

Club Happenings

June 7 (Thur) MTPO Considers Bicycle Master Plan 7 pm

The Metropolitan Transportation Planning Organization (MTPO) will meet in the Jack Durrance Auditorium in the County Building. See page 2.

July 10 (Tue) Bicycle/Pedestrian Advisory Board Meets 7 pm

Grace Knight conference room on the second floor in the County Building, Main and University.

July 14 (Sat) Fanning Springs Picnic 9 am

It's picnic time again! Bring your bike, swim suit and your appetite to Fanning Springs State Park. Chandler will serve the traditional hamburgers and hot dogs. Please bring a covered dish so there is healthy food.



Fanning Springs is next to the Nature Coast

Trail, a rail-trail that goes in three directions to

Cross City, Chiefland and soon to Trenton. Visit the Dairy Queen (next to the trail!) in Cross City, and enjoy crossing the Suwannee River on the old railroad bridge.

Fanning Springs is perfect for family recreation, with excellent swimming and a safe and scenic paved bike trail.

Fanning Springs is 42 miles west of Gainesville on State Road 26. Take SR 26 until you reach US 19. Go west (turn right) and Fanning Springs Park will be 1/2 mile on your left. Entry fee to Fanning is \$1 per person.

HEADLINES

POWER LINES TRAILS CLOSED – see page 9

ZIMPFER NEW RIDE LEADER COORDINATOR – see page 7

DUES TO GO UP JULY 1– see page 5

JERSEY ORDER GOING IN THIS SUMMER – see page 5



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Bicycle/Pedestrian Advisory Board

by George Edwards

Notes from 22 May, 2001 Meeting

The next meeting will be at **7:00 PM on 10 July** in the Grace Knight conference room on the second floor in the County Building, Main and University. **All GCC members** are welcome to attend, and as Chandler Otis says, "watch the wheels of democracy slowly grind away." Besides, your inputs are valued.

At the 22 May meeting we had a presentation on the Alachua Countywide Bicycle Master Plan by the consultants who carried out the Study and prepared the recommendations. The BPAB approved the Final Report, with some minor changes, for consideration by the MTPO. They will take up the **Bicycle Master Plan** at a meeting on **7 June at 7:00 PM** in the Jack Durrance Auditorium in the County Building. This one you really should attend to show support for this key plan for the future of bicycling in this area. Our City and County Commissioners really do listen and understand your input, and they will respond to it.

We also heard a presentation on the proposed US 441 Bicycle Safety Study. We had a couple of minor additions, then approved the Scope to the MTPO. If acted on (we expect it will be) the study will be done over the next 4 or 5 months, which is a lot faster than I had expected. We may be in the position to start work on finding funding for bicycling improvements on this dangerous road by Fall of this year. The study itself is funded.

Tom Cavin from FDOT ran through the process by which FDOT sets priorities for safety projects, which will help the BPAB understand how various programs fit in with each other. There is a standardized system of numerical ranking based on crash history, severity, cost/benefit for crash reduction, and similar stuff. It all makes good sense, which is reassuring.

Planning is underway for the 9th Annual Bike, Hike, and Bus Week. This is not firmly on the schedule, but will most likely be the second week in September.

Ten Commandments of Bicycling

League of American Bicyclists

- I. Wear a helmet for every ride
- II. Conduct an ABC Quick Check before every ride
- III. Obey traffic laws: ride on the right, slowest traffic farthest to right
- IV. Ride predictably and be visible at all times
- V. At intersections; ride in the right-most lane that goes in your direction
- VI. Scan for traffic and signal lane changes and turns
- VII. Be prepared for mechanical emergencies with tools and know-how
- VIII. Control your bike by practicing bike handling skills
- IX. Drink before you are thirsty and eat before you are hungry
- X. Have fun



President's Message

A hundred mile ride begins with

Looming in the not too terribly distant future, the annual Horse Farm Hundred ride and the Santa Fe Century. A lot is involved in the preparation for this ride weekend, not only by the board of directors and our valiant volunteers, but also for the stalwart participants.

Is there a nebulous dream floating around in your mind about someday completing your first century (100 mile ride), thus joining the illustrious and elite ranks of the physically fit and mentally deranged? It may seem daunting, but it is possible for anyone in reasonable health to complete a century with the proper preparation and training. If you're thinking about that first century being the Santa Fe or the Horse Farm this year, now is the time to start that training.

Here is a little story related to me by one of the sag drivers after the 1995 Horse Farm. While making her first round she noted a lone cyclist who appeared to be doing well, but struggling with some of the hills. On the second round she spied the same cyclist clearly having difficulty, she slowed to offer a ride, but he waved her on. On the third pass she found the same cyclist lying sprawled like "a sack of potatoes" on the side of the road nearly unconscious with fatigue. Still able to talk, almost coherently, he insisted he would recover shortly and continue the ride. As a reasonable person she found herself in the unenviable position of having to explain to the rider, that with 50 miles to go, that clearly was not likely, and probably dangerous, and then having to try to coax him into her vehicle before he could continue with his suicide attempt. On the verge of a complete loss of sensibility he finally decided to accept the sag ride. While the sag driver and the cyclist were in route back to the start point, the cyclist revealed that the longest distance he had ever ridden in a day was 40 miles, but he had been sure he could finish a century if he just put his mind to it!

Helloooo! Friends, there is no way on Gods green earth that a cyclist can leap from 40 miles to a century by the power of will alone. This is known as quantum jump in the material world (and among cyclists as total insanity, AKA loopy!). Do not attempt this! Clearly, matter will win out over mind every time.

