

Club Happenings

March 3 (Sat) Stray Cats - Fireflies Full Luna Ride

See page 5 for full details.

March 10 (Sat) Pot Luck Picnic and Wedding

See page 3 for full details.

March 17 (Sat) Annual Swap Meet, Picnic, and Meeting Boulware Springs

9 AM - Rides start

NOON - Picnic and Swap Meet

2 PM - Annual Meeting and Election of New Officers.

If anyone has menu ideas for the picnic, please let us know. As always the Club will buy the food (Chandler is willing to do the shopping and deliver). If everyone is happy with hamburgers and hot dogs, Chandler can prepare them and if someone would like to be the "burger flipper", they can have a chance to be the club "Burger Nazi." Please bring side dishes and "healthy" food!

Boulware Springs is at the start of the Gainesville/Hawthorne Rail Trail. This is the perfect place for a family bike ride, or to bring friends to introduce them to the fun of bike riding. Club members may want to bring friends for the food, fun and fellowship.

Group ride leaders may organize rides either on the road or the rail-trail. Let your group know what ride you have planned.

March 31 (Sat) EZ Riders Do the Suwannee River Birdfest

Details in the next newsletter and via email.

**T O S R V
S O U T H**

April 21-22, 2001

200/126/56 miles in two days from
Quincy FL to Albany GA along
gentle rolling hills through pecan
groves and farmland

CodyScarp@talweb.com



BIKE FLORIDA
2001, A SPACE ODYSSEY
April 7-12, 2001

<http://www.bikeflorida.org>



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Cycling Club Inc.
Board
of Directors**

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afn09010@afn.org

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janbikes@cs.com

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375-8930 fax
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DiannVDimitri@aol.com

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338-4594
braisler@ufl.edu

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331-4089
lindamcm@atlantic.net
Carol Glavin
371-8695
glavin@gator.net

GCC Web Page

President's Message

GCC Seeks New Treasurer

Dear GCC Members,

Our current, and long standing, Treasurer, Bill Cochran, has decided to step aside this year.

If you would like to consider this position or nominate someone that you think would be good for it, please send me your or the nominee's name.

Voting for Board Members will take place at the Annual Meeting in March. So you have some time to think about it. If you would like to discuss any details of the position that I don't touch on here, please feel free to call me (380-0561) or email me (afn09010@afn.org) and I will be happy to answer your questions. If you call and I'm not home, please leave a message and I will return your call.

We prefer someone who is experienced in accounting and record keeping, and will be able to present a financial status report to the board each month. You will work closely with Roger Pierce to track the club's earnings and expenditures, and maintain our banking and tax records.

Board meetings are held typically on one Sunday a month at 6:30 pm and usually last till around 9 pm at the latest. Board meetings always start with a meal prepared by the host, and host responsibility rotates through the board members. Currently there are about a dozen board members so this responsibility would fall to you about once a year. The meal selection is entirely up to the host, and for non-cooks could be as simple as ordering pizza. Soft drinks for the dinner are provided by the club.

Board meetings are always casual and social and normally take place at the host's house. If you do not have a home large enough to accommodate 8 to 12 people for dinner, Roger Pierce allows the board meeting to take place at his home as a substitute.

We always attempt to schedule the board meeting for a date that is convenient for all the board members to attend, with the expected host having the final say.

Please, no convicted embezzlers or people with Swiss bank accounts!

Our sincere thanks to Bill Cochran for his many years of able stewardship of our financial accounts.

Following winds, my friends

Rob Wilt



P.S. Don't forget to renew your membership!

Flash!

Due to the lateness of this newsletter, your opportunity to jump in on the Board as Treasurer has passed (unless you want to have a competitive election!).

George and Lee Edwards have agreed to become the Co-Treasurers of the GCC. We look forward to them joining the board and contributing to the continuing success of the club.





Wedding Invitation



This is an open invitation to our friends in the Gainesville Cycling Club to attend a combination potluck picnic and wedding on Saturday, March 10, 2001. The picnic/wedding is being held at Kanapaha Botanical Gardens between 1 -5 pm, with the wedding at 2 pm. Dress is casual, with Hawaiian shirts/dresses being encouraged but not mandatory. Any bubble blowing devices are also welcome. Kanapaha Botanical Gardens is located at 4700 SW 58th Drive (1 mile West of I-75 on Archer Road, turn North and wind your way back to the gardens). Wedding cake, punch and sodas will be provided. Any questions, call Roger or Diann at 378-7063.



Adopt-A-Road Report

by Diann Dimitri

On Sunday, Feb. 11, the following GCC members showed up for the club cleanup: Metin Ebcioğlu, George Edwards, George Hecht, Chandler Otis, John Parker, Maureen Petersen, Bob Siegel, Marty Tod and Tom Wells. We did one heck of a job, considering we had only been able to do half the area on the last cleanup. Along with the usual cleanup items were found partial skeletal remains of a wild pig (jawbone), vertebrae and distinctive scapula of a deer and a large intact piece of pure white limestone (aka limerock). Smatterings of wild violets were spotted in the damper areas of the roadside.

Along with having all this fun we managed to fill 13 large, and I do mean large, bags with 6 full of recycled bottles and cans and 7 with the usual garbage pickings. Afterwards we all tried out the Ale House on Archer Rd. I don't think this site is in any way a threat to our usual eateries, the Chuck Wagon and Tony and Pats. We are open to new suggestions.

Our next cleanup will be sometime in May so if you haven't made it out yet for one of our cleanups, this will be another opportunity for you.

One of our regulars on the GCC garbage patrol, George Edwards, has bestowed on me the distinctive title "Queen of Garbage." At every cleanup, George and his wife Lee have always managed to find something distinctive and or amusing. These "trophies of the road" are always presented with great flourish by George during the dining part of the evening.

