

The Gainesville Cyclist

The bi-monthly newsletter of the Gainesville Cycling Club, Inc.

October 1999

Club Happenings

October 2 (Sat) Club Switches to 9 AM Standard Ride Start Time

But beware! Some groups will meet at other times. See the Ride Schedule for clues; get on the email list to be in the know.

October 9-10 Gainesville Cycling Festival

Two Centuries in Two Days! The Saturn Santa Fe Century on Saturday, and our own *Horse Farm Hundred* on Sunday. The deadline to put an entry in the mail is Saturday, October 2nd. If you are in Gainesville, you can get it into the early mail on Monday. It can be hand delivered to the club address up until 9:30 pm on Wednesday, October 6 (leave in flower pot if no one is home). After that you must register at day-of-ride rates on Friday, Saturday, or Sunday. Don't forget that club members get \$5 off on the *Horse Farm Hundred* or *Horse Farm Tours* entry fee (use your certificate!). This is your one chance during the year to participate in a major touring event without having to travel out of town. We hope to see you on the road!



November 14 (Sun) Adopt-A-Road Cleanup 3 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.

December 4 (Sat) Holiday Party

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



**Fat
Tire
Festival**

**November 5-6-7
White Springs, FL
(904)454-2768**

HIGHLANDS BICYCLE FESTIVAL


December 10-12, 1999



62, 31 and 10 mile daily
plus optional 100 mile on Sunday,
new mountain bike park, plus Christmas events



Sponsored by the Kenilworth Lodge, Sebring
Linda Leeds, 561-683-2851; lindamarie7@juno.com
913 Sumter Rd East, WPB FL 33415




**11th Annual
Intracoastal Waterway Century
October 31, 1999**

The most scenic 100 miles in Florida

We offer full 100 mile and 50 mile routes will full support,
also this year offering fun rides on Saturday for the whole
family...Come see what a really nice ride is
like.

Spacecoast Freewheelers
PO Box 320622
Cocoa Beach FL 32932
(407)784-4686
SCFWbikes@aol.com





President's Message

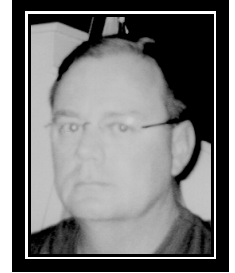
Give us Space to Err

We all know that cars are a clear and present danger to cyclists, but there are other serious dangers that receive less consideration. Naturally there is our own carelessness or ineptitude. But I have read that one of the three greatest dangers or sources of injury to cyclists is collisions with other bicycles. I have had a lot more of these *near* collisions than I care to recall since I started group riding. Mind you, I have been lucky that none of these close encounters with other bikes have caused me to crash or be injured as yet, but some were so close that my heart raced as I counted my lucky stars that I was not watching them spinning around my head.

I have learned to distance myself from other riders in keeping with my own skill and my perception of their skill. As a consequence these near collision incidents have grown fewer and fewer as time goes on. When other riders close in on me I move away or if I can't, I request that they give me space. All do so without issue, they don't want to collide either. They know that my call is not a slam to their riding skill, but a call to allow the tranquility of our ride to persist unabated. And so I ride in a serene state, with a sense of peace and calm, co-joined in the group of people with whom I regularly ride. We share a symbiosis of combined skills and perceptions and a respect for space that give all involved the joy of a ride unfettered by potential injury. In other words, we all have a great bike ride and no one gets hurt.

Now there is this other continuing

problem and it has hit me (or nearly so) several times in the past year. It always occurs when riders of differing skill, speed and ride style converge somewhere on the road and I think it is the product of misperceptions on the part of some of the riders, as to what other riders are about. Particularly I have had some near collisions with what I presume are 'A' riders who cut me so close as they passed, without warning, that their behavior startled me and made me jump, which in turn moved me out of the straight line I was following and almost made me crash in to them. Whose fault would the collision have been?



If you are the rider approaching me from behind, here are some things you need to consider.

- 1) You don't know what kind of rider I am, I don't ride with pacelines and am not used to being in tight packs with other riders. If you presume that passing in tight will not unsettle me, you are very wrong. If we crash as a consequence, it is your fault. This is a principle you should apply to every rider with whom you have not ridden paceline.
- 2) I am not at all likely to follow a straight line if I don't know that you are coming up from behind. Some sort of prior warning such as the conventional "on your left", "hello", "passing" or some such verbal warning will suffice. And you must not mutter it, you

**Gainesville
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of Directors**

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afn43753@afn.org

GCC Web Page

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

must say it loudly enough that I actually hear you. If you don't warn of your presence and we crash, it's your fault.

- 3) If you have seen that I have a mirror, this does not absolve you of your responsibility to alert me to your presence verbally. As a tour rider I may be distractedly talking to another rider or watching for cars and may not see you. Remember that the mirror is for my convenience, not your amnesty.

Here are some simple principles that will keep you from being responsible for a rear approach collision.

- 1) Assume all riders you approach from behind and do not personally know are complete beginners at cycling, that they are not going to ride in a straight line, and that they may be deaf and not hear your verbal warning that you are passing.
- 2) Never pass a rider any closer than three feet, even if they do acknowledge in some way that they are aware of your presence. This will leave room for their errors and allow you time to react to get away from a collision. Give them as much room as you can, more is better.
- 3) Always remember that the greater responsibility is yours when you pass. Why? Because you have full awareness of the situation that is unfolding and the other rider does not, therefore you have the greater degree of control in its outcome.
- 4) Remember that the riding characteristics of other riders, such as tour riders, weekend riders, casual riders, and children are not deficiencies, just characteristics. They have as much right to ride safely on their bikes as you do. To say that they should not be riding if they don't have your more refined skills is car thinking. "Because they are different they should not share my road." This is wrong. They have as much right to ride as you do and to do so without you causing them to crash.
- 5) Observe these same considerations for pedestrians, but give them even more space, they may act randomly as you approach, even if you have warned them verbally.

