

Happenings

December 13 (Sat)

Holiday Party 5 - 9 pm

Venue

Westside Park Recreation Center
1001 NW 34th St
(enter off of NW 34th Street north of NW 8th Avenue next to the tennis courts)

Eating

The club will provide the turkey, liquid refreshments, and assorted other goodies. Bring side dishes to complement the birds.

Food Contest

When you arrive you will be given a food label and a food ballot. The label will have a number on it. Write your name and a description of your dish on the label and make sure that it is placed so that everyone can tell that it goes with your dish. When you decide to vote for a dish as "best", write the number that is on it's label on your ballot, and place it in the ballot box. Prizes will be awarded for best appetizer, best dish, and best dessert.

Icebreaker

We will have an activity planned for when you arrive.

Competitive Gift Exchange

Everyone coming to the party should bring a wrapped gift. Select something that you think may be sufficiently desirable that people might want to fight over it. But you do not need to spend a huge amount of money; a box of power bars might do the trick if you cannot come up with something more original! Huge battles have been fought over a \$3 stuffed animal from Dollar General!

January 10 (Sat)

Tour de Felasco

The ride is full. To volunteer to help out, email info@sanfelasco.net or call the registration director at (386)418-1113.

January 17 (Sat)

200 Kilometer Brevet

7:30 am. Full info is on our web site. Please preregister for this event.

January 24 (Sat)

Chilly Chili Picnic

See page 4 for full details about this anticipated annual picnic event, held at O'Leno State Park.

Now that the days are shorter, it's time for Cheese Wheelers again!

Like last fall, we'll start between 5:30 - 6:00 pm (or as soon as you can get there from work) at the UF stadium to strengthen those legs and keep in shape with an evening workout. I am planning to be there on most Mondays and Wednesdays. We'll be between Aisle 40 and 42 on the east side of the stadium at field level.

Everyone welcome - start out with a couple stadiums, and we'll work up to 40 or so by the spring time change, with our heart pumping Challenge at the end!

- Doug Folkert



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gainesvillecyclingclub.org
gainesvillecc.org
gccfla.org

We've reached that time of year when I drop out of sight for a few months in order to make a few bucks of spending money. So I really need good input for the next newsletter, as I won't have much time to gather stuff up. So all of you veteran journalists out there write up something and send it in!

The online edition of the newsletter has a certificate that you can use to get the Boys Club some money. If you will be using H&R Block this year to prepare your income taxes (and didn't use them last year), print out a copy and take it in with you when you get your taxes done.




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President's Letter

Another successful year is nearly in the books for the Gainesville Cycling Club. In 2008, our membership has climbed to nearly 700 members. Once again the club was able to provide its members with numerous benefits, including our trademark staple of rides and picnics reinforcing our unofficial club motto of "ride to eat and eat to ride."

The Gainesville Cycling Festival was one of the best yet and our club is once again able to make a donation of \$10,000 to the Boys and Girls Clubs of Alachua County. This money was raised by the Santa Fe Century bike ride, which was again very well attended. A ride of this scope and its

companion Horse Farm Hundred could not have been possible without the many volunteers who donated their time and efforts. I would like to again thank all of you who helped and give special recognition to Roger Pierce and Gary Greenberg without whose tireless efforts this event could not have taken place.

I look forward to seeing as many of you as possible at our Holiday Party December 13th at the Westside Park Recreation Center.

Stay safe. Stay happy.

Bob Newman 



Gainesville Cycling Festival Report

Roger Pierce

While our numbers were down from last year, we still had a highly successful Festival in 2008. We had great weather and lots of good riding.

We had 1040 rides ridden, compared with 1213 last year, a decrease of 14%. The biggest contributors to the drop were the full century rides; the Santa Fe was down 53 riders, and the Horse Farm 105 riders. The declines in the shorter rides were less dramatic.

