwards, pig out at a local eatery.

August 28 (Sat) 2nd Annual Gliders Training Century, 7 am

Meet at the GRU Facility for a run over the Santa Fe Century course. Stops in High Springs, Myrtis, and Worthington Springs. This is a regular club ride – no sag support.

August 28 (Sat) EZ Riders Do White Springs

See page 9 for full details of the first ride of this new group, which will attempt to ride much slower than Chandler!

August 29 (Sun) Horse Farm Hundred Volunteer Party, 5 pm

Meet at the pool house at Hobbit's Glen on the west side of NW 16th Terrace just south of NW 23rd Blvd. The club will have hot dogs and sodas, bring a side dish and swim wear. We'll find a place for you to help out at the Horse Farm Hundred or Santa Fe Century.

September 6 (Mon) Labor Day Rides and Picnic at Boulware Springs

Meet at Boulware at 8:00-8:15, rides start at 8:30. There will be a variety of road rides and a group will go to Gum Root Swamp city park for off-road adventures. A picnic is featured at noon, please bring a healthy and delicious side dish to complement the burgers, hot dogs and sodas that the club provides. The Gainesville Hawthorne Rail Trail is located at Boulware Springs, so rides will be safe and scenic. Boulware is on SE 15th Street in southeast Gainesville.

October 9-10 (Sat-Sun) Gainesville Cycling Festival



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





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

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GCC Web Page
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President's Message

Cars and other Machines



I don't hate cars. Cars are just machines, like food processors, toasters, bicycles and guns. It really only matters who possesses them as to what their potential for good or bad turns out to be.

I have owned a car myself since I got out of college. I'm guessing that with public transportation continuing to be like it is in the United States I will probably find good reason to own one for the rest of my life, whether I want to or not.

A car is used to get quickly from place to place. Notice I did not say cheaply or safely, just quickly. Cars are neither cheap nor safe. But everything is relative. I'm always amazed to hear someone say how they are afraid to go in to a particular neighborhood at night, or afraid of being murdered by a stranger. But in truth what you should really be afraid of is getting in your car every day, but you don't hear that. No greater probability exists for you to meet sudden death in a given day than when you get in your car and take it out on the road with thousands of other "highly skilled, competent" drivers. It is the obliviousness of this situation that strikes me as being so odd. Each day we look death squarely in the face and do not recognize it for what it is, nor do we flinch.

But the real danger of a car is not the car, but the driver. That 'pilot' unit may be, at any given moment, tired, distracted, angry, impatient, discourteous, oblivious or clueless. The same so and so who so rudely banged their shopping cart in to your ankle while you waited in line is the same jerk tailgating you now. I always say that you don't really know anyone's true personality until you get to see how they drive. As cyclists we bear the brunt of this ugliness, because unlike the other cars, our bicycle goes slower than grandma, and our mass and volume offers neither threat nor opposition. We are at the mercy of the kindness of strangers.

Or are we? I don't mean to be completely cynical here, but I find myself at opposition with many of my bike friends when it comes to dealing with cars. Some propose an assertive approach of eye contact and forceful occupation of a cyclist's "legal" territory. The martyr approach. But wait, you may have to die to be a martyr. But you'd be within your legal rights! What if you were planning to live a long time so you could enjoy a lot of biking rather than just making a 'statement'. Then this approach may not work for you. And given the tremendous numbers of collisions between cars themselves, what would lead anyone to believe that they will be privileged to all their 'legal' rights, if they just 'act like a car'.

There is a difference between what is 'legal' and what is smart. It may be legal for you to ride your bike on a narrow, hilly, curvy, country road where other cyclists never go, but it may not be smart. Even the cautious driver may be at a loss as to what to do when he mounts that hill at 55 miles an hour, and as he tops it, sees you only a few hundred feet ahead while a semi approaches in the opposing lane, with big trees close to the road off to his right. By the time he makes that decision to hit the brakes as hard as he can it may be too late anyway. And if he somehow had just enough time to pass around you and get back in to his lane instead of hitting the brakes, imagine the visual shock of the guy tailgating him, to whom you have just been revealed, only 50 feet ahead. Hope your life insurance policy will be a comfort to your family.

My point! In spite of all this, you largely hold, in you own hands, your fate in regard to interactions with cars. How is that? Well, think more about what is smart rather than what is legal. Never presume that anyone in a car is going to be polite, yield the right of way, be predictable, do the right 'legal' thing, act intelligently, be kindly or watch out for you, or even see you. Always expect the worst and then when courtesy does occur you can really appreciate it. But more importantly you won't be caught off guard by false expectations. In situations where traffic is heavy and drivers have too much to watch already, make yourself scarce. Cross the road where it *is* safe and make yourself visible when in the company of cars. Wear bright colors and try to 'be predictable'. And when you get that funny tingling sensation at base of your neck at the feel of cars approaching from the rear, don't ignore it, that's your brain warning you that you may be in imminent danger, so keep one eye on your mirror. No one has a greater vested interest in your life than you.

And remember, biking may never become the transportation of the masses like the car is in America, but then again, biking might not be any more fun than driving if we *had* to do it.

Following winds, my friends,

Rob Wilt



Horse Farm Hundred

CALL FOR VOLUNTEERS

An activity that many of our members enjoy is going to the special events put on by other bicycle clubs throughout Florida and the southeast. Our contribution to other area bicyclists is our event, the Gainesville Cycling Festival, which incorporates our own Horse Farm Hundred and the Saturn Santa Fe Century put on by the Boys and Girls Club.

To successfully pull off a major two day event such as this we need a significant number of volunteers to pitch in and help. Most of those are needed on the actual weekend of the event, but there are a few jobs that will need doing in the days prior.