Look for the next cleanup and join us.

Suncoast Trail Opens

by Dwight Kingsbury

The Suncoast Parkway (aka Toll SR 589) and Suncoast Trail are now open.

The paved 12-foot-wide Suncoast Trail is built entirely inside the 400-foot right-of-way corridor of the Parkway, but is "completely separated from the roadway except where they join to cross several rivers and wildlife crossings on bridges equipped with a special lane and protective fencing." The southern terminus of the Parkway is at Veterans Expressway in Hillsborough County; the Trail's southern trailhead is located 2.88 miles north, at Lutz-Lake Fern Road.

At this time, the Trail extends about 37 miles north, beyond SR 50 in northern Hernando, where there is a trailhead in a parking lot off Grove Road near SR 50. The northernmost section of the trail, connecting to US 98, should be finished by July or so of this year.

Funding for the Trail was provided by the Turnpike District and the federal Transportation Enhancements program.

The St. Petersburg Times recently reported that the trail is "smoothly paved, thoughtfully landscaped...at least 50 feet removed from the parkway, and, whenever possible, it curves behind stands of existing trees. In more open areas, native longleaf pines and live oaks have been planted to create a buffer."

Those curves behind the trees give the a little sinuosity. A person who drove on the roadway between the southern and northern (US 98) trailheads would travel 39.08 miles. On the trail, a person would travel 41.41 miles--2.33 miles further.

APRIL 7-12
21st ANNUAL BICYCLE SAFARI
 3 AND 6 DAY SUPPORTED RIDES
 NORTHERN FLORIDA AND SOUTHERN GEORGIA
FLORIDA FREEWHEELERS
 407-788-BIKE FAX 407-788-RIDE
 FFWCLUB@AOL.COM
 WWW.FLORIDAFREEWHEELERS.COM

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.

Chamberlain Sky Bag, padded bike bag with caster wheels \$5 Roger Pierce 378-7063.

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

JC Penneys Compact Zoom Strobe Thyristor Flash Adjustable flash head, active hot shoe with carrying bag \$25.

Camera bag, padded blue nylon with adjustable internal compartments \$15

Nikonos IVA dive camera. Leaked recently during a dive and is no longer functional. May be good for spare parts or a fixer up project. \$50

Airwalk Chaos walking shoes. Black, dark gray, light gray. Very clean, worn only a couple of times. Size 10, but fits more like a 9D. \$20

The Crown Hotel

The Crown Hotel is a Historic 34 bedroom hotel located in Inverness, Florida - just three blocks from the 47 mile Withlacochee State Trail - a favorite among bicyclists. We would like to extend a special rate to all Gainesville Cycling Club members (and guests) of \$65.00 per couple per night (based on a two night minimum and valid Sunday - Thursday) This rate includes continental breakfast. The reduced rate for one night will be \$70.00 per couple and also includes breakfast. Starting May 1, the special will be \$55.00 per couple per night based on a two night minimum stay and will be available everyday including weekends through October 31, 2001.(advance reservations only - based on availability) Make your plans early! Please visit our website for further information or details concerning the property. We hope to have the pleasure of welcoming you to The Crown Hotel in the near future!

Our website address is: <http://www.thecrownhotel.com>

Our e-mail address is: thecrownhotel@yahoo.com



League of American Bicyclists

Stray Cats - Fireflies - March 3

Full Luna Ride

GCC members with a taste for night riding should meet at the Hawthorne end of the Gainesville-Hawthorne Rail Trail on Saturday March 3rd at 6:30 PM. Ride to commence soon thereafter.

We will ride west on the Trail up to the locked gates on the eastern side of Paynes Prairie and then return to Hawthorne. We may also ride up to Tim's Fast Nickel just a mile north of the trail on Angle Road for refreshments and a bathroom break before the return to Hawthorne. We may get to see some wild animals on the trail that you don't normally see in the daytime. At the very least you will see the Gainesville-Hawthorne Trail in a new light.

The ride will be approximately 25 miles total. Ride speed will be in the 10 -12 mile per hour speed range max.

After the ride, those interested will vote for, and then proceed to a local eatery in Hawthorne or Gainesville.

The moon will be about three fourths full and high over head for the entire ride, providing excellent illumination. Sunset will be about 6:30 on Mar 3, so we will be starting our ride in the fading light of dusk.

Requirements for this ride include the requisite **helmet**, as always. In addition, you must have a **red flashing light** and **red reflector on the rear**, and a **white front headlight**. Even though we should be able to see quite well after dark adapting without any extra lights, we will need the lights to assure that we don't crash in to each other. Also, should we decide to proceed to TFN, we will need them to be legal on Angle Road. Anyone arriving for the ride without the proper lights will be asked to refrain from riding with our group. Before you leave your home, test your lights and make sure they work. Be aware too that hand signals do not work at night, night riders need to be careful to listen for verbal signals and cues from other riders. Wear light colored clothes so that you will be visible to both other riders and cars.

If you have any questions about the ride, please email me and I will be happy to answer your questions.

Night riding can be a truly unique and enjoyable new experience for the careful cyclist.

Hope to see you on the ride.

Rob Wilt
afn09010@afn.org

Book Review by Dwight Kingsbury

Those looking for detailed information about Florida's multi-use trails---how Florida's phosphate fertilizer boom of the 1880s set the stage for rail trails built a century later; how the Gandy Bridge got its name; where to find car parking in Palm Beach for the Lake Trail, if you aren't riding in and don't keep a place there; where to find upscale shopping on Miami's M-Path; the mileage to the next rest room, water fountain, picnic shelter, ice cream shop, or produce stand--can find it in a new guidebook from University Press of Florida:

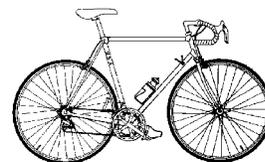
"Florida's Paved Bike Trails: An Eco-Tour Guide" by Jeff Kunerth and Gretchen Kunerth.