We're still working on the final dollar numbers for the event. Ride fees for the Santa Fe were \$12,600, and \$16,761 for the Horse Farm, for a total of \$29,361. This is down several thousand dollars from last year.

While those numbers sound awfully big, we spend a lot of money to put on this event. \$10k goes off the top to the Boys Club, and then there's the food, trucks, facility rentals, SAG driver gas, porta potties, printing, postage, sales tax, etc.

The bottom line is that we won't have a lot left over this year, but we do not expect to go in the hole. The club has had a number of good years, and has an adequate surplus to get us through a few thin ones.

VOLUNTEERS

We once again turned out a large number of volunteers which are necessary to put on an event of this size. See page 9 for as full a list as I can come up with.

Volunteering was not without it's drama this year. We did not fill several key positions until really close to the event. If any of my hairs were not grey before the Festival, they are now!

Our biggest problem with staffing continues to be that we need a few more persons who can take on management roles. If we can get people on board early enough, and spread the work around, it is very doable and can be fun. When the work gets concentrated on a few key volunteers, we risk burning them out and losing key expertise needed to keep the Festival going.

The number one job on the current list is for an Equipment Manager. The club has a store room packed with tables, ice chests, drink coolers, and all manner of stuff needed to put on the Festival. Some of this stuff is also used at other times of the year to support the Tour de Felasco, the Ride To Remember, and other various events. The Equipment Manager

would keep track of what we have, make sure that repairs are made, and during the Festival, make sure that stuff gets to where it is needed, and gets put back when we're done. Call me or Gary Greenberg if you can do this job.

THE FUTURE

Our purpose is to make the Festival the premier event in Florida for cyclists to attend. We believe that we've done a really good job over the years with our courses and in providing the best rest stop offerings available.

But there is always room for improvement! I haven't been to many other events over the last few years, so I need your feedback on what our competition is doing, and what we can do to improve. I know that at some events, rest stop crews get together well before the event to come up with special touches to make them unique. For example, you may experience a rest stop with Gatorade served from champagne fountains by tuxedo clad volunteers.

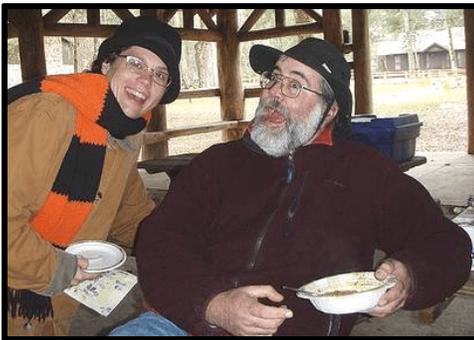
Put on your thinking caps and come up with something that YOU would like to participate in. Drop me an [email](mailto:roger@ GainesvilleCyclist.com) with your ideas.

January Picnic Features the Famous "Chilly Chili" Contest

The GCC will have its world famous "Chilly Chili" picnic on Saturday, January 24 at Oleno State Park. Bike rides start at 9 a.m., food starts about noon.



The picnic features a Chili Cookoff, and everyone is invited to bring their best chili. For those who don't like



spicy chili, The Club will provide the famous "Fowl Flesh Chili", a mild chili made with ground turkey, guaranteed to offend no one. On the other end of the spectrum, we may again see

George Edwards' mouth watering "One Alarm Chili" with its accompanying antidote.

All chilis are welcome, including vegetarian recipes, hot or mild chilis and other variations. Prizes and praise will be awarded to the best chilis including vegetarian chili, mammal flesh (cow, swine, squirrel) chili, and fowl flesh (chicken, turkey, ostrich) chili. Insect and seafood based chilis are also welcome.

The Club will provide soft drinks and a big pot of rice to accompany the chili. All picnic participants are asked to bring either a chili or a side dish, such as a salad or dessert.

Bike rides will include both road rides and off-road rides.