As a person who has completed two centuries, the centuries in question being the Santa Fe and Horse Farm, I am going to provide you with the benefit of my hard earned wisdom about preparing for these two centuries. I call these the "seven cruel rules", because something cruel will happen to you if you don't obey them.

Rule one: Learn to stay hydrated. Drink, drink, drink and drink some more. Drink even though you are not thirsty. If you have to find a tree during your ride... well.... do it. That's a lot better than getting heat exhaustion or a splitting headache and having to end the ride or go to the hospital. Experiment with Gatorade or Powerade or whatever if you feel these will help. But experiment during your training rides, not on the century.

Rule two: Start snacking periodically, as you ride, before you feel hungry, but don't eat anything heavy or greasy or you'll puke. Experiment with snacks before the century, find out what helps and what hinders, then avoid the temptation to eat other things

with which you haven't ridden. I suggest bananas, apples, cereal bars, grapes and pretzels. But a lot of other people eat a lot of other things. Find out during training what works for you. Wait till the century is over, *then you can pig out on whatever!*

Rule three: Train for increasing distance and endurance. Ride with people with a similar goal of increasing their stamina (its just easier to do in a group). The Hunters, LoBees, and Gliders usually train for the century by periodically having increasingly longer rides as the summer progresses, usually getting up to ultimate rides of 75 or 80 miles. If you have trained on terrain similar to your century you will be able make the leap from this mileage to a full century. When you're this close, motivation and some friendly group persuasion can push you on to your century.

Rule four: Tweak the bugs out of your bike as you become aware of them on the progressively longer rides. Don't plan to do this the day before the big ride, if you wait the odds are high you will be very sorry.

Rule five: Learn to stay comfortable. As you ride longer and longer rides you will encounter finger, neck, shoulder and butt numbness. You can learn to deal with this as you ride. Learn to relax in the saddle, stand in the pedals on downhills, sit up and stretch, shake out your hands and whatever else works for you. But work this out on your training rides. On the century you need to know what you *are* going to do.

Rule six: Train for your terrain. The Santa Fe and the Horse Farm are vastly different rides. Santa Fe is generally flat, with only a few hill climbs. The Horse Farms signature (aside from the actual horse farms themselves) is a quantity of hills and long grades totaling a lot of elevation (for a Florida century). In my estimation, the Horse Farm century is at least 50% more energy demanding than the Santa Fe. If you train exclusively on level ground, you won't be ready for the Horse Farm. Find an area that has some hills nearby and go work out on it. Example: going east on Millhopper Road on the I-75 overpass. (See my accompanying article with a suggested training area for the Horse Farm elsewhere in this newsletter.)

Rule seven: Plan to ride the century with a buddy(s) who will hang with you when your strength starts to sag, when you need some encouragement to continue, and to distract your thoughts from that burning sensation in your upper thighs when that last 15 miles of the century still stands before you.

Yes, my bikin' buddies, it is possible for you to do it too. All you have to do is dedicate yourself to the idea that you are going to work yourself up to it. And yes, I have actually seen people who used to bike only about 20 - 30 miles a ride actually work themselves up to a century in a single season. It can happen.

Following winds, my friends

Rob Wilt



Insight Race Across America

by John Hughes

The 20th running of the Race Across America, the toughest endurance event in the world, will start in Portland, OR. On Saturday, June 16, Peter Lekisch and Jim Pitre will start in the age 60 and over division, each trying to be the first 60 year old to finish the race.

On Sunday, June 17 fifteen solo men and women, and a two-woman relay team will start. The men's solo field includes six veterans and seven rookies. Rob Kish, in his 16th RAAM, is trying for his fourth win. Cassie Lowe, who won the 2000 women's race, will be competing against Katie Lindquist, who raced tandem in RAAM 2000.

Six two-man relay teams will start on Tuesday, June 19. The two-person race should be hot. Nine of the two-man racers are RAAM veterans. Ricardo Arap, one-half of the two-man team that set the transcontinental record in 1998, is racing with Luiz Milano. The two-person format was a big success last year. Dwight Bishop said, "Doing RAAM as a two person team is the most fun I have had in a long time." Also starting on the 19th are a four-man team and four-woman team.

RAAM 2001 will travel 3,000 miles and climb 100,000 feet. The race starts off as a giant roller coaster with 70% of the climbing in the first half of the race: Oregon, Idaho, Utah, Wyoming and Colorado. The longest climb is from Ogden, UT 36 miles to the top of the Monte Cristo Mountains at 9,000 ft. Leaving Manila, UT riders face a series of brutal climbs through the Flaming Gorge Scenic Area. Then in Colorado, racers climb 17 miles to Tennessee Pass (10,424 ft.) The remainder of the RAAM route goes through rolling country in Oklahoma, Arkansas, Mississippi, Alabama and Florida. The race finishes in Gulf Breeze, FL. Most riders are expected to finish between Monday, June 25 and Thursday, June 28.

The course is virtually the same as the 2000 route, which was widely praised by riders and crew. "The course was great. Most of the roads were smooth with very little traffic.

There was more climbing than this Florida flatlander could have imagined and almost as much scenic beauty," said Kish.

RAAM is an all out test of "first one there wins." Each rider's crew will bring together the corners of the country and tie them together in a hobo's bundle ready for traveling. The most extreme athletes in the world will be tested against the obstacles of a continent. You race hard or you stay home. RAAM will find a rider's weakness and pick at it all the way across the country. The strongest make it to the finish line. Everyone else is left scattered emotionally and physically across the country. RAAM is for the best riders who save nothing for beyond the finish line.