Finally, there is the matter of simple courtesy, so let me close with this. We as cyclists have become somewhat numbed to the needlessly close passage, careless, negligent and rude behaviors of car drivers, whose perceptions of us are the same as their perceptions of mosquitoes; but we have a right to expect a lot more from our fellow cyclists, because we are all in this together. Always ride with safety and courtesy foremost in your mind. We don't want other classes of cyclists attaching some improper connotation to what that 'A' means. And you don't want some judge at a lawsuit explaining all this again during sentencing, pointing out that with your superior cycling skills and experience you could and should have averted this accident.

Following winds, my friends.

Rob Wilt



Jersey Status



We expect delivery of our new jerseys and shorts from Pearl Izumi in early October. When they are available we will announce it on the club email list and post it on the web page. If you do not have email, we'll put an announcement on the ride line, 538-8100. If you have procrastinated and not placed an order, Primo will have a stock of jerseys and shorts to sell. They will be available at the Santa Fe Century and Horse Farm Hundred, and thereafter at the store. Most sizes will be available, but some in very limited quantities. We are already out of men's small and XX shorts, ladies XL jersey, and ladies small and XL shorts.



PERRY C. McGRUFF, JR.
AGENT

Off Road



by Brian Raisler

This will be the first in a series of articles highlighting some exceptional places to ride in Florida. Perhaps I will write about a location that you have never visited. Maybe it will be a familiar location and you will remember some of the things that I write about from your last visit there. I hope that these articles will encourage you to visit or return to these riding venues for a taste of what they have to offer.

Hardrock Cycle Park is certainly a premier riding location in Florida. Whether racing or riding for recreation, cyclists of intermediate to advanced skill levels will find plenty of challenges at Hardrock. The terrain may be too difficult for someone just getting their feet wet in serious offroad riding. With that caveat, if you have a supportive partner or group to ride with, a beginner could have an exhilarating time at Hardrock as well.

How to get there: Located just 30 miles South of Gainesville, Hardrock can easily be reached by I-75. Take I-75 to exit 71. Turn east (that's a left for the directionally challenged) on 326. Go ½ a mile to the first light and turn right on C-25A. The park gate is on the left after ¾ mile. The park is currently open from 10 AM to dark Thursday through Sunday.

What to bring: Admission is usually \$5, but Dave Berger has agreed to offer a discounted admission of \$4 to GCC members. Just show your membership card at the gate. Bring your helmet! Besides the fact that it is a really bad idea to ride anywhere (especially at Hardrock) without one, they won't let you ride at Hardrock if you don't have yours on. Bring more water than you think you will need. The sun can be brutal at Hardrock and you don't want to get dehydrated on that course. Bring an extra tube beyond what you usually pack and a well-equipped tool kit. Bring a positive mental attitude. Seriously! You are going to need it to get up some of those hills. Other things that you might want along: Some snacks and food to eat between laps, a first aid kit, bug repellent, a set of bionic legs and lungs.

What to expect when you get there: On weekends where there isn't a mountain bike race going on, you can expect to see some motocross bikes running a course at the front of the park. Don't worry, they race totally on their own separate course. Besides, it's kind of cool to watch their bikes jumping the hills when you are taking a break from your ride. Expect to see a good-sized group of other mountain bike riders in the parking area getting ready to ride or recovering. Hardrock usually draws a good number of people on any given day. I can't recall ever being there when there were less than 30 cars in the parking area. The course is currently a 7-mile loop that runs roughly counterclockwise. Try to ride in the same direction as the other riders are going to avoid unsightly bike on bike collisions. If you are not sure which is the right direction, wait for a minute and see if you can catch someone coming by. The course runs in, out, and around a couple of old limerock quarries. This is where the course gets the elevation differences that will almost make you forget that you are Florida. While the total elevation variation is probably less than 100 feet or so, the design of the trails make the most of what is there. You will go up and down, doubling back on yourself so much that you will feel like you have ridden much more elevation. The course takes you through dense tropical jungle-like foliage and opens up to dry, desert prairies. Sections of tough long climbs are interspersed with fun gliding turns and up and down whoop-dee-dooos. Some of the climbs may seem undo-able and the descents too intense to try, but I assure you that there are people who can and do ride every single foot of trail at Hardrock. It isn't me and it may not be you, but we can keep trying. When you finish your ride at Hardrock, whether it was just one lap or several, you are sure to be greeted with a sense of accomplishment. You have ridden some of the toughest trail Florida has to offer. You may not have been able to ride everything that you saw, but hopefully you had a fun time trying. With Hardrock just a half hour drive away it is pretty easy to come back and try another day.



COMMISSIONER DELANEY BEATS CAR IN BIKE VS. CAR RACE

GCC MEMBERS RIDE IN SUPPORTING ROLE

As part of Alternative Transportation Week, City Commissioner Bruce Delaney rode his bike verses Marty McNew in the Saturn Pace Car in the annual Bike Vs. Car race. Five members of the GCC rode with Delaney in a supporting role.

GCC member Lauri Trizuli led the cyclists followed by Chandler Otis, Commissioner Delaney, Land and Cortney Wilson (on a tandem) and Carl Brush. The group rode together, with Lauri leading us through traffic and pedestrians and the Wilsons and Carl protecting Delaney from following traffic.

The annual race is a list of five errands that both the car driver and the bike rider must complete. The errands, both on the UF campus and in the Downtown area, are purposely designed to give the bike rider an advantage because difficult parking for cars.

This year's race started at Books-a-Million on NW 13th Street and went to The Hub, then to Shands Hospital, then along the Depot Trail to the Public Library, the Tourist Development Bureau and finish at the Plaza. Delaney finished in 46 minutes, the car arrived 15 minutes later, with one errand left.

Special thanks to the GCC members who helped with the race. We hope to continue the unbeaten record.



NEW GROUP!!!!!!