Road ride leaders may want to organize road rides for the Oleno area. The top half of the Santa Fe Century route is near Oleno. Also, there is an off-road paved bike trail that goes from Oleno to Fort White, then to Ichetucknee and on to Branford,

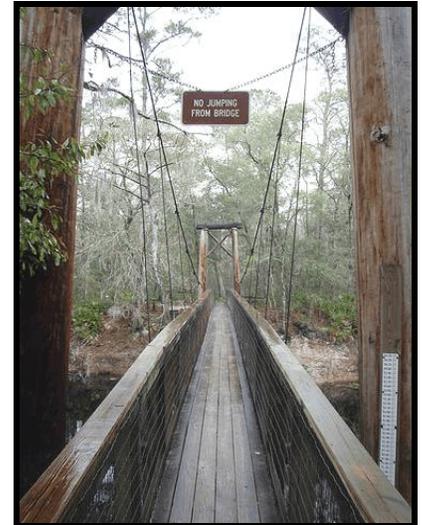


about 28 miles. This trail has no cars and is safe for family groups and beginners.

Oleno has 13 miles of gentle off-road trails, including the historic Bellamy Road, Florida's first Federal road built in 1826. Chandler will lead a history ride to the Bellamy Road, which will include the Old Spanish Trace and Wire Road, which have been in use for more than 300 years.

Participants in the IDIDARIDE and the San Felasco Ride are invited to enjoy the chilifest. Oleno's trails are not challenging, but it is a good chance to get together over a meal and try trails that the entire family can enjoy.

Directions to Oleno State Park: Oleno is 35 miles north of Gainesville on US 441. Take US 441 north through Alachua and High springs. Oleno is eight miles north of High springs on US 441. Riders and picnickers should meet at the picnic area in Oleno, which is next to the Santa Fe River.



If the centuries of the Gainesville Cycling Festival whetted your appetite for longer rides, don't forget the club's brevet series starts in January. The sequence of four rides over four months includes distances of 125, 188, 250 and 375 miles. These rides are a gentle introduction to the peculiar sport of **randonneuring**.

Randonneuring is long-distance unsupported endurance cycling. This style of riding is non-competitive in nature, and self-sufficiency is paramount. Riders that participate in randonneuring events are part of a long tradition that goes back to the beginning of the sport of cycling in France and Italy.

Friendly camaraderie, not competition, is the hallmark of randonneuring. The full sequence of rides is required to qualify for the **grand randonnees**: 750-mile (1200-kilometer) tours with a 90-hour time limit.

Paris-Brest-Paris, the oldest recurring bicycling event in the world, predates the Tour de France by 10 years. However, PBP is only held every four years, and won't run again until 2011. In the off years, various surrogate rides supply an equivalent challenge. Completing one of these alternatives is a good indicator of success on the real thing.

For years, Boston-Montreal-Boston was the preeminent ride in the USA,

but in 2008, the organizer decided to take a hiatus. BMB remains in limbo in 2009, but lots of good alternatives remain.

The Davis Bike Club in California has a reputation for well-run events. Participants in their **Gold Rush 1200K** rave about the personal attention they get at the controls. The course departs Davis, crosses the desert at night, and goes north nearly to the Oregon border before reversing and returning to Davis. The first half of the ride is generally climbing, but that pays dividends on the return when you're tired.

On the east coast, you can take your choice of Virginia's **Shenandoah 1200** in July or Pennsylvania's **Endless Mountains** ride in September. The profiles of these rides are similar; both feature steeper, but much shorter, climbs than the west coast ride.

Or, if you want to go further afield, there are alternatives in Canada, Bulgaria, Spain, Australia, and the United Kingdom.

For more information on randonneuring, browse <http://rusa.org/>. Details of Gainesville Cycling Club series are on the club website: <http://gccfla.org/>. To better understand the craziness of it all: <http://tinyurl.com/6432l7>.