Go to www.raceacrossamerica for daily updates, rider profiles, and background on the event. Visit www.ultracycling.com for information on long-distance cycling.

The race is sponsored by Insight Enterprises, Inc., a leading global direct marketer of name-brand computers, hardware and software. www.insight.com.



Jersey Time Soon

As Pearl Izumi is no longer doing custom orders for club jerseys, we have selected VOMax to do our next jersey. They are more flexible in their minimums, so it is possible that we will be able to order long sleeve and sleeveless jerseys. There will be an order form in the next newsletter, and well before then there should be an order form on our web site. There will be some changes in detail on the jersey since all of the Pearl Izumi stuff will go away. "Gainesville" will be in larger type on the chest and back, and will probably also be on the side panels. We are insisting that the color of the jersey be similar or the same as the current one. The minimum order (without a significant price increase) is 150 pieces. Two years ago our order was 250 pieces, so we expect to be able to do this (we've seen a lot of worn-out jerseys out on the road!).

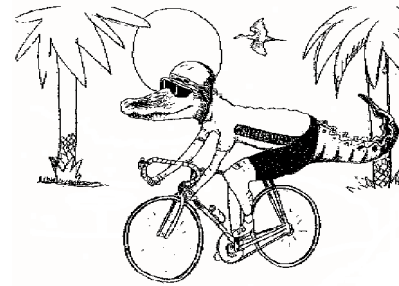
The jersey will be done with MicroDry® fabric, which is similar to the last Pearl Izumi jersey. It is 100% polyester technical jersey fabric which has a honeycomb structure. We will be ordering the "club" fit, which is the more roomy selection (there was no such choice with PI). There will be a full-length zipper and the standard three rear pockets. To do jerseys in the following categories we must have at least six orders in each: sleeveless, standard women's cut, and sleeveless women's cut. To do a long sleeve order, we must have a total of 25 pieces, with at least six from each category: long sleeve jersey and windbreaker. If six people are interested, we can also add a lined jacket to this category list.

The windbreaker is a new item for us. It is used for wind and rain protection, or just to ward off the morning chill. It scrunches to fit easily into a jersey pocket. It does not have pockets nor side panels.

The shorts will be the same design as before, using 8 panels of 8.5 oz. nylon/lycra spandex. The chamois will be antibacterial baseball cut. We can also do shorts in the following categories if we get at least six orders in each: women's cut, bib, tights (with chamois), and knickers.

We are still negotiating details, which will affect the final pricing. The best guess right now is: Jersey

\$41, Sleeveless Jersey \$37, Long Sleeve Jersey \$65, Windbreaker \$49, Shorts \$39, Bib Shorts, Tights, and Knickers \$45. The initial prices will only be good for orders placed before we place the order with VOMax. Also, the jersey prices reflect the sponsor underwriting, and are only good for the first 150 jerseys ordered. Don't send money until we have these prices firmed up and have an order form to send with it. We plan to accept all orders during the sales tax holiday, and send in the final numbers to VOMax in mid August, with delivery expected around October 1st.



Memberships

mb

A miracle has occurred! New membership cards have finally gone out. However, there was a software glitch in the production process so we are not sure that everyone who is supposed to have received one did get one. If you are a current member (getting this newsletter) and do not have a current membership card, send an email to gcmembership@piercepages.com and we'll get you one in the next printing.

Dues are going up for memberships started or renewed after July 1st. The new rates will be:
Individual Member, one year \$15
Individual Member, each additional year \$12
Family Membership, one year \$20
Family, each additional year \$15
Full Time Student (limited to one year) \$10

Renewal notices for memberships expiring in June and July will be mailed soon to give you time to renew before the prices go up. For those with memberships expiring after July, you can renew with a membership form from the web site should you want to do so early.

****NEWS FLASH****

The GCC Adopt-A-Road cleanup on Sunday, May 20th, had the biggest turnout ever! The following people showed up and cleaned up:

Purvis Bedenbaugh, Danny & Cindy Dresdner, Metin Ebcioğlu, George & Lee Edwards, Leslie & Doug Folkerth, George Hecht, Kim & Rich Heiss, Raven Moondance, John Parker, Roger Pierce, Bob Siegel, and Marty Tod.

This was also a record time in finishing the whole two mile stretch -- just over an hour. Then we all got together for Mexican food and socializing.

Our next cleanup date is sometime in August. Stay tuned for details in the next newsletter.

Thanks again for everyone's enthusiastic turnout. "If we all do a little, no one person has to do a lot."

From your Adopt-A-Road director, AKA "the queen of garbage."

Diann Dimitri

Cyclist Trivia Guru's Answer to SAG Translation

The question has always been asked, what does "SAG" mean. Kenneth Carter of the Boeing Corporation recently asked this question online and got these responses. Choose your favorite!

Support and Gear

Starving Actors Guild

Screen Actors Guild

Saints and Godsend

Strategic Auxillary Group

Service and Gear

Sore Aching Groin

Service, Assistance, Gear

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Help Wanted: Ride Leaders

by Paul Zimpfer

At the request of the GCC Board of Directors, I have agreed to accept the newly created position of Ride Leader Coordinator. The purpose of this position and my participation is to revitalize and expand our current ride offerings. The consensus from the Board was to try and offer rides on both Saturday and Sunday at as many skill levels as possible.