By Carol Glavin

Ever since they opened up the Gainesville / Hawthorne Trail, it has been my favorite place to ride. The reasons are many. There are NO cars. You can't get lost. You go as far as you feel like on any given day and turn around, or do the whole thing....out to Hawthorne and back, a little over 30 miles. If that's not enough, do it twice. You can go slow or fast, depending on how many others there are out there. Past the first few miles, the other cyclists/ rollerbladers and walkers start to thin out, and if you get there early enough, out toward the lake overlook, you are very likely to see several deer. The foliage changes around the year, so it is never quite the same. I have been riding out there almost every Sunday morning for several weeks and have invited others to join me, via our club email. Sometimes a few others join me and sometimes I do it alone. Either way, it is always peaceful and fun. It is looking like a regular thing, so I decided, with encouragement from a few others of you, to make it an "Official" club ride. I hope more of you will come on out and ride the trail with me. I usually ride at the Hunter's pace, around 13-15 mph, but ride at your own pace and enjoy the scenery and camaraderie. We will begin at 9 am every Sunday, at the main entrance to the Boulware Springs trailhead in Gainesville, SE 15th Street, parking lot out by the road.

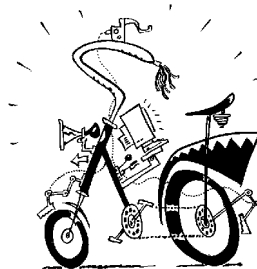
What should we call this group???? I'm open to suggestions....any questions, feel free to call me at 371-8695.

I'm looking forward to seeing more of you out there soon.



Waterworld

Repairs • Air • Repair Parts • Sales & Service
Look For Our
Annual Anniversary Sale
Dive Trips to Pompano – Ft. Lauderdale
Basic & Advanced Classes • Private Classes Available
720 NW 13th Street • Gainesville • 377-2822
<http://www.h2oworld.com>





CAMPUS CYCLE

1702 W. Univ. Ave. • UF Plaza
376-6729 • <http://campuscycle.com>

Folding Continental Road & Mtb Tires Starting at \$28.99

SPECIALIZED BODY GEOMETRY SADDLES
Sport \$28.99 • Comp \$79.99 • Pro-Ti \$129.99

As always GCC members receive **10% off** new bikes & **15% off** all accessories (original retail prices only).

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.

Yakima car top bike carrier for two bikes in real good condition. \$130. Call DeLynn 377-9818.

Trek 1000, 62cm frame, blue, Shimano Exage equipment, 7-speed index, Campy rims, 700x23 Continental tires, Cateye computer, Blackburn rack, \$300. Call Neil 378-7063.

Mountain Bike - Schwinn High Sierra, cro-moly butted tubing, Shimano index shifters, 21 speed (7 cogs, 3 chain rings), Ritchey Vantage rim, Blackburn mountain rack, excellent condition, \$300 OBO. Call Neil 378-7063.

All of the following items are offered by Steve Sparks (352)546-5652 evenings/weekends.

- '98 Cannondale Cyclocross Headshok frameset, 54cm, red, new, \$360 obo.
- '91 Raleigh Team 753 Technium frameset, 56cm, 56tt, white, very good condition, \$250 obo.
- Late 70's Crescent road framesets, 531 tubing, orange with white pinstripe and checkered flag decals, no brazeons. Cool Swedish frames.
 - 1) 60 cm, 57.5 tt, good condition \$75 obo
 - 2) 56 cm, 55.5 tt, excellent condition, \$125 obo
- Late 80's Terry bicycle, 44cm, blue, for someone less than 5 feet tall, older 600 and 105 six speed, most components & wheels new, \$350 obo.
- Somec Ladies frame, fixed gear bicycle, 48 cm, pink, 105 & misc components including brakes & wheels all new, gift for whom recipient was not interested. If you are, make an offer.
- Have many vintage Campy, Shimano, & Mavic components and parts. Call with needs.
- 3TTT Status stem, 120 mm, new, \$40
- Several sets of 40cm Cinelli bars, new & used, and Cinelli stems. Call.
- Many sets of freewheel/tubular wheelsets, priced right.
- Can provide Professional Frame Prep Services, building a new frame right or repairing/cleaning threads on an old one, English, Italian, or French threading.

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 9½ mens, new \$20

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



Book Review

by Roger Pierce

Derailleur by Greg Moody

This is the third in a series of cycling murder mysteries following the adventures of Will Ross and Cheryl Crane in the bicycle racing world. The scene changes radically, with Cheryl becoming the bike racer leading a new mountain biking team at the Ishmael Coffee Mountain Bike Race in Vail, Colorado, and Will as just the tag along boy friend. Bodies start dropping in dramatic fashion from the get-go, before the tense situation and dramatic plot turns take over the flow. Also featured are two Detroit mobsters, closely patterned after Laurel and Hardy, that provide a lot of comic relief. With all the surprises throughout the book, it is hard to put down; you may not want to start it if you will have anything else to do for the next 24 hours!

Be sure to first read the prequels to this book, Two Wheels and Perfect Circles, that are reviewed in the August 1998 The Gainesville Cyclist. Look on the web page under Publications, 1998, August. All are available from VeloPress books, (800)234-8356, or <http://www.velogear.com>.

They're Watching You

A popular place at the GRU facility is the dumpster, but only one person goes there at a time.

What you may not know is that GRU has a video camera pointed at that very location. It's purpose is to identify vehicles waiting to enter the gated parking lot, and open the gate (which is done manually by an operator inside the operations center).

Now, how many have noticed that the gate sometimes opens when you visit the dumpster? Is your face now a bit red?

Bottom Line: If you must commune with nature, go into the bushes. Only go near the dumpster if you need to dispose of a Power Bar wrapper.

October - November Ride Schedule

RIDING GROUPS

A Riders. (no Group Captain). Fast paced rides. The main group usually goes two to five hours. There is often a group that will do a shorter ride, and sometimes one that will go longer. The ride may become very fast for some periods. Team Florida frequently joins the group on Sundays.

Gliders. Andrew Gill, 338-9205, apgill@gnv.fdt.net. Fast (18-19 mph), steady paced rides, normally from 50 to 70 miles in length.

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

LoBees. Paul Zimpfer, 462-5003 evenings, Z-MAN2@prodigy.net. Rides in the 15-16 mph range on Saturdays. Meeting times and places are posted via email.