If you're considering a trip to an exotic location why not take your bike! The GCC has 2 Trico "Iron Cases" for club members to rent for the incredibly low price of just \$10 per week, that's right ONLY \$10 per week. These cases are designed with protection as their #1 priority. No flimsy cardboard or lightweight plastic knock offs can compare with the quality of these cases. The cases are conveniently located at the Bike Route so you can have your bikes professionally packed if you don't want to do it yourself (extra charges will apply). They can be rented by contacting Scott Pfaff (352)472-3325 to reserve your time slot.

Charges:

\$200 refundable deposit
\$10 per week



The GCC and Bike Route are not responsible for any damages that may occur during shipment of bikes in club cases.



RAAM REPORT

The Official Newsletter of the Race Across America 2009

November 30th, 2008
A Media Moment.

For me, Perry Stone, being part of the RAAM media crew is an exercise and education in waking the giant within. Covering RAAM confronts me with challenges and circumstances that push me to constantly re-focus on the task at hand. To be successful I must think around or past basic needs like food, sleep and comfort and manage our constant need for motion while producing timely updates on racers who are sometimes spread apart by close to 1,000 miles. It ain't easy, but then again, "nothing worthwhile is ever easy".

Right?

In my first on-location assignment with RAAM I was teamed with Solo RAAM Champion, statistician, and shall I say "personality", Mr. Danny Chew, (a.k.a. the Rain-man), along with a part-time cameraman, who was also a part-time cage fighter, by the name of Billy Dee. While each of us brought specific skill sets to the table, we had the makings of a very dysfunctional unit.

It was early in the summer of 2004 and RAAM was shaping up to be a big race. In the end it would prove to be extremely tough, even by RAAM standards, as only 8 of the 19 solo male starters reached the finish line in Atlantic City.

The night before the Solo start, along with 15 or so members of the documentary crew, I sat under the southern stars of the Northern Hemisphere and drank little brown bottles of ale in anticipation of the great journey ahead. We were on the cusp of a serious adventure and we could feel it ... each and every one of us. The excitement and anticipation was so real that you could reach out and touch it, rub it between your fingers and feel it. We were like kids

on Christmas Eve, terribly excited and unlikely to sleep much. None of us knew exactly what would happen, but not one of us expected anything remotely less than an epic odyssey to unfold in the days and nights ahead.

And we were not wrong.



For the better part of the next 12 days I experienced the "vortex of RAAM". There exists a certain indefinable entity on a RAAM race course, perhaps a power corridor, with energy generated by some immeasurable force of nature. While the racers produce and exert massive volumes of their own energy those in tune with this extra element can tap into it.

I have felt these phenomena before while cycling around Australia, being dead weight in the saddle and then suddenly I look down and my legs are pumping, my speed is increasing and the pain converts to pleasure.

Seeking to deepen my understanding of RAAM, I slept little, ate worse and demanded that we didn't stop for hotels so we would get closer to the realities of the race. We slept on picnic tables, bench seats and the ground in blocks of 45 minutes or whatever duration elapsed before one of us was awoken by an irritating mosquito. The cage-fighter was at first a tad skeptical, but he soon embraced the concept. Danny Chew would sleep in a snake-pit if it put him into position to catch a glimpse of a RAAM rider in progress so he was always on-board with roughing it.

In Kansas that year, the tar in the roads was melting; the hot winds

ripped across the farmer's fields and tore at our sanity and strength. It was daunting to be there. At the time, even though the sun was sinking, it still managed to drench us in heat. Kansas was harsh, lonely and ominous. It spooked me that the roads were melting; that the wind never stopped howling in my ears and it all seemed surreal and evil. I closed my eyes and I could see Armageddon. My sleep deprivation, poor nourishment, dehydration, combined with the conditions and isolation of rural Kansas had me up against the ropes. I have to admit, I considered a "DNF" from the media crew but I had no where else to go so there really wasn't any choice but to go forward.