The first step will be to change the responsibilities at the "group captain" level. In the past, group captain was the sole ride leader. The suggestion of the board was to ask the group captain to recruit additional ride leaders from within the group. The group captain may continue to lead most of the rides, but this gives the group the ability to ride on both Saturday and Sunday and to know there will be a ride even if the captain is out of town. I have contacted our current group captains and asked them if they are willing to continue under the new system. Based on their responses, we may need new group captains for some groups, or some of you may decide you want to strike out on your own and form a new group.

Leading a ride is not difficult! Your primary responsibilities are selecting a route, setting a departure time, and selecting a departure location. As ride leader, you have the options of providing maps and other support, but you are not obligated to do more than you are comfortable with. New ride leaders should probably announce at the beginning of the ride what the ride parameters are until the other riders are familiar with your "style" of leadership. As the skill levels become more advanced, the riders become more self-sufficient and should require no more than route, distance, and location of mid-ride stop if there is one. If anyone has any questions regarding what to do and how to lead a ride, I will be happy to share my ideas on the subject. Most of what I do on a ride has been derived from taking the things I did not like on a ride and improving on them or deleting them. You are not obligated to lead a ride every weekend. If you want to lead every other week or once a month, that is entirely up to you.

Being a group captain need not be difficult either! Here, your primary responsibility is communication. You could actually be group captain and never lead a ride if you could recruit enough ride leaders. The group captain is not responsible for leading all rides! I'll repeat that. The group captain is not responsible for leading all rides! In the event that no one wants to lead a ride on a given day the group captain may choose to lead if they want or the

captain may cancel the ride. This will make the success of each group a shared responsibility.

When we have solidified the captain/leader arrangements we will be publishing a more detailed ride schedule. This will initially appear on email and on the web page, and will appear in the next newsletter for August and September rides.

I will also be updating the group descriptions to accurately reflect riding styles, skill levels, and usual ride distance and speed.

One last thing that I would like to address is the greeting of new members and riders from out of town. If you are at a ride start and see someone who looks like they may need help, please introduce yourself. There have been several instances recently where new riders have been left bewildered in the GRU lot when we take off in our usual "shotgun" start. I will plead guilty to this myself as I often drive up, unload my bike and immediately start talking to people I know. I will try to do a better job, so please join me.

In the movie *Field of Dreams*, the voice from the cornfield tells Kevin Costner: "If you build it, they will come." Let's take that approach to group rides: "If we lead them, they will ride."

Z-MAN

Off-Road Riders—

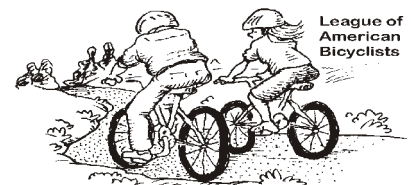
Brian Raisler-braisler@ufl.edu

Riders should meet at the Plaza of the Americas on Sunday mornings...9:00am.

Family and Beginner Group---

Chandler Otis--Chanbike@aol.com .

A family and beginner ride. Ride chaperone will accompany riders as far or short as they care to go on the safe and scenic Gainesville/Hawthorne Rail Trail Meets Sunday morning at 9 a.m. at Boulware Springs Park at the grass parking lot by SE 15th Street. Please E-mail Chandler to make sure he's not out of town





Florida

Bicycle Touring Calendar

(VERY ABRIDGED)