You will receive an Entry Certificate soon that has entries on it for volunteers to fill in. CALL Roger Pierce (378-7063) to get a volunteer slot BEFORE sending in the Certificate to volunteer. The Certificate reserves your volunteer T-shirt and ensures that you are covered by our liability insurance. All day-of ride volunteers will receive a ride T-shirt, and those working multiple or long shifts will also be eligible to ride the Horse Farm for free (or get a reduced rate on the Santa Fe if your shift is during the Horse Farm).

We will need people to help with four basic functions during the rides:

REST STOPS. Hand out food and water during the Horse Farm Hundred at Morningside Nature Center, Irvine, or the lunch stop.

REGISTRATION. We will be open Friday evening at Saturn, Saturday morning and afternoon at the Boys Club, and Sunday morning at Morningside and in Irvine.

SAG. Drivers will be needed for both the Santa Fe and Horse Farm.

COURSE. We need people to put out directional signs and help Chandler paint the roads.

You can call to volunteer when you get your certificate, or you can wait and sign up at our gala Volunteer Party to be held on August 29th (see front page for details).

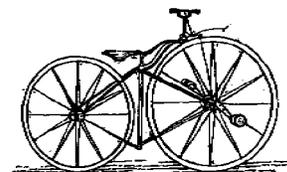
Your support for this event helps keep our dues at the really low level of \$10 per year. A successful Horse Farm Hundred will keep them there for another year!

T-Shirt Design Contest

Design a T-Shirt for the Horse Farm Hundred and win two of the shirts and free entry to the Horse Farm Hundred. Designs should incorporate both cycling and horse themes. The words "Gainesville Cycling Club" and "Horse Farm Hundred" must be included. "1999" and "19th Annual" may also be used. Designs must be in full color (maximum of six colors), and must fit within an 11-inch box, and must be original work.

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

The submission deadline is August 22nd. Mail to the club address or deliver to Roger Pierce.



Off Road



by Brian Raisler

After taking some time to attend to the details of our wedding, my wife and I are settled back in Gainesville. That means that I will be able to devote a little more time to some offroad riding, training for the next racing season, and leading some club rides. To that end, I have decided to introduce a regular weekend offroad ride.

No longer will you have to wonder where or when will the next ride occur. We will meet Sundays at 10 AM at the Fort Clarke Middle School parking lot to ride trails in that proximity. With that regular ride established, I hope to have more of you coming out for some rides. Again, this even applies to some of you roadies. You know who you are... you have that ATB rig sitting out in the garage or leaning behind your road bike... take it out for a spin. Maybe you slept in late on Sunday morning and missed the GCC road ride that you meant to go on... now you have an alternative. Maybe you had a good road ride on Saturday and you just aren't looking forward to another day of pushing pedals toward the pavement... come on out and have fun on some shady trails.

I will still be sending out email reminders of ride times and locations. Occasionally, this will include a Saturday or weekday ride. I anticipate that I will also offer the out of town rides down to Ocala or maybe out to Jacksonville once in a while. But the Sunday ride will be the regular deal. I will do my best to make it to as many of these rides as I can, but it is my hope that as the group grows the rides will take on a life of their own. In the future, I hope that more people will show up for these rides and the veterans can show the newbies around even if I am not there.

Ride on,

Brian Raisler

CLASSIFIED

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

I have TWO ROAD BIKES for sale:

TREK 1000, 6061 Alum., matrix wheels, quick release hubs, index shift, aero bars w/swing shift, Blackburn rack, SPD pedals, cateye comp., for large rider \$225
SCHWINN PRELUDE, pink, Shimano gears, aero bars, index shift, pedal cages, quick release hubs, for small rider / female \$140
BUY BOTH: \$320
Jere Steele, (352)495-3840 before 9 pm.

FOR SALE TREK 1000, 62cm aluminum frame, blue, cro-moly fork, Shmano Exage equipment, 7-speed index, Campy rims, 700x23 Continental tires, Cateye computer, Blackburn rack. \$350. Leave a message for Neil at 376-3591.

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

Vittoria bike shoes, black and yellow leather, size about 9 or 9 1/2 mens, new \$20

Airwalk casual shoes, black, gray and white, about size 9 mens, only worn twice, \$20

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The Coastal Bicycle Touring Club, P.O. Box 14531, Savannah, GA 31416

Newsletter Goes Digital

by Brian Raisler

As many of you know, our club dues are among the lowest that anyone can find. Particularly when you consider the benefits that the club offers to its members. The numerous club parties and picnics throughout the year, the access to maps of surrounding areas, the camaraderie of our group rides, the discounts available to club members at many local bike shops, and, of course, this bimonthly newsletter. What you may not have considered are the costs associated with copying and distributing the newsletter to the entire membership six times a year. When you consider the printing and mailing costs, even with bulk mailing, you can see why it adds up to be a significant part of our operating expenses.

Imagine a better way. What if you could have the exact same document available to you on your desktop computer screen? It would look the same as the paper copy that you have in front of you. The fonts and graphics, even the advertising, would appear exactly as they do now. The online version would be printable through your own desktop printer if you wanted a hard copy. In addition, the online version would be searchable for certain text or an author's name. It could have bookmarks to jump to particular articles of interest. And since it would be available on the Web, you can access it from anywhere in the world. If you are on vacation and want to check in to find out what will be happening when you get back... there it is. Was there ever an article that you wanted to share with a distant friend? Send out the address for our web site and your friends can enjoy the same access. In short, the digital version would be just like the printed version... maybe just a little bit better.