I was growing disoriented as the flat plains of Kansas started to tilt and sway. I began trying to remember simple things like the "sun sets in the west or was it the east"? I could always remember that in general terms we were heading east and that always helped me stabilize. In front of us, and for the matter, behind us too, the road stretched out to infinity and waves of heat rose from the decaying tarmac. It seemed to me that I was feeling the rider's agony. I felt sorry and even alarmed for them, I was desperate and nearing collapse. This place was the definition of inhospitable.

I climbed back into the van where I sat and listened to the bantering of Macho-man and the Rain-man, while I concentrated on simply breathing. Danny was demonstrating his stomach's ability to consume any two food groups by combining lime flavored Gatorade with the remnants of a salsa jar and with Danny-like bravado performing a swirl and swill. There was no escaping the insanity. I inhaled the air-conditioning, drank water and closed my eyes. Twenty minutes later we were back on the road in hot pursuit of RAAM and in search of some Pepto-Bismol for the Rain-man.

I resolve to have fun in 2009

It was a Saturday morning in mid-November when I figured it out. It took just one bike ride.

In 2008 my New Year's Resolution was to commute by bike, setting a modest goal of 100 days of getting to work on two wheels. I put that goal in the rear-view mirror by July, and I'm still at it. Consequently, I've probably had my most days of cycling in one year ever. But something was missing.

I was so focused on cycling as transportation, the whole cycling as recreation had disappeared. My little red recumbent sat in the corner of the garage gathering dust - literally. When I pulled it out on that recent Saturday it was wearing a thick coat of sawdust deposited by our handyman who had used the garage as his workshop.

Saturday group rides, once a month, sometimes more, sharing a rail-trail with friends, were always fun, burned some calories and helped keep me in reasonable shape. But, while I'd been cycling more often with my commuting, I in fact had been cycling fewer miles. A 5-mile journey may keep the legs limber, but it doesn't require much endurance. And, while I've enjoyed the ride to and from work, it's not the same as sharing the road with friends.

So, on that Saturday I pulled out the little red machine, dusted it off, lubed the chain, pumped up the tires

and set out on a slow-motion cruise along Millhopper Road. It felt a bit strange to be riding without a specific destination or worries about being some place on time. As I poked along, I was greeted many times with an "on your left" and got a nod or wave from riders heading the opposite direction. I spotted a small group that seemed to be enjoying the social aspects as much as the ride. The thought, "That used to be me," was quickly followed by the realization that the fun doesn't have to be in the past tense.

So, I resolved then and there to free up some Saturdays for riding for fun. It didn't sound like one of those resolutions that I should have to make, since having fun does come pretty natural. But there are only 52 Saturdays a year, and unless I'm mindful, it's easy to pack them so full that the bike never leaves the garage.

In October I spent some time working as support staff and a writer, not a rider, on the Five Points of Life Ride. The ride was wonderful, and I returned with a couple of cycling destinations to recommend. The Natchez Trace Parkway, the 444-mile National Scenic Byway that runs from Natchez, Miss. to Nashville, Tenn. was a real delight for the riders, who pedaled a section from Jackson, Miss. to just across

the Alabama line. While I'd seen it when scouting the route last spring, I could more fully appreciate it seeing through the eyes of the riders. There is no commercial traffic, no big trucks, most motorists were friendly, and the scenery was beautiful. We encountered several self-supported riders making the end-to-end journey. For a day or week, it would make a fine cycling getaway.

<http://www.nps.gov/natr/>

A shorter gem for lovers of rail trails is the Longleaf Trace, a paved

Do you have a story suggestion?

Gary Kirkland also resolves to continue to profile GCC members in stories for the newsletter in 2009. If you have a suggestion on a member with an interesting connection to cycling, drop an e-mail to him at kirkland.gary@gmail.com.