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

Newnans Lake Riders. Chandler Otis, 377-1728 (leave a message). A family and beginners group that meets Sundays 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. Meets most Sundays. Special rides announced via email.

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 via email.

Fireflies. Rob Wilt, 380-0561, afn09010@afn.org. Tuesday and Thursday rides out and back on Millhopper. Lights required. Call the leader before joining this group.

G-H Trail group. Carol Glavin, 371-8695, glavin@gator.net. Sunday rides on the rail trail.

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

REGULAR STARTING TIMES AND PLACES

Always check your email for time and place updates.

GRU FACILITY RIDES

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

SATURDAY

All groups meet at 9 am unless otherwise announced in email.

TUESDAY AND THURSDAY

Fireflies meet at 6:45 pm.

PLAZA OF THE AMERICAS RIDES

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

SUNDAY

All groups meet at 9 am unless otherwise announced in email.

FT CLARKE MIDDLE SCHOOL

(9301 NW 23rd Ave)

SUNDAY

Off Roaders meet at 10 am.

BOULWARE SPRINGS

(3300 block of SE 15th Street, second entrance)

SUNDAY

G-H Trail group meets at 9 am.





Florida

Bicycle Touring Calendar

(VERY ABRIDGED)



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

- Oct 1-3
Kissimmee FL
- 1st Annual Bike Florida "Share The Road" Rally and Exposition (in cooperation with the Florida Bicycle Association)**
Henry Lawrence: (407) 943-7933 or Fax (407) 943-7931
- Oct 2 (Sat)
Miccosukee FL
- 15th Annual Spaghetti 100**
Miccosukee Community Center. 100-mile, 100-k, 50-k routes. Dick Durbin (850)668-4336.
- Oct 2 (Sat)
Mt Vernon GA
- 2nd Annual "Heritage Trek"**
25 & 50 mile options. Dan Brown (912)537-2155.
- Oct 2 (Sat)
Augusta GA
- Oliver Hardy Festival**
David Titus at 706-860-2205 or Richard Swann at 706-736-2092.
- Oct 2-3
St Augustine FL
- 13th Annual PGA Tour MS 150 Bike Tour**
Emily Wilchek (904)725-6800
- Oct 3 (Sun)
Inverness FL
- 5th Annual Rails to Trails Bike Ride**
Start 7-9 am (no mass start) rain or shine, at the N. Apopka Avenue Trail Crossing. (352)726-2251.
- 1999 Gainesville Cycling Festival**
Two centuries in two days! (Or enjoy the shorter options for a weekend of bicycle touring.)
- Oct 9 (Sat)
Gainesville FL
- 7th Annual Saturn Santa Fe Century**
A tour of the lush forest and pasture land north of Gainesville up through the Santa Fe River valley.
- Oct 10 (Sun)
Gainesville FL
- 19th Annual Horse Farm Hundred**
The Gainesville Cycling Club's tour through the picturesque horse farms of north Marion county.
- Oct 8-10
Metter GA
- BRAG Georgia Bikefest**
Bike Ride Across Georgia, PO Box 87111, Stone Mtn. GA 30087-0028. Phone (770)921-6166.
- Oct 9 (Sat)
Milton FL
- 2nd Annual Dr. Fenner McConnell Bike Ride**
(near Pensacola) West Florida Wheelmen, P.O. Box 9321, Pensacola FL 32513 Al Garza (850)-932-3977, Randy Abshier (850) 937-0543.
- Oct 9 (Sat)
Carrollton GA
- Burwell Bike Tour**
5, 16, 30, 50, 62, and 100 miles. Scott Eason, 444 Davenport Mill Road, Carrollton GA 30117, (770)258-5788, Hector Saravia (770)834-6594.
- Oct 9 (Sat)
Dothan AL
- 2nd Annual Wiregrass Century Bike Ride**
100/65 mile rides. Wiregrass United Way, 304 N. Foster, PO Box 405, Dothan AL 36302. (334)792-9661 or Charles Coggins (334)793-2284.
- Oct 10 (Sun)
Coral Gables FL
- Skip Jarrett Memorial Century**
SASE Mike Fitzgibbon, Everglades Bicycle Club, POB 430282, South Miami FL 33243-0282.
- Oct 15-17
Mt Dora FL
- Mt Dora Bicycle Festival**
Mt Dora Chamber of Commerce, PO Box 196, Mt Dora FL 32757. (352)383-2165
- Oct 23 (Sat)
Decatur AL
- "There's No Place Like Home" Century**
David Pettey at (256) 751-2166, Donald Norwood (256) 350-7525.
- Oct 23-24
Tampa FL
- 12th Annual MS 150 Bike Tour Spooktacular Halloween Ride**
(813) 287-2939 OR 1-800-FIGHT MS
- Oct 23 (Sat)
Atmore AL
- AALA Ride**
Atmore Area Chamber of Commerce, 501 Pensacola Avenue, Atmore, AL 36502. (334)368-3305.
- Oct 29-31
Lake Wales FL
- 3rd Annual Lake Wales BikeFest Spooktacular**
Features 6 DIFFERENT rides through some of Central Florida's most spectacular terrain. (941)534-4370.
- Oct 31 (Sun)
Cocoa Beach FL
- Intracoastal Century**
James Roland, 5650 N Banana River Blvd #2, Cocoa Beach, Florida 32931. (407)799-4951.
- Nov 5-7
White Springs FL
- Florida Fat-Tire Festival**
"Florida's Largest Fat-Tire Festival." Suwannee Bicycle Association, PO Box 247, White Springs FL 32096. 904-454-2768.
- Nov 6 (Sat)
Tampa FL
- Diabetes Challenge 100**
100k, 50k, 25 kilometers. (727) 855-8484.
- Nov 5-7
Live Oak FL
- 18th Annual North Florida Tour**
Margaret Joffre (770)972-0718 or (770)498-2453 or Deborah Horne (404)872-6961. 1956 Kensington High Street, Lilburn GA 30047.
- Nov 7 (Sun)
Sarasota FL
- Sarasota-Manatee Bicycle Club's Annual Gulf Coast Cycle Fest**
Ken Bachman at (941)349-0184 Sarasota-Manatee Bicycle Club, PO Box 15053, Sarasota, FL 34277-1053.
- Nov 7 (Sun)
Belle Glade FL
- 11th Ann'l Bob Mohr's Lake Okeechobee Lark**
120 mile ride around the lake. West Palm Beach Bicycle Club, PO Box 16764, West Palm Beach FL 33416. Joan Purdy (561)967-4051.
- Nov 7 (Sun)
Boca Raton FL
- Tour of Boca**
(561)416-3410 BRBC hotline.
- Nov 13 (Sat)
North Port FL
- HarvesTime Pasta Bash**
Dave Warren (941)497-5170.
- Nov 13 (Sat)
Claxton GA
- Cruisin' In the Country Century**
15/30/65/100. Pegi Boatwright, at 800-262-9607.
- Nov 14 (Sun)
Stuart FL
- 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
- Nov 21 (Sun)
Clermont FL
- 20th Annual Horrible Hundred**
31/71/102 miles. Florida Freewheelers, PO Box 916524, Longwood FL 32791. (407)788-2453 fax (407)788-7433.
- Nov 21 (Sun)
somewhere in SW FL
- Caloosahatchee River Ride**
Keith Kibbey (941)?278-7070 days, (941)?267-7584 evenings.
- Dec 10-12
Sebring FL
- Highlands Bicycle Festival**
Linda Leeds, (561)683-2851, 913 Sumter Road East, West Palm Beach FL 33415.
- Dec 11-12
White Springs FL
- Secret Santa Weekend**
Suwannee Bicycle Association, PO Box 247, White Springs FL 32096. Call (904)397-2347, or in Jacksonville (904)387-2640 or 264-7168.
- Dec 12 (Sun)
Boca Raton FL
- Tour of Boca**
(561)416-3410 BRBC hotline.
- Dec 21 (Tue)
Tallahassee FL
- 8th Annual Winter Solstice Century**
Meet at the St Marks trailhead at 8 am. YOYO. (850)224-7729 or (850)297-1893.
- Jan 1 (Sat)
Albany GA
- Y2K Century**
50/100. Pecan City Pedalers, PO Box 214, Albany GA 31702.
- Jan 1 (Sat)
Savannah GA
- The First Y2K Ride**
Ride from Savannah to Tybee Island. CBTC, PO Box 14531, Savannah GA 31416.
- Jan 21-23
Cape Coral FL
- Tour De Cape Century Ride**
(941) 574-0801, Fax (941) 574-0822, Cape Coral Parks & Recreation Department, 4537 Coronado Parkway, Cape Coral, FL 33904.
- Jan 23 (Sun)
- Boca Raton News Boca Bike Festival**