Our club membership secretary, Roger Pierce, and I have been working together to publish a digital version of the club's bimonthly newsletter. Using Adobe Acrobat, I have created a version of our newsletter in Adobe's Portable Document Format or .pdf. Some of you may have already seen the previous newsletter for June posted in this format on the web site. By the time that you read the printed

version of this article, the online version of the August newsletter will already be available. In fact, the online version was probably up before you had this copy in your mailbox. In order to access the online version, you will need to have Adobe Acrobat Reader downloaded and installed on your system. It is available free from www.adobe.com.

Now that the digital version is available, what next? Good question. For now I am looking for feedback. Download the Acrobat Reader and have a look at the online version of the newsletter. Then write to me and let me know how you like it. Tell me if I missed something. Let me know if you love it. Let me know if you think it would not work for you and why not. Give me some more ideas.

At some point in the future we may ask for volunteers who want to take themselves off of the printed version mailing list. Maybe you are concerned about the environment and don't want to see paper wasted when it doesn't need to be. Maybe you are interested in getting a look at the newsletter before everyone else does. Don't worry, we are not going to take away the printed, mailed version from anyone who still wants to receive it. But if you want to participate in the digital revolution and save the club some costs in the bargain, then this might be for you. If you think that you might consider being taken off the mailing list for the printed version of the newsletter, please write me to let me know at braisler@ufl.edu. In the months ahead, the board of directors will be discussing this issue and will have a list of interested persons which will help us make our decision.



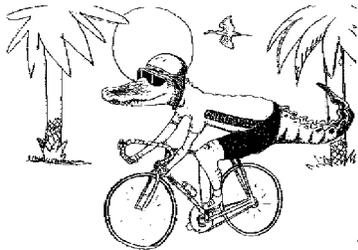
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Jersey Update

We have placed a deposit with Pearl Izumi to have the jerseys produced. We will have to horn our way into their production line, as they are now struggling to meet demand for U.S. Postal Service jerseys, which are identical to ours (only the colors are much duller) and come off the same production line.



We plan to accept all of your orders on the evening of August 7th, write the production check to Pearl Izumi, and send off the order. By accepting the orders on that date, we will be able to rebate the sales tax to you, as that will be in the period when there is no sales tax on clothing.



If you ordered a sleeveless jersey before July 21, we will get a regular jersey for you and have it altered to remove the sleeves. Because of the small demand, we will not be accepting any additional sleeveless jersey orders.



PERRY C. McGRUFF, JR.
AGENT

While there will be extras ordered, you cannot count on getting the correct size after August 7th, and you may have to pay somewhat more to get them. Once the jerseys are delivered, they will only be available at Primo at retail prices.

To meet the August 7th deadline, we must have your check in our hands by dinner time.
If the "checks in the mail" it doesn't count!

CLEAR

by Roger Pierce

One part of the extensive safety pledge that you must sign before starting the Bicycle Ride Across Georgia (BRAG) is that you will not announce "CLEAR" as you pass through an intersection. This is a common practice on the club rides of most clubs, including ours. But it is dangerous for more than one reason.

In the noise and wind conditions on a bike ride, it is easy to mistake the call or "CAR" for the call of "CLEAR." The implications of this error should be intuitively obvious.

When YOU go through the intersection, it may be clear. But by the time the next rider gets there it may not be. By announcing that it was clear, you may even have some legal liability if something bad happens.

When proceeding through an intersection and seeing an approaching vehicle, you should definitely call out "CAR" and the direction from which it is coming, "RIGHT" or "LEFT." If another person going through the intersection at the same time fails to see the vehicle, and calls out "CLEAR," they may drown out your warning, or at the very least confuse the situation.

The bottom line is that you should always look before entering an intersection, whether or not a call has been made. After all, it is your skin that is on the line.

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)
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 19th Place, Gainesville FL 32605-3435

August - September Ride Schedule

RIDING GROUPS

A Riders. (no Group Captain). Tuesday and Thursday rides are speed and sprint rides, Sunday rides are usually laid back, although the ride may become very fast for some periods. When Team Florida rejoins the group on Sundays, rides may become faster and longer.

Gliders. Andrew Gill, 338-9205, apgill@gnv.fdt.net. Fast, steady paced rides, normally from 50 to 70 miles in length, on Saturdays and some Sundays.

Spinners. Larry Bowman, 495-2305, jjrider@hotmail.com. Moderate (16-17 mph) rides on Saturdays.

LoBees. Paul Zimpfer, 462-5003 in the evening, Z-MAN2@prodigy.net. Rides in the 15-16 mph range on Saturdays. Meeting times and places are emailed to group members about a week before the ride.

Hunters Crossing Pedalers. Linda McMahon, 331-4089. Meets most Saturdays for a slower paced ride. This group also meets on some Sundays.

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. Meets Sundays at 10 am at Ft Clarke Middle School.

Feet First. Bruce Bush, bruce@musician.org. Recumbent bicyclists group. May do one or two rides a month, announced on the club email list.

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

EZ Riders. George Edwards, 372-8974, gedwards@atlantic.net. Stop and look under the rocks rides.

Centurians. Roger Pierce, 378-7063. Hundred mile rides and up, usually at out of town events.

Sliders. Currently in hibernation.

REGULAR STARTING TIMES AND PLACES

Always check your email for time and place updates.

GRU FACILITY RIDES

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

SATURDAYS

All groups meet at 8 am.

TUESDAYS AND THURSDAYS

A Riders and Fireflies 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.

FT CLARKE MIDDLE SCHOOL

(9301 NW 23rd Ave)

SUNDAY

Off Roaders meet at 10 am.