In its 218 pages, the book covers 42 paved paths in all parts of the state, includes maps and photos, describes the pavement (material, width, whether mile markers are provided), and thoroughly guides the intrepid tourist from one end of each path to the other.

I rode the northern half of the Withlacoochee Trail last weekend and didn't notice some of the local features this book describes. I stopped in Inverness for lunch, but wasn't aware that "Inverness" is Gaelic for "at the foot of the ness." Now I know, and I'll be sure to look for the ness the next time I'm there.

"Florida's Paved Bike Trails" is available at UPF's online bookstore:

<http://www.upf.com/Spring2001/kunerth.html>



STOP LIGHT MAGIC

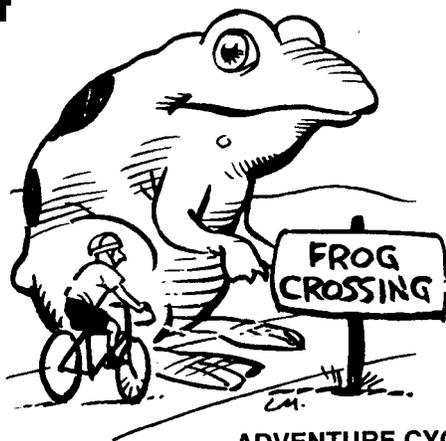
If you ride a bike of steel, you can leap tall buildings at a single bound...umm...make that trip traffic lights just like a car. At many lights you will notice a box shape with the corners cut off on the pavement just behind the stop line. There may also be a "tail" (two more lines) coming off the box back down the lane. If you place your bike along one side of the box with your wheel on one of the corners, in most instances it will trip the light.

If you are riding a non-ferrous bike, you probably still have enough metal on board to trip most lights, but you'll have to be more precise about placement over the wires.

If you do not see the box with the cut off corners, it is still there; it's just under a newer layer of pavement. Use your experience and place your bike where you think the edge of the box is; if you err, do it toward the center of the box.

Many cyclists stop in *front* of the stop line at stop lights. If you do so, you have **NO CHANCE** of tripping the light, and it is illegal (if an officer has been having a very bad day it could cost you \$52).

You say these articles look familiar? They have been recycled from GCC newsletters from the early '90's, and can also be found on our web site.



-ADVENTURE CYCLING

Be Smooth

If you overhear your name and the term "squirrel" used in the same sentence, then here are few tips you need to know.

When riding in a group it is very important to ride smoothly. To be smooth, avoid sharp braking, quick maneuvers, and quick accelerations or decelerations. Granted that these are necessary in emergencies, but squirrels do them as a matter of course.

When riding in a group be predictable. No one wants a surprise from the rider six inches in front of them while traveling at over 20 mph. Know what to do (study the club web site for techniques) and when to do it. When in a double pace line, always ride so that your handlebars are next to the handlebars of the rider alongside you. Stay in line and don't leave gaps. When you pull off the front of a pace line, keep up your speed until you are sure that you are clear of the rider behind you. In a double pace line, pull off the front from the right line to the right. If you've never been in a rotating pace line before, ask loudly what you're supposed to do.

Ride within your capabilities. Many riders who are "squirrely" are having to ride so hard that they cannot properly control their bike. If this occurs while you are holding on to the back of the pack, you are on the wrong ride; build up your strength on slower rides and try again in a month or two. Often a new rider will try to stay at the front too long, or accelerate and pull too hard when at the front. Generally, you should pull at the same speed as the rider before you. Remember that you will need quite a bit of energy to reattach yourself to the end of the line after your pull; don't pull until you are completely spent. Don't worry if you cannot spend as much time at the front as the homeboys; listen to your body and do what you can comfortably do.

Squirrels belong in trees, not on the road.

February - March Ride Schedule

RIDING GROUPS

A Riders. (no Group Captain). Fast paced rides from two to five hours. There is often a group that will do a shorter ride. The ride may become very fast for some periods. Team Florida sometimes 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.

Killer Bees. Elliott Jacobson, snake2@ufl.edu. Rides in the 16-17 mph range on Saturdays. Meeting times and places are posted via email.

Honey Bees. (no Group Captain) Usually follow the Killer Bees at 15-16 mph on Saturdays.

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

Hunters Crossing Pedalers. Linda McMahon, 331-4089. Meets some Saturdays for a slower paced ride.

Newnans Lake Riders. Chandler Otis, 376-6729. A family and beginners group that meets Sundays at Boulware Springs (Gainesville/Hawthorne Trailhead). The slow-paced group does 10-15 mile rides on the Trail or to Newnans Lake.

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

Off Roaders. Brian Raisler, braisler@ufl.edu or 338-4594. Meets most Sundays. Special rides announced via email.

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.

Feet First. Bruce Bush, bruce@musician.org. Recumbent bicyclists group. May do one or two rides a month.

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. Evening rides out and back on Millhopper. Lights required. Call the leader before joining this group.

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

EZ Riders. George Edwards 372-8974, gedwards@atlantic.net. Leisurely rides (well, glacially slow) with frequent stops to look at the flora, fauna, rocks, what have you, usually out of town and often on mix of pavement and forest trails. Announced via e-mail.

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

SUNDAY

LoBees meet (time and place on email).

BOULWARE SPRINGS

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

SUNDAY

PLAZA OF THE AMERICAS RIDES

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

G-H Trail Riders and Newnans Lake Riders meet at 9 am.

SUNDAY

A Riders meet at 9 am.