Boca Raton FL Fax contact 1-954-462-4607 attn: Ed

Sprint!

By Roger Pierce

Sprinting is an important part of bicycle racing, and a generally fun thing to do on a bike. Sooner or later, as you become a stronger rider and join in on group rides, you will find yourself taking off to be the first one to the mythical finish line, probably a city limits sign.

In a race, the sprint is conducted on a race course that is closed to other traffic. Even still, if you've ever watched sprint finishes at the Tour de France you've probably seen some very spectacular crashes. When you sprint, the probability that you will be involved in a crash goes *way* up. On the open roads where touring and training rides are, the danger is much higher because of the possibility of melding with a car.

When you sprint in a bicycle race, it is either at a designated point that everyone knows about, or as a tactic to break away from the rest of the riders or otherwise break up the group. With the possible exception of the A Rides, this latter type of sprinting is not done on group touring and training rides. So this leaves the sprint to a designated point.

One problem we have with sprints on touring and training rides is that in many cases they are spontaneous, occurring when someone catches sight of a city limits sign. Whereas in a race, everyone knows that the points sprint is at mile 35, on one of our rides many of the riders will not know what is going on, and as a result may perform maneuvers that are dangerous to the sprinters. It may seem like fun to get the jump on someone, but surprises and resulting erratic maneuvers are dangerous.

In August, one of these spontaneous sprints broke out at the end of a long training ride, and the result for one rider was an expensive wheel that looked more like a taco, and for the other a cracked helmet, collarbone, and shoulder blade, and of course, liberal abrasions for both.

If after reading this you still want to do sprints on

your ride, please use the following guidelines:

1. DO NOT sprint unless everyone on the ride knows where the sprint is to occur, preferably agreed to *before the ride starts*.
2. If there is motor vehicle traffic on the road when you reach the sprint location, DO NOT sprint.
3. Those doing the sprint should move away from those not doing the sprint, and those not doing the sprint should back off as the location approaches. If you are behind someone who is not in the sprint, DO NOT sprint. After the sprint, ease up and let the group reform.

CITY STARTING "YELLOW BIKE" PROGRAM

The City of Gainesville is gearing up to start a community bike program, otherwise known as "yellow bikes." Later this fall the program will need volunteer help.

"Yellow Bikes" are one-speed coaster brake bikes that are painted hideous yellow both to identify them and to prevent theft. The bikes are left in downtown areas to be used by any citizen for downtown errands or transportation. Citizens are asked to return the bikes to a public bike rack after they ride them, so other citizens can use them.

Earlier this summer, GCC members George Edwards, Jim Friskie, Jeff Meyer and Chandler Otis attend the UF Bike Auction and purchased eleven one-speed bikes for the city program for a grand total of \$36.04.

The Program will need volunteers to clean, repair and paint the bikes. If you can repair bikes, we need your help. If you want to learn to repair cheap bikes and one-speed coaster hubs, we'll teach you. If you can clean or paint, please help.

If you can help, please write or call Chandler.

E-mail is best---Chanbike@aol.com or call
377-1728.

Prairie Road Proposal and Discussion

US 441 south of Gainesville has the unusual distinction of having seen three fatalities to cyclists over the last decade. In all of these cases, an impaired driver drifted onto the shoulder and struck the cyclist. In the overall scheme of things, this is a very rare type of accident, but this particular stretch of road has gone way over on the odds.