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Florida

Bicycle Touring Calendar

(VERY ABRIDGED)



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

Aug 1 (Sun) <i>Covington GA</i>	9th Annual Covington Century 30/50/75/100 mile options. Covington Cycle Club. Al Strickland 770-787-1229 or 770-787-8193.	<i>Micosukee FL</i>	100 mile, 100 kilometer, 50 kilometer. 64 mile dirt road option. Jim Mann (850)422-0302.
Aug 6-8 <i>Live Oak, FL</i>	Dog Days Pedal & Paddle Suwanee Bicycle Association, PO Box 247, White Springs FL 32096. 904-397-2347.	Oct 2-3 <i>St Augustine FL</i>	13th Annual PGA Tour MS 150 Bike Tour Emily Wilchek (904)725-6800
Aug 7 (Sat) <i>Bowdon GA</i>	Bowdon Founder's Day 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.	Oct 3 (Sun) <i>Inverness FL</i>	5th Annual Rails to Trails Bike Ride (352)726-2251. Rails to Trails of the Withlacoochee, PO Box 807, Inverness FL 34451-0807.
Sep 4 (Sat) <i>Montgomery AL</i>	Autumn Challenge Montgomery Bicycle Club, PO Box 23116, Montgomery AL 66123, Jud Bishop (334)264-7481 Mandy Slayton (334)285-9518.	Oct 9-10 Oct 9 (Sat) <i>Gainesville FL</i>	1999 Gainesville Cycling Festival 7th Annual Saturn Santa Fe Century A tour through the lush forest and pasture land north of Gainesville up through the Santa Fe River valley. GCF, 5015 NW 19 th PL, Gainesville FL 32605.
Sep 4-6 (Labor Day weekend) <i>Sebring FL</i>	Tour of Sebring West Palm Beach Bicycle Club. James R. Corbitt, 5 Sheldrake Ln., Palm Beach Gardens, FL. (561)622-9909.	Oct 10 (Sun) <i>Gainesville FL</i>	19th Annual Horse Farm Hundred A tour through the picturesque horse farms of northern Marion county. GCF, 5015 NW 19 th PL, Gainesville FL 32605.
Sep 5 (Sun) <i>Savannah GA</i>	17th Annual Historic Savannah Century 25, 50, 100 miles. Coastal Bicycle Touring Club, PO Box 14531, Savannah GA 31416.	Oct 8-10 <i>Metter GA</i>	BRAG Georgia Bikefest Bike Ride Across Georgia (BRAG), POBox 87111, Stone Mtn. GA 30087-0028. (770)921-6166.
Sep 11 (Sat) <i>Birmingham, AL</i>	Birmingham Bicycle Club Annual Double Metric 30 to 125 Miles. Beth Heerten (205) 991-6154. BBC, Post Office Box 55283, Birmingham AL 35255.	Oct 10 (Sun) <i>Coral Gables FL</i>	Skip Jarrett Memorial Century Ponce de Leon Middle School. SASE Mike Fitzgibbon, Everglades Bicycle Club, POB 430282, South Miami FL 33243-0282.
Sep 12 (Sun) <i>Baldwin FL</i>	10th Annual Endless Summer Watermelon Ride 27/49/73/100 miles. North Florida Bicycle Club, PO Box 550963, Jacksonville FL 32255-0963. (904)721-5870	Oct 15-17 <i>Mt Dora FL</i>	Mt Dora Bicycle Festival Mt Dora Chamber of Commerce, PO Box 196, Mt Dora FL 32757. (352)383-2165
Sep 12 (Sun) <i>Clermont FL</i>	Annual Assault on Sugarloaf 30, 56, 100 or 112 miles. CFT/Sommer Sports, PO Box 121236, Clermont FL 34712. (352)394-1320	Oct 31 (Sun) <i>Cocoa Beach FL</i>	Intracoastal Century 100/50 miles. James Roland, 5650 N Banana River Blvd #2, Cocoa Beach, Florida 32931. (407)799-4951.
Sep 12 (Sun) <i>Fayetteville GA</i>	Wilson 100 Southern Bicycle League (770)594-8350.	Nov 5-7 <i>White Springs FL</i>	Florida Fat-Tire Festival Suwanee Bicycle Association, PO Box 247, White Springs FL 32096. 904-397-2347.
Sep 18-19 <i>Lake Martin AL</i>	Georgia MS 150 National MS Society/Georgia Chapter, 12 Perimeter Center East, Suite 1200, Atlanta GA 30346-1398. Kim Rakestraw (770)393-8833.	Nov 6 (Sat) <i>Tampa FL</i>	Diabetes Challenge 100 100k, 50k, 25 kilometers.(727) 855-8484.
Sep 19 (Sun) <i>Dade City FL</i>	14th Alabama MS 150 Alabama Chapter. 3530 Independence Drive, Suite 3534, Birmingham, AL 35209. Jenny Whitaker (205)279-888 or 1(800)373-8881.	Nov 7 (Sun) <i>Belle Glade FL</i>	Sarasota-Manatee Bicycle Club's Annual Gulf Coast Cycle Fest Ken Bachman(941)349-0184. Sarasota-Manatee Bicycle Club, PO Box 15053, Sarasota, FL 34277-1053.
Sep 19 (Sun) <i>Huntsville AL</i>	Freewheeling Hilly 100 Tampa Bay Freewheelers and St Petersburg Bicycle Club. Belinda Carlson (813)985-5933 fax (813)985-7462 or Nancy Armitage (813)855-3910.	Nov 13 (Sat) <i>North Port FL</i>	11th Annual Bob Mohr's Lake Okeechobee Lark 120/62 miles. West Palm Beach Bicycle Club, PO Box 16764, West Palm Beach FL 33416. Joan Purdy (561)967-4051.
Sep 26 (Sun) <i>Cooper City FL</i>	15th Annual All-You-Care-to-Eat Century Ride Spring City Cycling Club, PO Box 2231, Huntsville AL 35804. J. Miernik (256) 852-5019 or M. Holderer (256)883-9982.	Nov 13 (Sat) <i>Claxton GA</i>	HarvesTime Pasta Bash The Flatest Metric in the World (64 miles), Half Century (32 miles) and the Calm and Cool Quarter (16 miles). Ed Logan (941)966-2334.
Sep 26 (Sun) <i>Dahlonoga GA</i>	South Broward Wheelers 15th Annual Century 100, 62, 25 miles.(954) 370-4804 - leave a message with your name and phone number. South Broward Wheelers, POB 290723, Davie FL 33329.	Nov 14 (Sun)) <i>Stuart FL</i>	Cruisin' In the Country Century Pegi Boatwright, at 800-262-9607.
Oct 1-3 <i>Kissimmee FL</i>	Six Gap Century and Three Gap Fifty Bike Ride 800-231-5543 for ride info and registration form.	Nov 14 (Sun) <i>Boca Raton FL</i>	Ocean To Lake 32, 54, 78 and 100 mile rides. Treasure Coast Cycling Association, PO Box 2559, Stuart FL 34995-2559. Alan Friedrich (561)225-2153, Tom McMullan (561)337-0253
Oct 2 (Sat)	1st Annual Bike Florida "Share The Road" Rally and Exposition (in cooperation with the Florida Bicycle Association) There are lots of details on the Bike Florida web site, http://www.bikeflorida.org/ . Henry Lawrence: (407) 943-7933	Nov 21 (Sun) <i>Clermont FL</i>	Tour of Boca A police-escorted tour of Boca. (561)416-3410 BRBC hotline.
	15th Annual Spaghetti 100		20th Annual Horrible Hundred 31/71/102 miles. Florida Freewheelers, PO Box 916524, Longwood FL 32791. (407)788-2453 fax (407)788-7433.