FT CLARKE MIDDLE SCHOOL

(9301 NW 23rd Ave)

SUNDAY

Off Roaders meet 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>



February 23-25

Tour of Highlands

Sebring FL Kenilworth Lodge. Darrel Smith
(863)382-6464.

February 24 (Sat)

Ray's Ride

North Palm Beach FL
Aid the Ray Howland Scholarship
Fund. 10 to 62 miles. Frank
Bostwick 561-799-0486.

February 25 (Sun)

Snowbird Century

Miami FL 25, 62 & 100 miles. Fifi or George
Derby. (305)893-6322. Everglades
Bicycle Club, PO Box 430282, South
Miami FL 33243-0282.

March 3-4

Brevet Series 2001: 400 km

Tavares FL 248 miles. Jim Solanick,
(561)433-8796.

March 10 (Sat)

Charity Ride

Altamonte Springs FL
FOP Lodge 121 is hosting a charity
bicycle ride for fallen officers of
Central Florida.

Mar 11 (Sun) **Tour of Boca**

Boca Raton FL
A police-escorted tour of Boca.
Warren Pollans (561)395-7338

March 18-19 **The 2nd Annual Breast Cancer
Ride for Life**

Vero Beach FL
135 miles to Daytona Beach with a
stop in Cocoa Beach. Breast Cancer
Ride For Life, PO Box 442,
Goldenrod FL 32733.
(407)677-4728.

March 18 (Sun)

Third Annual Royal Palm Classic

Fort Myers FL 100/62/45/15 miles. Caloosa Riders,
PO Box 870, Fort Myers, FL 33902.
(941)242-0513.

March 24 (Sat)

Woodland-Calhoun Century Challenge

Anniston, AL 25, 50 and 100 miles. Anniston Parks
and Recreation Department
(256)236-8221.

March 25 (Sun)

Lake Weir Kiwanis Tri-County Tour

Weirsdale FL 20, 40, 60, or 100 miles. Glen
(352-821-4653) or Julie
(352-624-9237).

March 25 (Sun)

TampaBay Freewheelers Strawberry Century

Dover FL 18, 38, 62, 100 miles. Richard
(813)238-2464 or Nancy Armitage
(813) 855-3910.

March 25 (Sun)

Savannah Spring Metric Ride

Savannah GA 25K, 50K, 80K and 100K routes.
Send SASE to bicyclesavannah, 401
Willow Rod., Savannah, GA 31419.
(912)351-RIDE.

March 30 - Apr 1

Walgreens Ride 2001

Orlando FL A three-day, 275 mile journey from
Orlando to South Florida to support
the Florida AIDS Consortium.
(888)658-BIKE.

March 31 (Sat)

Fourth Annual Suwannee River Birdfest

Fanning Springs FL
(352) 462-6144. Event hosted by
Florida Park Service, Lower
Suwannee National Wildlife Refuge
and Suwannee Bicycle Association.

March 31 (Sat)

Clean Air Bike Ride

Brooksville FL Withlacoochee State Trail. 12, 20,
48, and 100 miles. Clean Air Bike

- Ride, 6170 Central Ave, St Petersburg FL 33707. (800)771-5863.
- March 31 (Sat) **Ride For The Red**
Cocoa FL (321)494-2402 day or (321)752-0618 night.
- March 31 (Sat) **Peach Blossom Metric Century**
Byron GA 6, 15, 31 and 62 miles.
April 7-8 **Brevet Series 2001: 600 km**
Tavares FL 372 miles. Jim Solanick, (561)433-8796.
- April 7-12 **Bike Florida 2001 "A Space Odyssey"**
Titusville FL 300 miles along the Atlantic Ocean coastline. BIKE FLORIDA, PO Box 451514, Kissimmee, Florida 34745. (407)343-1992.
- April 7-12 **Florida Bicycle Safari**
Live Oak FL Florida Freewheelers. PO Box 916524, Longwood FL 32791. (407)788-BIKE
- April 8 (Sun) **12th Annual Spring Classic Bicycle Ride**
Palmetto FL 19, 35, 62 miles. St. Petersburg Bicycle Club.
- April 20-22 **BRAG Spring Tune-Up Ride**
Monticello GA Bike Ride Across Georgia, PO Box 87111, Stone Mtn. GA 30087-0028. (770)921-6166.
- April 21 (Sat) **Brevet Series 2001: Fleche**
West Palm Beach FL 24 hours. Jim Solanick, (561)433-8796.
- April 21-22 **20th Annual TOSRV South**
Quincy FL Tour of Southern Rural Vistas. Two days 200, 126, or 56 miles. Capital City Cyclists, TOSRV South Coordinator, P. O. Box 16546, Tallahassee, FL 32317-6546.
- April 22 (Sun) **Spirit of Cycling Earth Day Celebration Century**
Palm Coast FL 20, 35, 50, 70, and 100 miles. Kish & Krew's Spirit of Cycling, P. O. Box 290044, Port Orange, FL 32129-0044. (904) 767-4526.
- Apr 28-29 **Breakaway to Key Largo MS 150**
Miami FL National MS Society, South Florida Chapter, 5450 NW 33rd Avenue, Ft. Lauderdale, Fl. 33309. Phone 1-800-FIGHT MS.
- Apr 29 (Sun) **Tour de Fort**
Jacksonville Beach FL 100, 87, 74, and 37 miles. Tour de Fort, P. O. Box 4994, Jacksonville, FL 32201-4994 (904)721-5870
- May 3-6 **Suwannee Bicycle Festival**
Live Oak FL SBF, PO Box 2944, High Springs FL 32655. (904) 454-3304 (Lys)
- May 5 (Sat) **Sweet Onion Century**
Vidalia GA 25, 50, 62 and 100 miles. Libby Kimball 912-538-0270 or Lamar Martin 912-526-9179.
- May 5-6 **Athens To Lake Hartwell**
Athens GA Nitty Gritty Bike Band's two-day tour. 706-227-0774.
- May 6 (Sun) **Cross Florida**
Cocoa Beach FL 170 mile one way course. Spacecoast Freewheelers, PO Box 320622, Cocoa Beach FL 32932-0622. (407)784-4686.
- May 6 (Sun) **Cheaha Challenge Century+**
Piedmont AL Northeast Alabama Bicycle Club.
- May 18-20 **Brevet Series 2000: 1000 km**
West Palm Beach FL 620 miles. Jim Solanick, (561)433-8796.
- May 18-20 **Georgia Tandem Rally**
Madison GA Roger Strauss 770-565-4150.
- May 19 (Sat) **MS50 Toast the Coast Bike Tour**
Panama City Beach FL Panama City Beach to Seaside.
- May 19 (Sat) **25th Annual Assault on Mt Mitchell**
Spartanburg SC 102 miles, extremely challenging. Shorter Assault on Marion ride is an option.