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

- June 3 (Sun) **West Georgia 100**
Carrollton GA
- June 9 (Sat) **2001 Ride Like the Wind Metric Century**
Thomaston, GA 31 & 62 mile options with Air Show Ride Like the Wind, 105 Wynnmont Court, Thomaston, GA 30286 (706) 648-2755
- June 9-16 **Bicycle Across Magnificent Alabama (BAMA)** Seven day ride to Chattanooga. A. Morton Archibald, Jr., P.E., Executive Director, 2117 Rothmore Drive SW, Huntsville, AL 35803-1431 (256) 658-5189 Fax: (256) 881-8032
- June 16-23 **Bike Across Georgia (BRAG)** Seven day ride to St. Simons Island. Bike Ride Across Georgia (BRAG), P.O. Box 87111, Stone Mtn. GA 30087-0028. Phone: (770) 921-6166, Fax (770) 935-1918
- June 25-29 **Cycle South Carolina**
Walhalla SC
- July 7 (Sat) **Cartersville Century (and Double)**
Cartersville GA 25, 55, 100, 200 mile options Marianne Gilliam (404) 724-9917
- July 8 (Sun) **12th Annual Frank Stark Celebration Ride**
Boca Raton FL 16, 29, 62, or 100 miles. BRBC, PO Box 810744, Boca Raton, FL 33481-0744 (561) 391-6109
- July 27-29 **Dog Days Pedal & Paddle**
Suwannee River State Park FL Ride/Canoeing. Paddle Withlacoochee/Suwannee Rivers. Mike & Suzanne (850) 878-7927
- August 4 (est.) **Bowdon Founder's Day**
Bowdon GA 10, 25, 50, 66, 100 mile options Norman Padgett (770) 258-2451
- August 5 (Sun) **Tampa Bays Freewheelers 2001 Freewheeling Hilly 100**
St. Leo FL Mike Ruiz (813) 882-2288
- August 5 (Sun) **10th Annual Covington Century**
Covington GA 30, 50, 75, 100 mile options Al Strickland (770) 787-1229
- August 31-2 **Annual Historic Savannah Bikefest**
Savannah GA Savannah LLC, PO Box 60533-0533 (912) 351-RIDE
- August 31-3 **Tour of Sebring**
Sebring FL W. Palm Bicycle Club, 5 Sheldrake Ln., Palm Beach Gardens, FL James R. Corbitt (561) 622-9909
- Sept. 1 (Sat) **Autumn Challenge Century Ride**
Montgomery AL Double metric century & shorter options. Montgomery Bicycle Club, PO Box 23116, Montgomery AL 66123
- Sept. 8 (Sat) **BBC 28th An'l Century & Double Century**
Birmingham AL Rides from 30 to 200 miles BBC, PO Box 55283, Birmingham, AL 35255. (205) 995-2013, (205) 991-6154
- Sept. 14-16 **Share the Road Rally & Bicycle Summit**
Haines City FL Bike Florida, PO Box 451514, Kissimmee FL 34745. (407) 343-1992
- Sept. 15 (Sat) **17th Annual All You Can Eat Century**
Huntsville AL Spring City Cycling Club, PO Box 2231, Huntsville, AL 35804 (256) 837-1545
- Sept. 22-23 **Georgia MS150**
Conyers GA National MS Society 12 Perimeter Center East Ste. 1200, Atlanta, GA 30346-1398 (800) 822-3379
- Sept. 22-23 **Alabama MS150**
Orange Beach AL 2 day / 150 miles (800) 373-8881
- Sept. 30 (Sun) **Six Gap Century and Three Gap Fifty**
Dahlonega GA 100 miles Steep hills. (800) 231-5543
- October 6 (Sat) **Saturn Santa Fe Century**
Gainesville FL 18, 28, 55, 100 mile rides. Gainesville Cycling Club
- October 6 (Sat) **Covered Bridge Century**
Remlap AL PMVFR Century, 932 Valley Grove Rd., Remlap, AL 35133 Ronnie (800) 393-7856
- October 6-7 **BRAG Georgia Bikefest**
Metter GA BRAG, PO Box 87111, Stone Mtn., GA 30087-0028 (770) 921-6166
- October 7 (Sun) **Horse Farm Hundred**
Gainesville FL 25, 30, 45, 55, 102 mile rides. Gainesville Cycling Club
- October 7 (Sun) **7th Annual Rails to Trails Bike Ride**
Inverness FL Rails to Trails of the Withlacoochee, PO Box 807, Inverness, FL 34451-0807
- October 12-14 **Mt. Dora Bicycle Festival**
Mt. Dora FL Rides 3 to 100 miles (352) 383-2165
- October 12-14 **Southern Tandem Rally**
Clemson SC Cliff & Lisa Davis (864) 944-2629
- October 20 (Sat) **18th Annual Spaghetti 100**
Miccosukee FL Off-road option!
- October 20 (Sat) **Brandon Ramble**
Brandon FL 12, 25, 47, 63 mile rides Charlie (813) 689-5677
- October 26-28 **Lake Wales Bikefest**
Lake Wales FL (863) 676-3445

Off Road

by Brian Raisler



“Nothing Endures But Change”

That quotation was first credited to a Greek philosopher over two millennia ago. It comes to mind when I think about the current local developments regarding available off-road trails in Gainesville. The dynamics of trail availability and development has led riders to different locations to explore and enjoy. Some trails have been lost to housing construction, while new trails have sprung up in different locations to serve as convenient connectors or just for pure recreation.

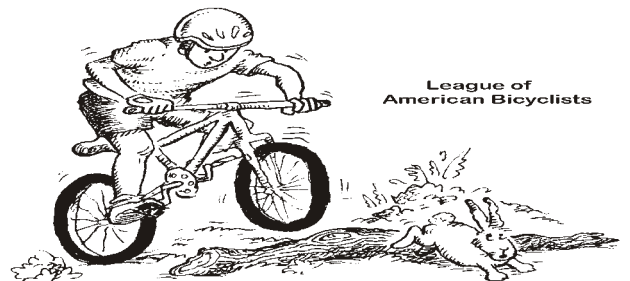
One of the most recognized and respected areas for offroad cycling in Gainesville has been recently closed to riding. Known as the “Powerlines” trails, this system of beautifully winding, twisty-turning, banked and well-packed paths was a wonderful place for recreational riding. Almost everyone who rode there respected the land and the beauty of what it was. Most also recognized that it was not a public park, but since there were not any “No Trespassing” or “Keep Out” signs posted, riders inferred that the location was not closed to recreational use. A rider on the trail might encounter numerous other cyclists in the course of his ride in addition to neighbors walking their dogs or just out enjoying nature. It was a wonderful place to spend a Sunday morning.

Unfortunately for us, one of the owners of that property has stepped forward and exercised his right to exclude people from using his land. It is not entirely clear what, if anything, triggered this response from the property owner. He may have been irritated by the occasional piece of trash out on the trail. Most cyclists using this area carried out more trash than they brought in, but there are always exceptions. I have heard speculation of concern over fires or liability for unauthorized use. He may have been simply declaring his sovereignty over that piece of property. Whatever his reason, it is our responsibility to respect his wishes. I will be working in the upcoming months to determine what, if anything, can be done to resolve this situation and perhaps regain the landowner’s trust and permission

to ride our bikes on his land. Until that time, please do not ride these trails! It will make it quite hard for us to convince this landowner or any other that cyclists are responsible, law-abiding citizens if he can point to a trespassing citation log with 30 cyclists names on it. I will do my best to set an example and lead rides within and outside of Gainesville on currently open trails. Beginning in May, the offroad riders will meet Sunday morning at 9 AM at the Plaza of the Americas on UF campus. Other special rides will be pre-announced by email.