GCC HOLDS TIME TRIAL AT FANNING SPRINGS

The GCC held a 3.4 mile time trial at Fanning Springs during the July 17 picnic. This fun event was held on the rail-trail, so any club member could ride safely and enjoy the fun of competition. The results:

Jeff Meyer	8:01	25.46 mph
Billy Horne	8:26	24.2
Roger Berry	8:30	24.0
Andrew Gill	8:30	24.0
Drew Amery	8.50	23.1
Kristen Jagger	9:07	22.39
Purvis Bebenbaugh	9.54	21.38

Special thanks to George Edwards for timing the event.

If Club members are interested, we can have a fun time trail at our next picnic on Labor Day. We can have a longer distance for competitive riders, and a shorter distance for kids and fun riders. Time trials are the safest races and good measure of personal achievement for riders of all abilities.

Picnic Massage

GCCers attending the Fanning Springs picnic were pleasantly surprised to find club members Land and Courtney Wilson set up with their massage tables and ready to give free massages. Needless to say, they were busy for several hours without a break!

Land and Courtney are both RN's, and have completed massage training at the Florida School of Massage and an advanced 4 month course in Sports Massage. They plan on opening their own massage business in Gainesville, Respite Massage Therapy, in mid-September. They will be located at 805 NW 13th Street, offering a variety of integrated massage techniques focused on improving sport performance, pain relief from soft tissue dysfunction, and stress reduction. GCC members will get a discount!

EZ Riders Debut in White Springs

On Saturday 28 August Lys Burden of the GCC and Suwannee Bicycle Association has graciously offered to lead a geologically-oriented EZ Riders ride on the excellent trails through the Big Shoals State Forest. We will be looking at fossils, outcrops of locally important formations, exposures of formational contacts, and other earthly arcana. We will look at the stuff on top of the rocks as well, including wildflowers, trees, and any other wildlife we come across.

Lys advises that some of the trails are locally soft, so you will need to bring your fat-tire bike. Also bring plenty of water and insect repellent. Since we will be getting off our bikes and looking at the rocks, wear shoes suitable for a bit of walking as well as cycling. A sun hat to trade for your helmet seems a good idea. We will have a bird book and one on wildflowers, but bring your own if you have a favorite. Lys says to wear clothing you want to get wet, as we will be riding near the Suwannee on a hot day, and people tend to jump in the river to cool off.

We will meet at the Suwannee Bicycle Association HQ building in White Springs at 9:00 AM on Saturday 28 August. "The HQ building is located half a block north of the intersection of US 41 and SR 136 (at the flashing light) on Bridge Street just north of the Adams Country Store" (we quote verbatim from the Official Source).

Due to the distance up to White Springs, I suggest we car pool where possible. I have a pretty good Rhode car-rack which will carry two bikes with ease, and will be happy to let someone use it.

Call with questions at 352-372-8974, or e-mail at gedwards@atlantic.net.

Cheers,
George Edwards

PEDALING INTO THE 21ST CENTURY

By **Kenneth R. Wykle**
Administrator
Federal Highway Administration

President Clinton and Vice President Gore have established the development of liveable communities as a top priority for the Administration. Liveable communities -- places where people can work together to improve the quality of their lives -- means encouraging development patterns that give people safe, accessible and convenient transportation choices. Those are, by definition, friendly to bicycling.

Following the strong direction from the President and the Vice President, government agencies have begun to view bicycling as a serious part of our national transportation system -- a transportation choice instead of a recreational activity only. And more and better things are coming for bicycling in the future.

Under the leadership of the Federal Highway Administration (FHWA), spending for bicycle and pedestrian projects has increased from about \$4 million of federal money annually in the late 1980s to an average of \$160 million a year during the 1990s. Even this amount was on a continual upswing, reaching \$239 million in 1997. In addition, significant amounts of money are being invested by state and local governments to improve conditions for bicycling.