41-mile trail that begins on the University of Southern Mississippi campus in Hattiesburg and rolls northwest through small towns to Prentiss, Miss. It was lovely, and we encountered many friendly riders along the way. Its system of restroom-equipped park-like trail heads was impressive, and the trail was beautifully maintained. It could make a nice detour and an extra day excursion during a trip to New Orleans.

<http://www.mylongleaftrace.com/>





Expected Rule Change Would Benefit Bicycling in National Parks

An upcoming National Park Service (NPS) rule change could greatly benefit mountain bicycling by improving the administrative process for opening trails to bicyclists. IMBA has been asking the agency to revise its policies since 1992, because the current "special regulations" process is needlessly cumbersome and treats bicycles like motorized vehicles.

The NPS has said the proposal for new rules will be formally announced later this year. IMBA hopes the enhanced procedure will allow park superintendents to make trail access decisions locally, instead of being tied to a Washington-based, multi-year regulatory journey. The new rule would treat bicycling like other non-motorized trail users, such as equestrians.

The suggested NPS rule change would only apply to places where including bicycling is deemed non-controversial, and would maintain current requirements for environmental review and public notice. Opening a trail to bicycling must be done in compliance with the National Park Service Organic Act, the National Environmental Policy Act (NEPA), the Historic Preservation Act, and all NPS General Management Planning processes.

Proposed Rule Subject of Misunderstandings

Recently, the American Hiking Society (AHS) published a national action alert opposing the as-yet-unreleased NPS rule. This alert is based on the incorrect assumption that requirements for comprehensive environmental review and public commentary about opening a trail to bicycling will be discarded. In fact, these safeguards will remain in place, as required by federal law. IMBA and AHS leaders

met nationally on this issue a few weeks ago.

Unfortunately, the alert has rippled through the hiking community, causing consternation and confusion amongst the shared-use trails community. Some hiking-based groups have expressed concern that mountain biking will infringe on foot travel, but IMBA remains confident that shared-use trails can succeed in national parks, as they do in countless public land settings around the globe.

The alert also suggests that this regulatory change could affect how Wilderness, or areas proposed for Wilderness, will be managed. In fact, these issues are completely separate. IMBA recognizes that cycling is not allowed in areas designated as Wilderness. The NPS proposed rule change would have no impact on Wilderness regulations.

National parks that are not interested in expanding opportunities for bicycling will not be affected by the rule change. The new procedures will not force mountain biking on any park unit, and superintendents that do not see opportunities for mountain biking in their parks will not be asked to adopt it.

IMBA Encourages Clubs to Reach Out to Hiking Groups and NPS Leaders

IMBA encourages mountain bike organizations to reach out to their local hiking trail partners and NPS local leaders with our fact sheet on the issue, to address concerns and answer questions about the rule change.

Creating opportunities for mountain biking will not diminish experiences for existing users such as hikers or equestrians. Park staff are skilled at selecting appropriate trails for shared-use experiences. Hikers and bikers can work together to repair eroded trails, get kids exercising in parks and build excitement about our national parks.

More on What the Rule Change Will Achieve

The current "special regulations" process for opening NPS trail to bicycling is onerous and cumbersome, often typically taking years to complete. Only two of the roughly 24 parks that currently allow singletrack mountain biking have managed to complete special regulations, highlighting the unrealistic and unnecessary burden it places on NPS staff. The special regulations process required for bicycles also applies to snowmobiles, jet skis, airplanes, commercial trucking and other similarly intensive park uses. IMBA believes local park management, using the inclusive NEPA process, can best make decisions regarding bicycle use on the trails that they oversee.

In one real-world example, Tennessee's Big South Fork National River and Recreation Area, trail users and park staff worked for many years to open two existing routes to bicycling, detailing the process publicly in environmental reviews, park planning documents and rigorous scientific research. Regardless, the trail opening was prohibited because special regulations had not been completed. While bicyclists, NPS staff, hikers and equestrians all support opening these trails to bicycles, the opening date is likely several years in the future, at best.