Wannabe

Sage advice from the decidedly amateur ranks of cycling

Die-hard or die happy?

I am big enough to admit that I am, or at least have been, a Lance wannabe. To cruise across idyllic French countryside in the carnival atmosphere of a multicolored peloton. To rocket down a mountainside at 50 mph after a two hour climb up roads adorned with my name. To sprint down the Champs Elysees to the cheers of the crowd and the waiting kisses of the *chic* Credit Lyonnaise girls. The glamor is almost too much to take.

Fortunately, I am also smart enough at 32 to realize that my chances of bursting onto the professional scene as another Kent Bostick are as slim as a supermodel on a water and rice cake diet. Which is not to say that I haven't had periods in my life where I have put cycling before everything else in some perverse attempt to ride a bicycle a long way very quickly. I've done the 400-miles-a-week base training, mixed it up in the sprints, come in from winter hill-drills feeling like I'm inhaling syrup. And for what? Did I ever really believe I was going to quit my day job and go ride for Banesto?

During these periods when cycling got the better of my senses I lost sight of the primary reason I started riding in the first place: for fun. If I'm honest with myself I've known since Day One I wasn't going to make loose change racing a bike. I simply don't have the genetic makeup or the ability to sustain pain that's required to make it in the pros. Yet, for a period in my 20s I put cycling before everything else. I got to a point where cycling became like a second, unpaid career. Cycling became something that dictated my daily life rather than being an enjoyable and refreshing change of pace. Worse still, I often felt guilt and frustration if I was deprived of a ride by oh, say, something important at the office, or a visit from family, or from simply not feeling up to riding that particular day. For a physically healthy sport there were some distinctly unhealthy side-effects.

I have tried to fathom the psychology that makes a wannabe continue to ride senselessly and without significant enjoyment long after we've achieved mediocrity in our sport. In the main, cyclists aren't stupid people. Many riders are white-collar types and I believe many have at least one degree. But for some reason we seem unable to simply dabble in cycling. It becomes a

passion as addictive as any drug. And like a drug we know it can do us harm, yet we go out and do it anyway. Our careers suffer, our relationships suffer, our bodies suffer. Is the endorphin rush really *that* strong?

My best guess is that we are all so competitive we confuse our club riding for the Tour, and train accordingly. In the grand scheme does it really matter who wins the city limit sprint to Carnage, Georgia, or whether I can ride 100 miles on one bagel? Who is it I'm supposed to be impressing here, anyway? Somehow, over the past few years, I have finally managed to make a transition. Cycling is now an enjoyable component of my life rather than my *raison d'etre*. Instead of pedalling out at first light on a Saturday morning hell-bent on 60-plus miles come snow, lightning or hurricane, now I lie in if it's cold, I go to the gym and ride the Lifecycle if it's raining, I sometimes play soccer and sometimes I do nothing at all. I don't do base miles, I don't eat or drink right, I don't ride hard unless I want to, and I suck wheel with a guilt-free conscience. Speed and distance no longer hold any fascination for me. I've laid to rest the hopeless die-hard wannabe and finally become a happy amateur cyclist.

I realize such an epiphany isn't for everyone. Some cyclists are probably sadistic enough they enjoy the sacrifice for its own sake. I'm a lousy martyr, I'm afraid. I do feel rather lucky to have regained control of my life though. I've met cyclists who are wannabes into their 40s and 50s. They never miss a club ride, they always eat right, they're in bed by 10 pm, and they train by the numbers. Not me, matey. Now I'm that annoyingly happy bastard who shows up to a club ride once in a Hawaiian white Christmas and is probably hungover when he does. (I find tequilla makes my legs hurt less.) I go just as hard as I feel like going, thank you very much. And if I do happen to out-sprint you back into town, don't sweat it. I mean, it's not like only top three get to eat lunch.

Cycling is an awesome sport. Being dedicated is fantastic, but my advice is to make sure you're riding for the right reasons. Go out and ride hard by all means. Race by all means. Give the sport 100% effort by all means. Just remember that the local crit or your Saturday club ride isn't Paris-Roubaix. Your primary objective should be fun, your secondary objective a spot of healthy exercise. And always remember, you are only Cipollini in your own head. To the rest of the world you are Joe Bloggs, no-name wannabe. Enjoy it.

Now then, if you'll excuse me, I have to sneak in a 25 miler before work.