The Transportation Equity Act for the 21st Century (TEA-21), which President Clinton signed into law last year, holds even greater potential for funding bicycle facilities and programs. State and local transportation planning agencies also are more aware of the demand for facilities that will allow

people to bicycle and of the environmental, economic and congestion-relief benefits of bicycling. As a result, we expect a continued surge in bicycle facility investment as an alternative to the investment of the past, which too often excluded bicycling as a choice.

We have made tremendous progress in the last few years. More American adults are riding bikes and walking. But we must continually focus on our number one priority -- safety -- while at the same time creating an environment that encourages bicycling and walking.

Our goal is to double the percentage of trips made by bicycle and foot while, at the same time, reducing the absolute number of fatalities and injuries involving bicyclists and pedestrians by 10 percent.

We have found that more than one-fourth of all travel is one mile or less and 53 percent of all people live within two miles of a public transit route. These short trips hold tremendous potential for increasing the amount of bicycling.

To reach our goal, we will be reaching out to the state and local officials who are

responsible for making most transportation decisions under our program. We will be encouraging them to consider bicycling when they write their plans and we will be developing procedures that will require that consideration in a systematic way.

Today, at FHWA, we are approaching transportation with a new perspective that will produce more consideration and more access for bicyclists. We have a new vision that says that the super-highway is not always the answer.

The quest for road improvements does not always

Kenneth R. Wykle took office on Nov. 10, 1997 as the 14th administrator of the Federal Highway Administration (FHWA) and the 20th overall chief road executive since the agency's inception in 1893 as the Office of Road Inquiry. President Clinton nominated Mr. Wykle for the position on Oct. 6, 1997, and he was confirmed by the US. Senate on Oct. 30. The FHWA, an agency of the U.S. Department of Transportation, has 3,600 employees, a field office in every state and an annual budget of more than \$21 billion.

The FHWA works with the states and with communities across the nation to build and maintain America's roads and bridges and ensure a strong intermodal transportation system. The agency also develops and helps regulate safety requirements for commercial vehicle operators and, through the Federal Lands Highway Program, works to provide access to national forests, national parks, Indian reservations and other public lands.

have to result in a huge, multi-lane road that leaves little or no room for bicyclists and pedestrians. Instead, a well designed highway can balance the needs of bicyclists and motor vehicle traffic.

While FHWA will continue to provide leadership from Washington, bicycling advocates must make their voices heard at the state and metropolitan planning levels. The legislation of the 1990s opened the door of the planning process to public involvement. Our guidance to the planning organizations will ensure that bicycling and walking are given consideration. However, it is up to bicycling advocates to participate and to make sure that what is planned is well designed and maintained.

In the federal transportation program, funds are distributed in general categories to state transportation departments and metropolitan planning organizations. Bicycling projects are broadly eligible for funding from most of the major federal-aid highway, transit, and safety programs.

Decisions to allocate these funds are now and will continue to be made at the state and metropolitan level, but we will through consultation strongly encourage the funding of bicycling facilities and programs.

TEA-21 not only directs consideration for bicyclists in the planning process but it also requires consideration of bicycle facilities in conjunction with all new construction and reconstruction of transportation facilities, except where bicycling is explicitly not permitted. We hope that prohibition will be applied to a dwindling number of places and only on a sound safety basis.

Bicycling is economical, environmentally sound and healthy. It can and should be an available alternative for people to get around whether it is to work, school, shopping or visiting friends. People shouldn't have to use a gallon of gasoline to get a quart of milk. Increased use of bicycling as a means of transportation also will help protect the environment, reduce traffic congestion and develop more liveable communities.

If we are to reach our goals, bicycle advocates must

become involved in the planning process at the state and local levels. By making planners and other decision-makers in all 50 states aware of the demand for bicycle facilities, we can develop a better transportation system and, ultimately, a better nation.

Bike Sales in Florida

by Dwight Kingsbury
FDOT Pedestrian and Bicycle Program

Prompted by a query about Florida bike sales from Palm Beach County coordinator Bil Phillips, on-staff Web retrievers found the following figures for population and specialty bicycle dealers:

State	Pop. (1.July.98 est.)	Dealers	Residents/dealer
California	32.667 million	1027	31,808
New York	18.175 million	441	41,213
Florida	14.916 million	369	40,423
Texas	19.760 million	<369	>53,550

(Sources: US Census Bureau,
<http://www.census.gov/population/estimates/state/st-98-1.txt>
National Bicycle Dealers Association,
<http://www.nbda.com/Statpak/links.htm>)

Dealer counts include only specialty bicycle retailers (i.e., no mass merchants or sporting goods stores), and only counts for the top three states were quoted on NBDA's site. There are more bike shop locations than dealers, since 13 percent of dealers have at least two locations.

But although specialty bicycle dealers account for just 30 percent of the US bicycle market in terms of unit sales, they dominate the market in the price range above \$250. If adult cycling activity is proportional to number of bike dealers, as seems plausible, then Floridians do less cycling than Californians, about the same as New Yorkers, and more than Texans.

The average specialty bicycle dealer sells about 500 bicycles per year. If Florida follows the national average, then about 184,000 bicycles are sold per year by Florida bike shops. If Florida's market division among mass merchants, sporting goods stores, and bike shops follows the national pattern, then about 615,000 bikes would be sold per year in Florida.

This would be 5.54 percent of total US sales in 1998 (11.1 million), about what would be expected from our population share (5.52 percent).

False Security

by Roger Pierce

Mighk Wilson, Bicycle & Pedestrian Coordinator for METROPLAN ORLANDO, reports the following:

Professor Bill Moritz of the University of Washington surveyed over 1,900 cyclists in 1996 (Transportation Research Record 1636). The average respondent for the survey cycled 2,900 miles per year (55 miles per week).