Not all change is negative. There are some positive aspects even to this recent closing. Our efforts to gain and maintain local, sustainable offroad trails have forged an association of interested parties to examine possible areas for new trails and to disseminate information on available trails. The Gainesville Cycling Club may act as an umbrella organization to focus these efforts. The trail building efforts of volunteers at San Felasco have produced some very positive results. The trail paths there are mostly built now and signage and parking facility construction is underway. There is some work still to be done (watch for email on how you can help) and the trails are not yet open to riding. The optimistic estimate for a time for these trails to be open as early as this Fall. Now that is good news. I can’t mention the San Felasco work without again thanking Brian McAllister for his continued efforts to make this system of trails a reality. He deserves a great deal of credit and praise for organizing the volunteers to really get the job done.

Other areas of potential trail use and development are being discussed, but I think that it is still rather early to declare anything publicly. I will keep you posted here or by email as to future directions. Until then, celebrate the trails that you ride today, tomorrow they may be a thing of the past.



Bike Safety Falsehoods

Continuing the thought of "The Only Thing Worse Than a Belligerent Motorist is a Bicyclist Who Spreads Wrong Information About Bicycling," I present the following ten falsehoods cyclists often use in the name of "bike safety."

1. "Such-n-Such Road is very dangerous for bicycling."

I've yet to have a road harm me while bicycling. It might be mind-numbingly obvious, but it's the *motorists* – and a very small percentage of motorists at that – that are dangerous. The worst thing a bike advocate can do is to walk into a public meeting and say, "This road is too dangerous for bicycling. Please give us a bike lane." Instead, the advocate should say, "Motorists on this road do not treat bicyclists with respect. Please educate motorists and cyclists on what bicyclists' rights and responsibilities are and give us a wide curb lane or bike lane so conflicts between cyclists and motorists can be reduced."

2. "Bicycling is very dangerous in my city." Ditto

3. "Always ride single file when there's other traffic on the road."

The law only says you must ride single file if riding two abreast impedes traffic. If you're going the speed of other traffic, or near the posted speed, or the left lane is clear you're not impeding traffic. If the lane is of substandard width a solo cyclist may leave the right-most side of the lane. If two cyclists are riding abreast in a substandard width lane, one is at the right-most side and the other has left the right-most side as the law allows. Oh, and don't forget...bicyclists ARE traffic. Finally, remember: nothing impedes motorists more than other motorists.

4. "Bicycling in traffic requires exceptional skills."

In my 25+ years of cycling I have come to recognize the skills essential for safe cycling in traffic.

These skills are:

- Balancing and steering
- Braking
- Scanning ahead for vehicles and pedestrians on a conflicting path
- Looking over my shoulder (without swerving) to scan for overtaking traffic
- Riding one-handed in order to give signals

Do any of these skills sound exceptional? (There might be a few more if you're a maniacal bike messenger.)

5. "It's better to use the sidewalk than to ride on a 'dangerous' road."

We've got reams of research showing this is certainly untrue.

6. "The biggest problem is motorists hitting cyclists from behind." Ditto

7. "Bicyclists must keep right at all times."

Here is a list of circumstances in which a cyclist may (by law), and indeed *should* leave the right-most side of the roadway.

- When going the same speed as other traffic
- When riding at or near the posted speed (imaging being cited for failing to exceed the posted speed ;-))
- When the lane is too narrow to share with other vehicles (standards and DHSMV recommendations tell us this is 13 feet or less)
- When turning or preparing to turn left
- When going straight through an intersection that has a dedicated right-turn lane
- When passing a parked car
- When passing a slower vehicle (including another cyclist)
- When avoiding surface hazards
- When avoiding pedestrians
- When the sight-lines of a turn or intersection would hide a cyclist from view if he/she kept right
- Any other circumstance the cyclist may experience in which driving at the right-most side would present a risk

8. "It's safer to drive a car."

In 1993, Exponent Corp. (then Failure Analysis Associates, Inc.) published fatality rates for various activities. In Fatalities per Million Hours of Activity, automobile travel scored 0.47 and bicycling 0.26. Auto travel was nearly twice as fatal as bicycling per hour of exposure.

9. "Bicycling on paths is safe."

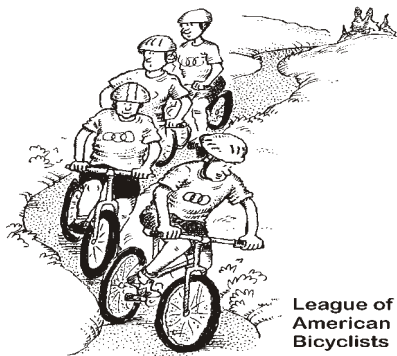
Tell that to the 8-year-old girl who now suffers brain damage after being hit by another cyclist on the West Orange Trail. Or to the many cyclists who've been injured through collisions with bollards.

10. "We bicyclists need to 'police our own.'"

- Motorists don't "police their own"
- Pedestrians don't "police their own"
- Runners don't "police their own"
- Motorcyclists don't "police their own"
- Skateboarders don't "police their own"
- In-line skaters don't "police their own"

That's what we police to do.