Anonymous

For the Mileage Junkies

Double Centuries (200 miles) in California:

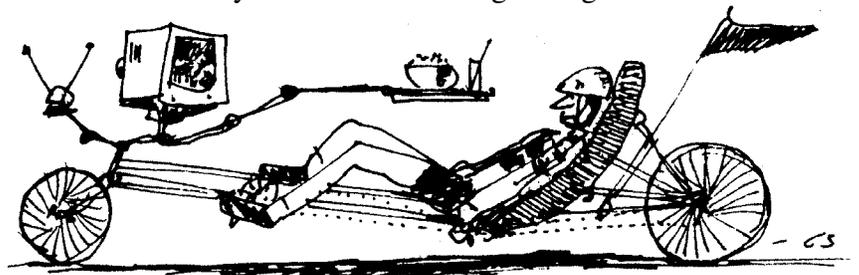
- 02/24/01 Death Valley - Spring
- 03/17/01 Butterfield (Moved to March because April too crowded)
- 03/31/01 Solvang
- 04/07/01 Hemet
- 04/21/01 Devil Mountain Double
- 04/28/01 Lone Pine Double
- 05/12/01 Central Coast
- 05/19/01 Davis
- 06/02/01 Eastern Sierra
- 06/23/01 Grand Tour
- 06/30/01 Terrible Two
- 07/07/01 Southern Sierra
(Markleeville Death Ride is 7/14)
- 09/15/01 Tour of Two Forests
- 09/29/01 Knoxville Fall Classic Double
- 10/27/01 Death Valley - Fall
- 11/10/01 Route 66 Double

Double Centuries in Florida:

none

(Florida does have Cross Florida, but it is only 170 miles. There is also the West Palm Beach Bicycle Club's brevet series, but these are different animals than Double Centuries. The Gainesville Cycling Festival and TOSRV South feature Twin Centuries – two hundred milers on consecutive days.)

Anyone interested in organizing a Florida Double?



-ADVENTURE CYCLING

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A PEAN TO SUMMER AND TO OPEN ROADS

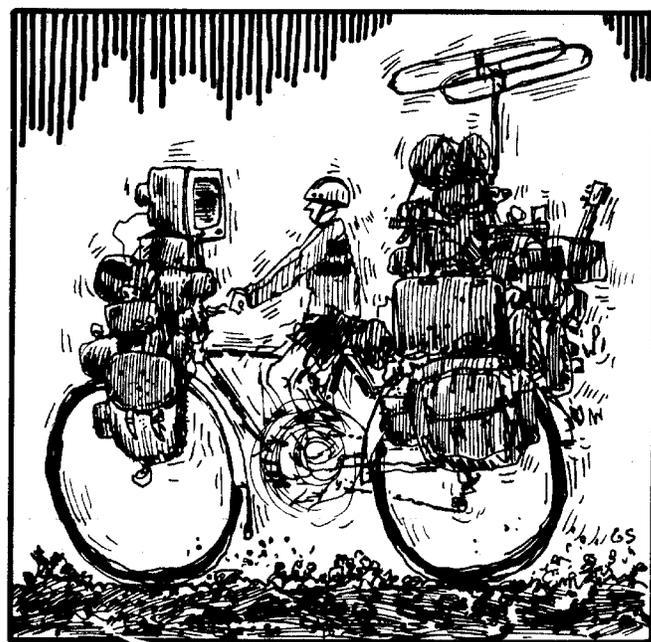
by Paul Smith

Morning ritual: Take plastic sheet off the stacked firewood, add paper, light, roll sleeping bags, boil water, and over breakfast wait for sunrise. Morning's messenger awakens us, mistily whispering in our ears just as the stars begin to fade into the grey slate that later turns to blue. We load our bicycles, balancing weight to keep it low and well-divided front to rear, douse the fire and leave the place cleaner than we found it. On a gravel side-road for the first half mile before the old Mackinaw Highway we pedal along a two-strand barbed-wire fence and a big black stallion playfully keeps pace with us, eyes wide, snorting the cool morning air - does Walter Farelly live near or is this incarnation of childhood dreams only the remains of last night's ghosts, the morning mist thinning into day? A red tailed hawk takes off from a fence post ahead, eager to see if the three of us scare a meal up for him....

"Oh give me land,
lotsa land, lotsa land,
don't fence me in"

.....down the road at 80 thousand feet an hour, pedaling our butts off singing at the top of our lungs, glad this morning is fresh and clear and glad the old highway's empty of car, trucks, and all the traffic rush. The new freeway has it all, a mile over that way, leaving this tired old road to the potholes, birds, local farm horses, and us. We get adept at dodging potholes, happy to have them to scare the big vehicles away. The morning grows toward a hot, dry Midwest noon. Long sleeves and jeans now exchanged for tee-shirts, shorts and we look for a stopping place to augment our meager breakfast: tea and cooked cereal aren't too appetizing but they travel light, the warmth welcome after late summer nights under the cool gaze of the stars. An old country gas station, one pump out front of a whitewashed building, drifts into view through growing heat haze. We find orange pop with frozen polar bears on the bottles - feels good - but that's all they have for us until we see the sunglasses. Doug

buys a pair: buck-and-a-half you can't go wrong, eh? Later, a small store at a corner next to an old wood farmhouse sells us farmer cheese, cold cuts, milk, and fruit for lunch. The afternoon gets even hotter and, tee-shirts off, we find that if we tilt our sunglasses up about 45 it seems that we are flying ten feet off the ground. We get giddy with low altitudes, -- we soon past wheat, corn, barley, rye and clover like pedal-powered cropdusters; we pass by barns and farmhouses selling eggs and milk and sausages, pass into evening and take our glasses off. We pass an empty, abandoned house on an overgrown square of land and find another corner store just ready for closing, buy supper and some eggs for breakfast, milk that hopefully will last the night and go back to the old house to camp with another family of ghosts, another 100 miles covered today. We travel light, our bikes and packs weigh 25 to 35 pounds, no tent, minimal food, and two pots that double as plates. It's 1961: we have the first 10-speed bikes ever seen in Michigan.