When the crash experiences combined with the average distance cycled, the average cyclist in this group could be expected to ride for 11 years before having a crash." By "crash," Moritz means of any type, including a fall, a collision with another cyclist or fixed object, or of course with a motor vehicle. Only 11% of crashes in his survey involved a motor vehicle.

A rough estimate of risk of crashing with a motorist for the experienced cyclist based on type of facility would go as follows:

(Miles between crashes with motor vehicles)
Major street w/o bike facility (lanes) -- 364,000
Minor street w/o bike facility -- 250,000
Street with bike lanes -- 571,000
Sidewalk -- 14,000

This data clearly suggests that it is outrageously dangerous to ride on sidewalks. The reason that this is the case is that at every driveway and every intersection, you as a cyclist on the sidewalk do not have the right of way, but simple observation around Gainesville shows that most cyclists act as if they do. A motorist will often have significant difficulty in detecting the presence of a bicycle on a sidewalk, and often will not (or not be able to) yield when the bike suddenly appears in the crossing street or driveway. This results in a crash danger with motor vehicles more than 17 times greater than on the next most hazardous venue. And this does not even consider that the major crash danger on a sidewalk is a collision with a pedestrian (who sometimes behave

like squirrels when confronted with a bicycle)!

Minor streets are probably more dangerous than major ones due to the increased turning activity (driveways) on the minor streets. Interestingly, staying on the bike lane on the major street is more than twice as safe as cutting through the quiet neighborhood streets, though the exposure is actually so small that the noise and stress reduction from using the neighborhood street may well be more important.

Remember that all of this discussion is about crashes with motor vehicles, which make up only 11% of all crashes. Most bicycle crashes occur when the cyclist falls off the bike; the number two cause is colliding with another bike; cars are only number three.

Clearly the safest place to ride (with respect to crashes with motor vehicles) is in a bike lane. But even in a bike lane you must be alert. As club member Bill Triggs found out this spring, the most significant hazard to you in a bike lane is turning vehicles.

The most dangerous are those turning left in front of you. They will have the most difficulty picking you out as you travel along the curb towards them. Your defense is to stay alert to what is happening around you, to ride as far out from the curb as you feel comfortable doing, and to wear visible clothing (if you get hit while wearing a GCC jersey the driver will have NO defense). If you see a left turning vehicle coming into your path, your best bet is to turn in the same direction they are going (if you are unable to stop).

Perhaps more common is the driver who will come up alongside you even though they intend to turn right. I'll speculate they do this because they see you as a stationary object, and are surprised that you aren't when they go to make their turn. If a car comes alongside you and starts to slow, watch their front tires. If they start to turn, that will give you enough warning so that you should be able to turn with them. If they pass you and then stop, don't go by them on the right; there is no way you can

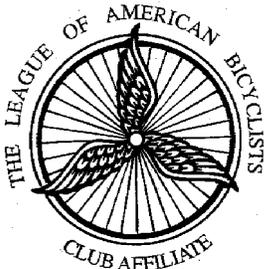
guarantee that they will not turn with no notice.
Either stop or go around on the left (if clear).

Volunteers and Educator Saluted For Service to League of American Bicyclists

Nominations Sought for Next Years Awards

Three bicycle advocates were saluted for their longtime dedication to the cycling community during the League of American Bicyclists National Rally in Louisville June 5. Jim Lazar and Ron Reilly received the Leagues Phyllis Harmon Volunteer Award, and Linda Crider was presented the National Education Award.

Jim Lazar has been active with bicycle-pedestrian advisory committees in Washington State. He chaired the Olympia Safe Streets Campaign and the Bicycle and Pedestrian Advisory Committee of the City of Olympia. A leader in efforts to transform Olympia into a bicycle friendly community, he has also been an active volunteer with the Capital Bicycle Club and the Cascade Bicycle Club.



Ron Reilly is the chair of the Island of Hawaii's Mayors Bicycle and Pedestrian Safety Advisory Committee, and an active member of Peoples Advocacy for Trails Hawaii. His grant proposal for transportation enhancement funding has become a model for the State Department of Transportation. Reilly has been active in bike safety education for kids as well.

(GCC Member) **Linda Crider** is the director of Florida's Traffic Safety Education Program, where she oversees the program that teaches bicycle safety on-bike and in the classroom. She established Bike Florida in 1994 and founded the annual Bike Florida Ride. Crider is president of the Florida Bicycle Association and serves on Gainesville's Bicycle Advisory Committee.

Nominations Sought

The League is encouraging nominations for next years awards, which will be presented during one of next years National Rallies.

The criteria for the Dr. Paul Dudley White Award, the Phyllis Harmon Volunteer of the Year Award, the John Torosian Award, and the National Education Award follow. Nominations may be submitted to the Awards Committee Chair, Phyllis Harmon, 356 Robert Ave., Wheeling, IL 60090. The deadline is November 1, 1999.

The **Dr. Paul Dudley White Award**, the Leagues top national award, honors someone who is an inspiration to others for his or her commitment to the future of bicycling and to significant progress in education, safety, rights, or benefits of bicycling.

Award Criteria:

- Commitment to impact the future of bicycling
- Significant progress in education, safety, rights, or benefits of bicycling
- Years of service or contribution
- Source of inspiration to others in bicycling
- Contributions made without remuneration
- Must be or have been a bicyclist
- Preferably still alive

The **Phyllis Harmon Volunteer of the Year Award** honors significant volunteer contribution to bicycling and the League.