As a result, the Florida Department of Transportation is proposing to widen the shoulders from Williston Road south to CR 234 (Micanopy Bypass) to seven feet, and install a one foot rumble strip in the first foot. This would leave a six foot travel lane for bicyclists, adequate for a double pace line. It would take about three years for this project to work its way through the budget and planning process before implementation.

Following are comments from GCC members on this proposal:

I live on the south side of Paynes Prairie in the Edgecliff subdivision. I bike 3 to 4 days per week to and from Shands. I originally biked to work between 1981 and 1983 when there was no shoulder whatsoever. In 1983, my daughter was born and my days of riding ended until 1994 when I started riding again.

I believe that the proposed 7 foot strip is a "life-saving" idea that is long overdue. Upon hearing that a cyclist died on 441 several weeks ago, my co-workers thought I might have been killed!

Let's focus on providing a safe environment that encourages exercise and reduces pollution. If Alachua County were to build a loop and hook up with the Hawthorne Trail, etc. it is possible that the County could develop itself into a "riding-haven" that could draw tourists and support the development of even more safe rides.

Bill Winter

I can only say that it is an excellent idea that is long overdue! I was thinking just the other day about what should be done to make that stretch of road safer for bikers. It has killed and maimed too many people already. I'm very pleased that the DOT has taken notice and is preparing to do something about it...the sooner the better...

Marion Van Alstyne

I think that bike lanes would be a great idea, and we should push as hard as we can for them... An equally important issue is to address the excessive rates of speed on 441. DOT raised the speed limits there a couple years ago which has made bike travel even more dangerous. The road goes through one of the largest and most important state parks---people want to rubber neck as they drive through---people have accidents---bikes have accidents, etc. Given the documented high number of accidents on that stretch of road (both those that involve bikes, and those that do not involve bikes), there is no justification for high speed limits. Lower the speed limits!...

Karl Miller

...Certainly it is apparent that the number of cyclists killed along this stretch of road is out of proportion. Perhaps motorists are mesmerized by the beauty of the prairie.....I am pleased to hear that the DOT is responding and willing to take positive steps to hopefully prevent further such tragedy. I think it is an excellent idea to widen the cycling lane and install rumble strips to alert motorists.

Sioux Pundt

Paving a wider shoulder down 441 is a good idea. Better yet, why not have the DOT pave the dike system (already in place) from the Hawthorne trail head ranger station across the prairie to the southern rim trail. Cyclists would completely bypass 441 and still reach all those great southern side routes.

Kerry Duggan

Paving the dike system would be a great addition to the paved trail system for bike and multi-use non-motorized traffic. I think that it would encounter quite a lot of pressure from environmentally concerned people. Right or wrong, the trail would involve bringing a lot of new asphalt into an environmentally fragile area. I just think that it might meet with some opposition. That added to the objection that the project would be a totally new paving project (ie. not just 'widening' 441) but creating a whole new paved area. I am thinking here of heavy equipment access, etc. Do we think that Paynes Prarie could swallow a bulldozer whole? Do we want to find out?...

Brian Raisler

I would be in favor of this proposal. Further, I would suggest adding similar wide shoulder along the portion of 441 from SR 121 north of Gainesville to SR 235/241 in Alachua. This is a nasty and potentially dangerous stretch of roadway as well.

Mike Warren

Cool idea <pave dike>, but cyclists will still ride on 441 and so the problem of them getting killed by careless drivers will still be a problem. I would definitely like the idea of the trail being extended across the dikes from the G-H trail for myself though.

Of course this is assuming that the cyclists will not have to pay a fee to cross the prairie.

Rob Wilt

I think that is a great idea. What about Williston Road as well between 13th St and 75? No bike lane at all and it's a truck route besides.

Jeff Meyer

I think in the mean time they should lower the speed limit to 55 mph on 441.

Kevin Jones

I'm not sure that widening the road is the answer. Those people didn't die because the road isn't wide enough. They died because there is no penalty for running over a cyclist/pedestrian. "I didn't see the cyclist officer" seems to work pretty good for getting out of a manslaughter charge. Law enforcement officers sure write you a speeding ticket regardless of whether or not you saw the limit sign.

The rumble strip is a good idea. It might give you half a chance to dive in with the gators or wake up that stupid bastard before he kills you.

I guess it'll take two years to actually do the construction. You know it'll be safe for cyclist during this time because they just won't ride there. Cross your fingers for the construction workers.

Pete Miner

Wings II

by Roger Pierce

You may remember the President's Column by Rob Wilt a couple of issues ago entitled "The Sense of a Goose" that made a number of very good points about how we can learn from the ways of our feathered friends. As they do, we draft to reduce the load and allow for longer, more enjoyable bike rides. As we should, they never abandon a fellow goose that has problems and cannot stay with the formation.

But there are some things that birds do that we should not emulate, but frequently do. On occasion I have witnessed flocks of birds that will swoop low across a highway, each bird blindly following the one before it, oblivious to any approaching danger. Not infrequently, the last bird in such a formation will wind up firmly implanted in the grill of a motor vehicle. If you have ever watched a pack of bicyclists at an intersection, you will be familiar with this behavior pattern. Even when "Car Left" has been called, riders will continue to stream into the intersection, sometimes to the point of making the motor vehicle driver slam on the brakes.

There are two things we can do to break this behavior pattern.

1. When you are the first to the intersection and there is oncoming traffic, even if there is time for one or two cyclists to get across, WAIT until there is room for everyone to cross.
2. When you are crossing a traffic lane, remember that you are responsible for your own safety. If five or six riders have already crossed, don't assume that you can also without looking.

Another thing to remember: When there is oncoming traffic, always assume the rider in front of you will stop, even though you may believe there is room to get through. Though less deadly than the car, the biggest crash risk in this situation is running into another rider—too often you will be concentrating on the motor vehicle traffic and fail to see what your

fellow riders are doing.

Recumbent Ramblings

by Gary Kirkland

It may not yet be a full scale revolution, but recumbents are on the rise, and if you don't believe it look at the numbers of Feet First, the group that meets on a semi-regular basis for relaxed low-key rides.