-ADVENTURE CYCLING

BikeLeague News

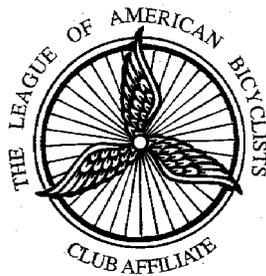
THE LEAGUE OF AMERICAN BICYCLISTS

DON'T MISS BIKEFEST 2001, THE LEAGUE'S 2001 NATIONAL RALLY OF CYCLISTS IN THE BEAUTIFUL SOUTHERN ALLEGHENIES MOUNTAINS

The League's 2001 National Rally of Cyclists will be held August 3-5 in Altoona, Pennsylvania in conjunction with the Tour de 'Toona, America's largest pro-amateur road cycling races. The Southern Alleghenies offer fantastic mountain and road riding for all levels of ability, featuring low-traffic roads traversing thick oak forests, sweeping valleys, rolling hills and breathtaking mountains. In 1997, Altoona was named one of America's top five "Best Biking Towns" by *Bicycling* magazine. For more information, see

<http://www.bikeleague.org/rallies/rallies.html>. For a look at some of the great riding in the area, see the *Velo News* 2000 Calendar (the March page features Tour de 'Toona action) or visit <http://www.cyclesa.com>, which offers 17 self-guided riding tours. Visit

<http://pavisnet.com/laurelhighlands> to learn more about Altoona and the surrounding area. The event will be based at the beautiful Penn State Altoona campus (<http://www.aa.psu.edu>). Don't miss it! Write <mailto:bikeleague@bikeleague.org> or call 202/822-1333 to get on the list!



REPORT FINDS FAMILY TRANSPORTATION COSTS HIGHEST IN SPRAWLING CITIES; BICYCLING IS PART OF THE SOLUTION

Sprawl drives up transportation costs for American families, according to "Driven to Spend," a report by the Surface Transportation Policy Project (STPP) and the Center for Neighborhood Technology. Families living in highly sprawling areas can pay thousands of dollars more per year for transportation than families in more convenient locations. The report ranks 28 major metro areas by the portion of the family budget devoted to daily

transportation costs. Transportation takes the biggest bite out of the household budget in Houston, Atlanta, Dallas, Miami and Detroit. Much of the difference in transportation expenditures is due to sprawling development patterns. The average American household devotes 18 cents out of every dollar to transportation, more than for health care, education or food, and 98% of this goes towards cars, vans, pickup trucks and SUVs.

The report finds heavy government investment in road infrastructure may be contributing to an increase in household transportation costs. It recommends governments invest in public transportation, walkable neighborhoods and bicycle facilities, and stop investing in sprawl inducing roadway projects. Interestingly, 79.1 million (38%) of all Americans feel the availability of bikeways, walking paths, and sidewalks is very important in choosing where to live, according to the Bureau of Transportation Statistics Omnibus Survey (http://www.bts.gov/omnibus/results/october/omnibus_freq_oct.htm) reported in *BikeLeague News*.



League of American Bicyclists

"The continuing resistance to spending public funds to support transit, bicycle facilities and smarter growth is costing America's families a lot of money," said Roy Kienitz, executive director of STPP. The full report is on <http://www.transact.org>.

SHOW YOUR HOLIDAY SPIRIT AND YOUR SUPPORT

Give to the League of American Bicyclists today and help your friends and family support bicycling. Whether you choose to give the gift of a new membership, a renewal, or a donation to the organization that works for a bicycle-friendly America, you're helping to bring better bicycling for everyone. Memberships start at \$30. Free League T-shirt, socks, multi-tool or windshirt with memberships/contributions starting at \$50. Call 202-822-1333 or e-mail bikeleague@bikeleague.org today for details!

VELO NEWS TOP CYCLISTS OF THE YEAR 2000

Lance Armstrong, leader of the U.S. Postal Service squad, overcame several injuries and crashes to defend his Tour de France title and score a bronze medal in the Olympic time trial in Sydney. VeloNews named him International Cyclist of the Year. Mari Holden, silver medallist at the Olympics and gold medallist at the World Championships, won her fifth U.S. time-trial championship, and scored victories in the Tour of Willamette and the Tour of the Gila. She was voted the North American Female Cyclist of the Year. Marty Nothstein assumed the title of "fastest man in the world" with his Olympic gold-medal performance in the match sprint. It was the first gold medal for a U.S. cyclist in a non-boycotted Olympic Games. VeloNews named Nothstein North American Male Cyclist of the Year.

SUPPORT OVER 130 YEARS OF AMERICAN BICYCLING HISTORY AT THE UNITED STATES BICYCLING HALL OF FAME

The U.S. Bicycling Hall of Fame is the primary source of bicycling information and artifacts in the United States. It recognizes those that have

contributed to the long history of bicycling and has inducted more than 50 of bicycling's greatest including Marshall "Major" Taylor, Alf Goulett, Greg LeMond, Connie-Carpenter Phinney, Frank Kramer, Jack Simes, Eric Heiden. The Hall of Fame also manages America's oldest continuously run bicycle race, the Tour of Somerville.

The U.S. Bicycling Hall of Fame is dedicated to promoting and preserving the history of cycling by collecting, preserving and exhibiting memorabilia and artifacts relating to competitive and recreational bicycling in its 3,000 sq. ft. facility in Somerville, NJ facing the world famous Tour of Somerville racecourse. Through an annual induction ceremony, the Hall recognizes significant contributors, competitors and events in the sport of bicycling. It also produces educational programs to promote the safety and fitness aspects of cycling. To learn more about the U.S. Bicycling Hall of Fame or to support it, visit <http://www.usbhof.org>.

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Cornering

As you speed around a corner, centrifugal force makes you want to fly out from the corner. In order to compensate, your center of gravity must lie inside the tire-road contact line.