Mighk Wilson
Bicycle & Pedestrian Coordinator
METROPLAN ORLANDO



Horse Farm Training Areas



Riding the Horse Farm is a different experience from what most Gainesvillians find customary. While most of our riding in this region is relatively level, allowing low intensity continuous energy outputs and few gear changes, the Horse Farm territory is the anomaly. Throughout its course you will be challenged by long grades, and many steep hill climbs that will call on both your shifting skills and your climbing strength. To prepare for this you need to learn to use your gears swiftly and smoothly and also build up your climbing strength and endurance. This is best accomplished by going out and riding hills on training rides. An evening training ride that includes 10 or more miles of regular hills is a good way to prepare. Eventually the shifting will become automatic and the hills will not seem so horrible. Two roads I know of that provide a good combination of light traffic, reasonably good road surface, periodic shade and lots of hills are NW 210 Ave. (NW of McIntosh) and Dungarvin Road (AKA NW 193 Ave) (SW of McIntosh). These roads are only a few miles from each other and can be ridden sequentially to provide a fairly short ride (about 20 miles), with a LOT of hill training. But either, by itself, can provide a lot of hill variety in a short distance if ridden in both directions. An additional benefit for NW 210 (also referred to by some as Avenue A) is that it passes by Earl's Bike Shop at the point where the road turns to parallel I-75. So if you have a mechanical problem on this seven mile stretch Earl might be able to save you.

For those who live near Alachua, an alternative training hill is on NW 94th Ave. (AKA Chestnut Hill). It is only a single hill, but it is substantial and if ridden a number of times will build your hill capacity. One deficiency of NW 94th as a training road is that it does not provide the variety of hills needed to teach gear use in accord with varying hill steepness; for this Dungarvin is the supreme instructor, a genuine roller-coaster of a road. Try these roads, you will like them for their scenic qualities as well as for their climbing demands. And NW 210 Ave. is my own personal favorite road in this entire area, its just a nice balance of work, fun and pastoral scenery.

Rob Wilt

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Bill to Benefit Employees Who Bike to Work

March 28, 2001

WASHINGTON, D.C. --- Congressman Earl Blumenauer (D-OR) today introduced the Bike Commuter Act, legislation that would allow employees who bike to work the same financial incentives as car-poolers and mass transit users. The bill would change the Transportation Fringe Benefit of the tax code to include bicyclists who chose to bike to work. Congressman Mark Foley (R-FL) is an original co-sponsor of the bipartisan bill.

"Bicycling is one of the cleanest, healthiest and environmentally friendly modes of transportation that exists today. Common sense dictates that people who bike to work should have the same financial incentives as those who car-pool or who participate in a qualified parking plan," Congressman Earl Blumenauer said.

Currently, employers may offer a Transportation Fringe Benefit to their employees for commuting to work. Employees who take advantage of this program may receive a tax exemption benefit totaling \$175 for participating in qualified parking plans or \$65 for transit, car-pool, and van-pool expenses. Employees may also opt to take cash compensation instead, which is subject to employment taxes. The Bike Commuter Bill would extend these same Transportation Fringe Benefits to employees who choose to commute by bicycle.

"It's time to level the playing field for bicycle commuters. Across the country people are working to create more livable communities that include reduced traffic congestion, improved air quality, and increased neighborhood safety. Bicycles offer a wonderful alternative to driving," Blumenauer said. "Forty percent of our daily auto trips are within two miles of the drivers' home. These are trips that could be made on a bicycle. It is counterintuitive --- given the environmentally-friendly nature of bicycling --- to not include it in the same category as other attempts to be environmentally conscious. The federal government should do its part to support these goals by providing transportation benefits to

people who choose to commute in a healthy, environmental, and neighborhood-friendly fashion."

According to the Bureau of Transportation Statistics, bicycles are second only to cars as a preferred mode of transportation, demonstrating their potential for commuter use. Many Americans own one or more bicycles, but limit their use to recreational purposes.

Bike Comfort

League of American Bicyclists

Frame size

Frame size is the most important component of comfort; it cannot be changed. You should have 1" to 2" of standover on road bikes; 3" to 4" on mountain/hybrid. Your local bike shop will be able to help with frame fit determination.

Height

While seated, you should have a slight bend in your knee with your feet on the pedals. Wear your cycling shoes to insure proper seat height. Beginners may want their seat a bit lower for comfort and security.

Angle

From the side of the saddle, the nose and back of the saddle should be horizontal. The middle of the saddle should create a dip from front to back. The saddle should be tilted no more than five degrees up or down from level.

Bars

Handlebar setup is a personal preference; higher for comfort, lower for performance.

Drop bars: lowest flat part of bars should be horizontal.
Mountain: bend should sweep horizontally.

Saddle

Saddles come in gender specific as well as comfort and performance models. If you hurt after you and your bike shop adjust it a few times, try a new one. Explore your choices; your saddle should not hurt you or cause numbness.

Bicycle Clothing Basics

League of American Bicyclists

Helmets

Always wear a properly fitting helmet. Make sure that the helmet fits on top of the head, not tipped back.

Always wear a helmet while riding a bike, no matter how short the trip.

After a crash or impact on your helmet, replace it immediately.

Shorts

Bike shorts include a pad to increase comfort while in the saddle.

Tight, close fit keeps fabrics from rubbing your skin and causing irritation.

Bike shorts should be worn alone or under another pair of lightweight shorts.

Jerseys

Technical fabric of jerseys pulls moisture off of your skin to keep you dry.

Jerseys do not absorb moisture; they do not get heavy with perspiration.

On cold days, cotton will absorb water and hold it next to your skin, chilling you.

Shoes

Stiff soles of cycling shoes allow better power transmission to pedals.

Mesh vents allow air to circulate around feet keeping them dry.

Shoes are usually designed to accept cleats for clipless pedals.

Glasses

Protect your eyes from wind, dirt, debris and the sun while riding.

Your front wheel or someone else's rear wheel can shoot glass or dirt at your face.

Keep perspiration out of your glasses with a thin headband around your forehead.