Bruce Bush, who also came up with the name, helped organize the initial ride on the Hawthorne Trail in the early summer of 1998. That day a total of four riders did the 30-mile out and back route and got used to the fact that their odd looking two-wheeled lawn-chairs would draw curious looks and lots of questions.

In September of 1998, Feet First hit the Withlacoochee State Trail for a 40-mile outing with seven riders. Doing a ride like that more than once makes it a tradition, and this September the Feet Firsters were joined by riders from Orlando, Sanford and Keystone Heights, and the odd looks and questions were multiplied by the ten recumbents rolling down the trail. And what made the ride truly different from most is that in the first 10 to 20 miles the riders encountered nearly as many recumbent bikes as they did those of a more traditional design.

While recumbents have been around for years, the group hitting the Withlacoochee State Trail showed just how diverse the feet first designs go. There were tall bikes and low riders, long wheel base, short and something in between, some with steering above the seat, some with steering below, and tires in a wide assortment of sizes.

The most common reason given for switching from an upright bike was comfort, not just for the seat, but the hands, arms, shoulders and back. And while they can tackle the same hills as any standard bike, there would be little argument from the group that climbing while reclining is more challenging. A granny gear is a recumbent rider's best friend. And if you are the least bit bashful, or feel a real need to blend in, recumbents can be a drawback since they are rolling conversation starters. Most of the converts go on to be apostles for the recumbent cause.

The Feet First group has one rule — there are no rules. Anyone can join, even head-first riders

who may be just curious. They've even been known to offer test rides. Typically rides are rolling social events at a pace of 12 to 14 mph over 20 to 40 miles. Anyone thinking of buying a recumbent can learn a lot from some on-road research before hitting the bike shops or catalogs. For more information check out the group's Feet First web site (under Rides on the GCC web site). It includes pictures of riders, past rides, lots of different kinds of bikes and e-mail links, plus a cool logo done by Brian Walsh.

Sore Feet?

By Mark Newsome

I used to have severe problems with my feet on long rides. If you do too, here are some things you might try:

- 1) Move your cleats back. The numbness is caused by nerves being compressed as you pedal. By moving the cleats back, you're getting some of the pressure off the balls of your feet. My cleats are all the way back; I've heard of some riders who drilled out their shoes so they could get them even farther back.
- 2) Use some orthotics (Spenco or equivalent). I had some success with off-the-shelf orthotics, but I had more success with custom ones. (John Hughes suggested a place in Denver, the Custom Foot I believe, that made me some great ones!)
- 3) Use shoes with a large toe box (I've found Carnacs wonderful!)
- 4) Carry a golf ball with you -- if your feet are hurting, get off the bike and roll your feet over the golf ball. It feels wonderful and you'll be ready to go again. (Tip was from a massage therapist on BAM.)

How the President got his Courtesy

In 1993 I joined the Gainesville Cycling Club. This was about two years after I had begun to ride in a fairly serious way. I did not ride with other cyclists; I rode solo, so all I knew about bike courtesy I learned from reading various bike magazines, which wasn't much.

For about the first six months of those 2 years I rode without a helmet, as I debated the real need for such a thing. After all, I had ridden my bike for many years as a child and crashed many times and never injured my head; lots of scuffed knees, torn hands, ravaged elbows and other road rash, but no head injuries. Finally, having read a number of brochures from the local bike shops about accident statistics, I became convinced that it was probably a good idea. The recent fact that I had slipped in sand on the road and had gotten thrown over the handlebars might have had something to do with it too. In that accident I received only a badly jammed big toe, but it got me to thinking, how much worse such an accident could have been, particularly since I seemed to have so little control during the crash over the orientation of my body when I finally met the pavement. Since so many other cyclists I saw riding in Gainesville seemed to be wearing helmets too, it was a lot easier to get past the dork factor, so I got a helmet. I joined the dork group, and left the 'worrying about what other people think' group (also known as the 'fashion' group). It occurred to me at the time that the bike world is really divided into two segments, the dorks and the dummies. It's not easy to willfully become a dork, but what is the alternative. Besides, you get used to being regarded as a dork after you've managed to avoid the hospital emergency room a few times.

As I rode my bike I passed many other riders who rode slower than me, I always rode around giving them plenty of space. It never occurred to me to call out a warning, after all, barking at strangers is considered to be rather rude. And I wasn't particularly keen on striking up a 'conversation' with complete strangers anyway. At least that's how it seemed to me at the time.

Then one evening as I headed up the bike path that runs east and west from Shand's Hospital to the area where the Harn Museum now resides, I noticed a dude on a beater bike with dreadlocks sauntering along, moving in the same direction, ahead of me. As I approached him I took stock of the situation, though riding very slowly he was well to the right in the bike lane and following a straight path, so I knew I could safely pass him without a problem. I slowed down and moved to the extreme left in the bike path. Just as I moved in to a position where my front tire was about 5 feet to the rear of his, he cocked his head to the left and spit. Imagine my shock, suffice it to say his mouth had an exceptional volume, and I was square in the path of delivery. Fortunate it was, that day, that I wore glasses. As I continued to pass with my eyes wide in shock, I saw his shocked expression too, and as I pulled ahead I heard him call out. "Sorry, Mon." I wished for rain, but none came. This incident was clearly my fault, and clearly I had paid for it. It would however take a later incident to cement the need for some warning to the rider ahead.

One evening as I rode up SW 34th street approaching the Doyle Conner building, on the sidewalk, I approached a jogger running in the same direction I was traveling. When I was about 50 feet

back he looked back over his shoulder just after I had shifted gears. I made the assumption that he had heard my shifting and was acknowledging my approach, particularly since he also moved from the center to the right half of the sidewalk. So I attempted to go around him on the left. This is a wide sidewalk and can easily and safely accommodate such a passing. But as I moved around to pass on his left side, we approached a water sprinkler on the right side of the sidewalk that was spraying a stream of water into the sidewalk. The stream was about 8 inches above the sidewalk, falling in to the center. Just as I moved in to position on the joggers left, he bounded to the left side of the sidewalk to avoid the sprinkler. As I abruptly turned my handlebars to avoid collision with him, I lost control of my bike and was thrown in to the road. Fortunately, no cars were in the right lane at that time. As I slid along the pavement on my right side, listening to the asphalt crunching on my helmet, I remember thinking, "It sure was a good thing I was wearing this dorky helmet!"