There are three choices:

- * You can angle both yourself and the bicycle. This is commonly called leaning.
- * You can angle the bicycle more than your body. This is commonly called countersteering.
- * You can angle your body more than your bicycle. This is commonly called steering.

Leaning through a corner is the most common method cyclists use. Both the bicycle and the rider are leaned into the corner. This method is suitable when the road is relatively wide, when you can see the roadway well after the corner, when you can choose your line ahead of time, and when the lean is brief-so that pedaling can resume after only a momentary, if any, pause.

The essence of countersteering is inclining the bike relatively more than the body. It allows the most steering control. It allows a change in direction-a course correction-during the turn. It is suitable for when you can not see the roadway after the turn, for off-camber and decreasing-radius turns. The relatively large lean of the bike may prevent early pedaling. It is especially suitable for descents where gravity, rather than pedaling, provides acceleration, and for changing and uncertain corners where any other method is much less certain.

Steering or turning the handlebar by shifting your body weight to the inside of the bicycle allows the bicycle to remain relatively upright. This is helpful because you can continue to pedal around the corner. The relatively vertical wheels mean force is directed downward and sliding is less likely. This is especially helpful in wet, oily, sandy or gravelly conditions. For most riders this is an awkward and relatively slow way to corner. Repeated practice will improve speed.

When riding within a tight pack it's often important to corner the same way as others.

For All Methods of Cornering

- * Keep your hands in the drops, using a relaxed grip.
- * Look beyond the turn to where you are going, do not look down at the ground where you are now.
- * Drop your torso to lower your center of gravity.

- * Anticipate the speed for the corner and slow before the corner if necessary.
- * Ride outside-inside-outside: Approach the corner starting wide, cut to the apex, finish wide.
- * Cutting too early is a common mistake. Cutting late allows you to see more road beyond the corner and to have more road on which to ride after making the turn.

For Leaning

- * Employ the steps for all methods of cornering listed above.
- * Mildly unweight your rear end and move it slightly back on the saddle.
- * Have your inside pedal up, your outside pedal down.
- * Straighten your outside leg and push down, putting weight on the outside pedal. In practicing this technique you can put all your weight on the outside pedal so that you are standing on it, and your rear end is off the saddle.
- * The knee may be pointed toward the apex of the turn to help shift the center of gravity inside the tire line.

For Countersteering

- * Employ the steps for all methods of cornering and leaning listed above.
- * Lean your bike more than your body by extending your inside arm, pressing on your inside hand, keeping your body vertical and increasing the lean of the bike.
- * Pushing more with your inside hand will allow you to turn more into the corner. Mildly unweighting your inside hand will allow you to turn out of the corner. The push is down-to increase the lean of the bicycle, not forward to turn the wheel. This is the essence of counter-steering. It is counter-intuitive, but it works. This technique gives excellent adjustment and control to cornering.
- * The inside hip may be rotated forward, and the knee may hug the top tube.

For Steering

- * Employ the steps for all methods of cornering listed above.
- * Keep the bicycle vertical.
- * Shift your weight slightly forward and to the inside of the bicycle by shifting your hips and sitting more on the inside of your saddle.
- * Straighten your outside arm, and push down and forward to turn, or steer, the bicycle.
- * You may continue to pedal around the corner.

Cornering Drills

- * Choose a corner, a series of corners, or set up cones on the grass or in a parking lot.
- * Have a skilled rider draw the "ideal" line with chalk.
- * Ride the corner alone.
- * Ride following a skilled rider.
- * Ride two abreast.
- * Place a cone or chalk mark in the best line. Since sometimes other riders or hazards prevent riding the "best line", learn how to best corner avoiding natural line.

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These businesses provide discounts to club members who present their yellow membership card or the back page of their newsletter (with expiration date):

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The Gainesville Cyclist

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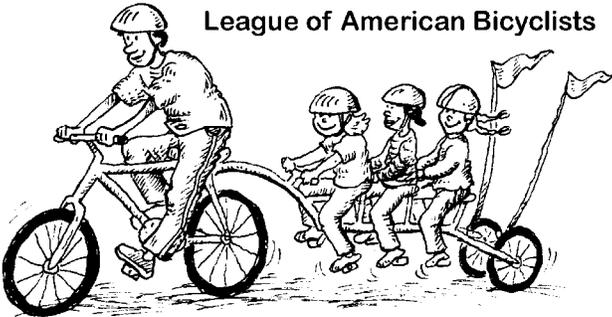
The Gainesville Cyclist is published bi-monthly with cover dates of even-numbered months. The deadline for new copy is the third Friday of the preceding month. All submissions are welcome.

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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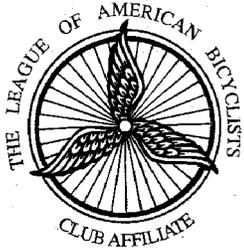
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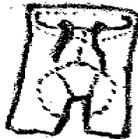
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Cycling Shorts



1 Welcome new members William Alan Bruce Maloney, Roy Sherouse Jr., Jeffrey R. Slotten, and Kris Smoke of Gainesville.

1 It was good to see the "Titanium Woman", Karalisa Hartigan, out on a ride recently. No, she hasn't upgraded to a titanium bike, but a titanium spine!

1 This is the time of year when the newsletter is late, the web site doesn't get updated regularly, and memberships are not processed quickly. That is because we currently rely on one person, me, to do all of those things. I'm going to try to work other people into the equation over the next few months so that

club operations can continue when I'm working long hours or am out of town.



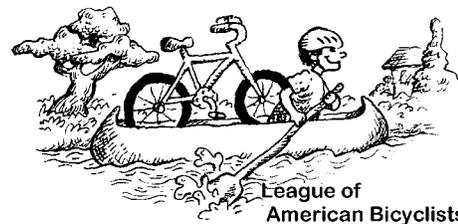
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