Another example can be found in Washington, DC, at Fort Dupont National Park. IMBA affiliated club Trips for Kids has been bringing inner-city youth to the park to ride the existing network of singletrack trails for many years. This program helps build self-esteem, get kids exercising and exposes an often underserved population to the benefits of bicycling and national parks. Technically, these trails are out of compliance with this bureaucratic, special regulations process - although all groups involved would call this program wildly successful.

Gainesville Cycling Festival Volunteers

Here are the true heroes of the Festival! If you look closely, you will see that some of them are listed in more than one category; they did double duty! These are the ones we know about; there were undoubtedly more that chipped in. Thanks to all!

Cadre

Roger Pierce
Melinda Koken
Suzanne Newman
Glen Morey
Rob Wilt
Ellen Sayers
Paul Messal
John C. Stokes
Velvet Yates

Course

Chandler Otis
Dave Burr
Richard Heissenberg
Jim Merkner
Philip Irwin
Herb Kieklak
Jerry Speckman
Brian Hetz
Mike Giampola
Doug Folkerth
Alicia Rudin
Talmadge Mincey
Neal Cohen
Daniel Perrine
Heather Howdeshell
Wendy Norman
Scott Pfaff
Lambert Vaes
Huan Dinh
Lambert Vaes
Ken Sallot
Carl Brush
Jan Brush
Peter Noris
Kevin Anderson

*Photos by John Stokes.
Persons in the photos are
named just above.*

Rest Stops

Gary Greenberg
Bob Newman
Sandy Durham
Ralph Giro
Dottie Giro
Jane Emmeree
Julie Baker
Elise Owens
Conchi Ossa
Anne Heissenberg
Tom Mueller
Daniel Dresdner
Cynthia Dresdner
Holly Mincey
Jennifer Gladdish
John C. Stokes
Eliveth Grosteffon



Tom Sheehan
Arnold Betancourt
Andrew Gill
Rennie Mills
Ronald Hall
Allyson Fox
Diann Dimitri
Richard Pushaw
John C. Stokes
Gary Wheeler
Tracy Terry
Bill Roberts
Shirley Denardo
Paula Wheeler
Robert Fisher
Bud Jones
Tom Sheehan
Mike Bergin
Clare Jones
Nanci LeVake

S. Allen Kushner
Thomas E. Idoyaga



Paul Oppenheim
Mike Beckham
Steve Grosteffon
William D. Cochran
Herb Kieklak
Steven Lachnicht
Scott Erker
Kevin Anderson
Carlos Smith
Mike Beckham
Velvet Yates
Rob Wilt
Chandler Otis
Neal Adams
Gwen Creel
Lee Ross
Tony Ross
Judy Greenberg



Registration

Richard Ritari
Beth Knizer
Richard Ritari
Jim Wilson
Dennis Guttman
James Ossa
Arthur Stockwell
Steve Grosteffon
Burt Silverstein
Kathleen Opper
Lisa Atkinson
Frederick Ross
Richard Colbert
Dennis Guttman
Velvet Yates
Lambert Vaes
Roger Pierce
Brian Hetz
Huan Dinh
Stacey Simon
Gwen Creel
Nancy Henry



Jere Steele
Neal Adams
Tracy Terry
Ulrich Bernier
Barbara Bergin
Ken Sallot
Andrew Gill
Delia Kilpatrick
Jan Pfaff
Leslie Folkerth
Doug Folkerth
Allyson Fox
Rob Wilt
Velvet Yates
Mike Beckham
Paul Messal
Daniel Dresdner
Kevin Keating
Kevin Anderson
Richard Ritari
Diann Dimitri

Congratulations Twin Century Riders

These persons registered to ride both the Saturn Santa Fe Century and the Horse Farm Hundred.