The jogger stopped and helped me up from the road, I was pretty shaken, but other than some huge bruises on my right hip and shoulder and several days of being sore I suffered no serious injury. The jogger was genuinely sincere when he said "I wish I had known that you were coming up behind me." He really didn't know that I was there. I had read all the wrong things in to his movements. He had looked to the left because he was about to cross the road that enters in to the Doyle Conner parking lot and was watching for cars. He moved to the right because you have a tendency to lose your track if you are not looking ahead. He probably never heard my shifting over the rumble of traffic. He didn't know I was there. This was my fault and I paid for it. Again.

I had never heard the expression "on your left" before the Horse Farm Hundred in 1993. While riding, several people passing me called out to me, some said 'on your left', some just said 'hello'. At first I was startled that these strangers were calling out to me, but then the glorious simplicity of their purpose hit me. It wasn't just smart to warn someone as you passed, it was downright friendly and courteous.

So after the ride I got a bell, then a horn (ask Rocke Hill and Bill Boyett about my horn). But it finally occurred to me that there is no simpler, more reliable way to be courteous than to utter a familiar and customary warning with the human voice. Now I call it out so automatically I don't even think about it. Half the time the rider or pedestrian being passed will actually respond with a "thank you", and the other half appreciate it too, even if they don't acknowledge it verbally. And you can be comfortable in your bike skills, knowing that you have acquired what is undoubtedly one of the most important pieces of bicycling protocol that this sport has developed.

And that's the end of the story about how the President got his courtesy. If you are all very good and start using "on your left" regularly maybe someday I will tell you another story. 'How the President got over being embarrassed about wearing those tight bike shorts'. But perhaps some stories are best left untold.

"On your left!"

Rob

“Six Strong Men”

A fantasy poem written by Neil “The Wheel”

Their shadows drew long as they climbed up the hill
Six strong men with bicycling skill

The looks on their faces said all as they fought
To get up the hill, and not to get caught

The peleton chased at a fast, frenzied pace
But the day was not theirs, nor was the race

After cresting the hill, they each took their turn
And looked at each other, trying to learn

Who looked the strongest, and who still had kick
Trying to make the others look sick

The finish grew nearer, with each gasping breath
A fight to the finish, a fight to the death

Six strong men, with bicycling skill
Battled each other, and each other’s will



Newest Safety Equipment

by Rob Wilt

Get ready for the human airbag. Designed for motorcyclists, or I guess, anyone who races around on a two wheeled vehicle, the human airbag, officially named the "Eggparka" by a Japanese firm called Mugen Denko, is exactly what it sounds like: an airbag vest that inflates during an accident (via a hidden CO2 cartridge).

The Eggparka won't be sold in the U.S. until early next year (talk about foolishly missing out on all the crackpot Y2K hysteria!), but you can check out the Web site for model information (<http://www.eggparka.com/>).

□□ Road Watch □

□□ Work is scheduled to start very soon on US 441 between the highway patrol station and Alachua. The road will be resurfaced.

New on the Web Page

A new page, Phone Book, has been added in the Members Area. It has numbers for local bike shops, to report riding hazards, and to contact police, as well as the Gainesville Bicycle/Pedestrian Coordinator. It is an update of the Resource List done by Rob Wilt in 1995. If you can think of additional numbers that should be posted, send me an email at RCPBIKE@aol.com.

A new page, Road Watch, has been added in the Members Area. It has the Alachua County and FDOT work program elements that we expect will impact roads in our riding area.

You can now search this entire site to find information that you are interested in. The menu entry is located on both the Publications sub menu and the Members Area sub menu.

Mildred's Abandons Micanopy

There will be no more luscious muffins under the trees on the patio at Mildred's in Micanopy, they have given up the country life for sterile life in the big city.

Daffynition: BICYCLES

Two-wheeled exercise machines, invented for dogs to control body fat. To get maximum aerobic benefit, you must hide behind a bush and dash out, bark loudly and run alongside for a few yards; the person then swerves and falls into the bushes, and you prance away.

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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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A word on Discounts:

Store owners are happy to support our club with Discounts, BUT they do not owe us anything.

***Before** the Sale is Rung Up Show Your GCC Membership Card or the last page of your newsletter

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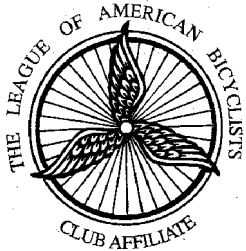
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2000 Gainesville Cycling Festival - 30 Sep - 1 Oct - Santa Fe Century - Horse Farm Hundred

Cycling Shorts



1 Welcome new members David Bothwell, Dea Browning, Jason Couch, Kara Dawson, Stewart Dawson, Barbara Denahan, Nathan Denahan, Steve Denahan, Wade Evans, Mary Garvin, Ellis Greiner, Eliveth Grosteffon, Steve Grosteffon, Nathan Himes, Nina Kaharl, Deborah Neuzil, Marco Randazza, John Sassone, Steve Scott, Jonathan Talbot, Kevin Ward, Fran Watts, George Williams, and Donna Youngers of Gainesville, Robert Ball and Cathy Gramatzki of Trenton, William Horne of Hampton, Shawkat Kero of Spring Hill, David Rovell-Rixx of Earleton, and Joe Stolfi of St Leo.

1 Former GCC President Jim Sanders and Dana Zimmel have returned to the area, and are residing west of Ocala. Jim will be driving the pace vehicle for

the Horse Farm Hundred this year.

1 At least a dozen GCCers made the trip to Savannah for their century in early September: Lauri Jenkins, Barb Bergin, Andrew Gill, Roger Pierce, Scott Bruce, Neil Crandell, Fran Watts, Rob Moody, Dea Browning, Chuck Broward, Lauri Triulzi, and Ken Cline. Linda Crawford provided moral support.

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