Award Criteria:

- Commitment to impact the future of bicycling
- Significant contribution to bicycling and the League over the past two years
- Must be a League member in good standing
- Contributions made without remuneration
- Recognition based on a single activity or a continuing effort to better bicycling on the local, regional, or national level

The **John Torosian Award** recognizes an individual whose actions and leadership in fundraising to benefit bicycling have resulted in significant benefits to bicycling in a region, state, or at a national level.

Award Criteria:

- Significant achievements in fundraising for bicycling that contribute to marked improvement(s) in conditions for bicyclists and/or their organizations
- Years of service and/or level of financial involvement
- Contribution is not directly remunerative to nominee
- Must ride or have ridden a bicycle
- Recognition may be based upon a single major fundraising activity or a continuing program that positively affected a region, state or nation

The **National Education Award** recognizes an individual whose voluntary efforts have resulted in significant achievements in the education of cyclists, or of motorists regarding cyclists rights, in a region, state, or at a national level.

Award Criteria:

- Commitment to impact the future of bicycling education
- Significant contribution to bicyclist or motorist education over the past two year period
- Contribution is not directly remunerative to nominee
- Must be a member in good standing with the League
- Recognition may be based on a single major educational activity or a continuing program that positively affected a region, state, or nation

FDOT Bike/Ped Web Pages

by Dwight Kingsbury

FDOT Pedestrian and Bicycle Program

Check the Website first, save a tree.

The new FDOT Safety Office webpages uploaded to the Department's Website Wednesday afternoon include the Ped/Bike Program and Community Traffic Safety Team pages.

Theo (Petritsch, Florida Pedestrian/Bicycle Coordinator) was holed up with the Web doctors for several hours in his office, until the baby was delivered. We're all happy and relieved.

Point your browser to www.dot.state.fl.us/safety/. On the map of the Sunshine State that appears, click on the "Pedestrian/Bicycle Safety" icon positioned in what would appear to be the environs of Ocala.

There should be enough safety tips to satiate a safety glutton on these pages, including the classic "Bicycles are Vehicles: Florida's Bicycle Laws" brochure. But you will also find:

--Florida Pedestrian and Bicycle Program Staff (get contact information for your local coordinator)

--Florida School Crossing Guard Training Program

--Pedestrian Laws and...

--Bicycle Laws (verbatim extracts from Florida Statutes--no need to hunt anymore through the sub-subsection-strewn jungles of Chapter 316)

--Bicycle Touring Information (info on maps, roads, books, tour operators, trails, accommodations...)

--Florida Policies and Standards (provides overview of FDOT documents controlling bike/ped design standards. Pedestrian Planning & Design Handbook can be downloaded now, Bicycle Facilities Planning and Design Handbook will soon be available. Other documents can be ordered from FDOT Maps & Publications.)

--Contact Pedestrian/Bicycle Safety (email hotline to the state coordinator)

**BICYCLE AND PEDESTRIAN ADVISORY
BOARD MEETS MONTHLY
*ALL CITIZENS AND BIKE CLUB
MEMBERS ARE INVITED TO ATTEND***
by Chandler Otis

The Bicycle and Pedestrian Advisory Board (BPAB), a committee that advises the City, County and Florida Department of Transportation, meets every month. Everyone is invited to attend.

The BPAB reviews roadway designs, looks at future transportation plans and discusses relevant to bicycle and pedestrian transportation. Members are appointed by the City, County and the Metropolitan Transportation Planning Organization. Currently, the County has an opening. Interested citizens should contact the Alachua County Clerks office to get an application.

GCC members on the BPAB are Jim Leary, Chandler Otis, Tim Strauser and Laurie Triulzi.

The BPAB meets each month in the Alachua County Administration Building (located at University Ave and Main Street) in the Grace Knight Conference Room, on the second floor. All meetings are on Tuesday, starting at 7:00 p.m. BPAB meeting dates are: Aug. 24, Sept. 28, Oct. 19, and Nov. 30. Please check the public meetings section in Sunday's Gainesville Sun to confirm time and location.

One item the BPAB needs help with is the upcoming Alternative Transportation Week, (known as Be Bop Week). The week features bike rides, a bike rally (with free T-shirts), free bus rides and a race between a bike and a car. Volunteer help is needed.

Please come and attend a meeting. Democracy is slow and dull and boring, but if you participate, you can have an effect on our future. If you have questions, E-mail Chandler Otis at Chanbike@aol.com

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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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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FOR MORE INFORMATION

Contact Jim Scozzafava, Committee Chairman
(561)691-1180 or e-mail: jimscozza1@aol.com



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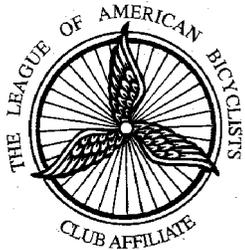
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AUGUST 1999 ISSUE Mailing label with expiration date identifies current member.

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

Cycling Shorts



1 Welcome new members Roger Berry, Hope Bishop, Mark Bishop, Jamie Davis, Nancy Davis, Peter Davison, Herve Deschamps, Michele Gregoire, Pierce Jacobson, Kristen Jagger, Siscily Ketcher-Lederman, Nanci LeVake, Chuck Mason, Rob Moody, Elizabeth Norval, Mike Pysnack, Tom Stevens, and Audra Strahl of Gainesville, John Buck of Ocala, and Jim Sullivan of Cedar Key.

1 Club members riding BRAG included Linda Crawford, Andrew Gill, Roger Pierce, Elliott and Pierce Jacobson, and Kristen Jagger. There may have been more hidden amongst the masses!

1 Check out the new Florida Bicycle Association web site at <http://www.floridabicycle.org/>



Gov Bush has signed the Share The Road tag into law. It should be available by spring.

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