Gloves

Provide padding to help increase comfort and relieve numbness while riding.

Protect your hands in the event of a fall with cycling specific gloves.

Experienced cyclists can clean glass and debris off of tires with gloves while riding.

Tights

Keep your legs warm and out of the wind with full-length tights when it's cold.

Muscles function better when they are warm and protected from the elements.

Full-length leg warmers which can be removed during a ride are also a good idea.

BETTER BICYCLING FACTS

League of American Bicyclists

Helmet Fit

Wear a helmet.

A helmet is your last line of defense in an accident; never ride without one.

Helmets can reduce serious head injuries by 85% in a crash.

A helmet will not protect your head if it is not properly fit.

Shell and pads

Find the smallest helmet shell size that fits over your head.

Helmet pads should not be used to make a helmet that is too big fit your head.

Leave about two-fingers width between your eyebrows and the front of the helmet.

Straps

The straps should be joined just under each ear at the jawbone.

The buckle should be snug with your mouth completely open.

Periodically check your strap adjustment; improper fit can render helmet useless.

Ventilation

In general, the more vents the better; improper ventilation can cause overheating.

Helmets with good ventilation can actually be cooler than riding with no helmet at all.

More vents usually mean a higher priced helmet; buy one that you are proud to wear.

Colors

Helmets come in all different colors in different models; buy a highly visible color.

Shell color does not affect the temperature of the helmet against your head.

Pick a color that encourages you or your kids to wear it.



LETTER FROM THE GOVERNMENT

Excerpts from a letter (as quoted in the APBP newsletter) sent by the US Secretary of Transportation to participants in the National Bike Summit that was organized by the LAB and held 28-30 March in Washington:

"Dear National Bike Summit Participants:

I applaud your efforts to mainstream bicycling and walking facilities and programs into our Nation's transportation system at all levels of government-- Federal, State, regional, and local. I want you to know that you have the full support of the U.S. Department of Transportation (DOT) in these efforts. Bicyclists and pedestrians are an integral part of our Nation's transportation system for the 21st Century.

The DOT encourages transportation agencies across the Nation to routinely include the needs of bicyclists and pedestrians (including people with disabilities when decisions are made about spending transportation dollars and safety funds. Bicyclists and pedestrians take six percent of our Nation's trips. Bicyclists and pedestrians are fourteen percent of our Nation's traffic fatalities....

Improving conditions for bicycling and walking can make our communities better places to live, by reducing traffic congestion, improving air quality, reducing energy consumption, and improving safety and mobility.

DOT has encouraged agencies to integrate bicycle and walking into the planning, construction, operations and maintenance activities, and to consider unique safety needs of bicyclists...

I look forward to your continued support for integrating bicycling and walking into transportation programs.

Sincerely yours,

Norman Y. Mineta, *Secretary of Transportation*"

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.

Country house for sale - full acre of land. 10817 NW 59th Terr. - near Hague-two bedrooms, shop outbuilding, large storage trailer. \$59,000. Call 378-7063...Diann or Roger

GCC club jersey , Men's Medium -(runs small) original club jersey like new..worn once..\$25.00 - call Jim Merkner..372-6371 jmerk@gru.net

All of the following items are offered by Rob Wilt, 380-0561, afn09010@afn.org.

GCC club jersey. Original first club issue Pearl Izumi. Men's XL, fits like other manufacturer's large. Excellent condition, clean \$45.

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

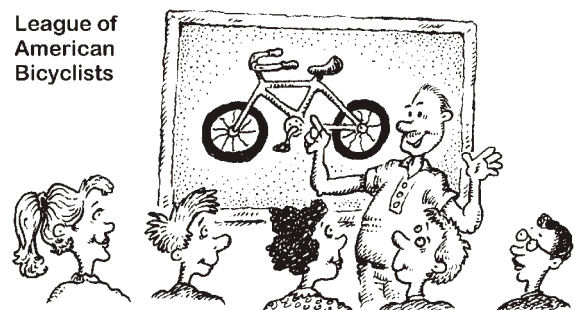
Nikonos IVA dive camera. Leaked recently during a dive and is no longer functional. May be good for spare parts or a fixer up project. \$50

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

Books on tape, many titles, used once, \$2.50 - 5.00. For list please email me and I will forward you the list.

Dive Mask - Tusa Liberator - quality low volume all crystal silicon mask - in excellent condition \$25.

League of American Bicyclists

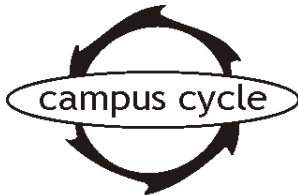


BUSINESS SPONSORS

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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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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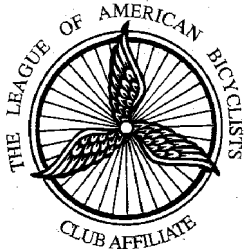


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JUNE 2001 ISSUE Mailing label with expiration date identifies current member.

2001 Gainesville Cycling Festival - 6 - 7 Oct - Santa Fe Century - *Horse Farm Hundred*

Cycling Shorts



1 Welcome new members **

Greg Colgan, Linda Cook, Jesse Dallery, Michael L. Gann, Paladin Meszaros, John Rockwell, Michelle Rockwell, and James Sansbury of Gainesville, and Paul Worthington of Starke.

Special THANKS!!! To Roger Pierce ...for his many years of dedicated and loyal leadership in many areas for the GCC, but especially as the editor and producer of the GCC Newsletter. Now we thank him for his patience in "teaching this old dog new tricks!"





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