Peter Ahlgren	Fort Myers FL	S. Allen Kushner	Gainesville FL
Kevin Anderson	Gainesville FL	Steven Lachnicht	Gainesville FL
Eddie Arraya	Casselberry FL	Gary J. Lampe	Orlando FL
Dean Asher	Orlando FL	Eric Larmer	Orlando FL
Ralph Baker	Altamonte Springs FL	Katherine Laurenzano	Newberry FL
Alison Bawden	Gainesville FL	Eugene Lenihan	Dover FL
Mike Beckham	Gainesville FL	Michael Lidik	Saint Cloud FL
Hazem Behiry	Altamonte Springs FL	Robbin Lorenz	Bradenton FL
Barbara Bergin	Gainesville FL	Chad Luedtke	Longwood FL
Ulrich Bernier	Gainesville FL	Mary Mancino	Jacksonville FL
Johann Bjornsson	Apopka FL	Maurizo J. Maso	Winter Park FL
Dave Buyens	Plant City FL	Kenneth Mathews	Sarasota FL
Harvey Carver	Auburndale FL	Cale Matthews	Winter Park FL
Scott Cihak	Coral Springs FL	Nathan Michael	Jacksonville FL
Bob Claude	Oviedo FL	Frederick Miller	Flagler Beach FL
Daniel Cruz	Labelle FL	William Mitchell	Jacksonville FL
Lynne Daniels	Wellington FL	Thomas Mohan	Ocala FL
Mario De Jesus	Orlando FL	David Monismith	Gainesville FL
Mary Delie	Palm Harbor FL	Tim Newhall	Tallahassee FL
Bill Detzner	Miami FL	James Obedzinski	Crystal River FL
Jack Dickard	Gainesville FL	Kathleen Opper	Gainesville FL
Patrick Donovan	Orange Park FL	Joe Orthoefer	Gainesville FL
David Duda	Gainesville FL	John C. Orthoefer	Gainesville FL
Jack Emerick	Lakeland FL	John G. Orthoefer	Gainesville FL
Miguel Encias	Davie FL	James Ossa	Gainesville FL
Kay Fellows	Interlachen FL	Jorge Perez Gallego	Gainesville FL
Rafael Ferrer	Newberry FL	Everett Phillips	San Francisco CA
Andrew Fisher	Bartow FL	Douglas Pitts	Inverness FL
Mary Fisher	Bartow FL	Shane Powers	Gainesville FL
Bill Garrison	Fort Myers FL	Alex Price	Mc Intosh FL
Dennis R. Gauvin	Tampa FL	Rob Robins	Gainesville FL
Michael Gengler	Monticello WI	Michael Robinson	Gainesville FL
Larry Gies	Orlando FL	Steve Rogers	Ft. Myers FL
Christopher Goller	Bartow FL	Frederick Ross	Gainesville FL
Carlos Gonzalez	Tallahassee FL	Chris San Agustin	Orlando FL
Larry Grabiak	Fort Myers FL	Marcus Scarabino	Boiling Springs FL
Woody Graham	Columbia SC	Howard Schrold	Gainesville FL
Jeff Gray	Ocala FL	Michael Schwaid	Odessa FL
Dennis Guttman	Gainesville FL	Carlos Smith	Alachua FL
Guy Hackett	Fort Myers FL	Richard Stephens	Winter Springs FL
Scott Hart	Gainesville FL	Robert Stevens	Dunnellon FL
Sarah Herald	Orlando FL	Peter Szedlacsek	Winter Park FL
Michael Herman	Vero Beach FL	Betsy Thorpe	Tallahassee FL
Ted Hudspith	Winter Park FL	Glenn Valletta	Stuart FL
Kristin Inderwiesen	Bradenton FL	John Van Aken	Ocala FL
Todd Ireland	Tallahassee FL	Ken Wagner	Tampa FL
Rosemarie Kieran	Ponte Vedra Beach FL	Richard Whitaker	Orlando FL
Kelly Knapp	Jacksonville FL	Jim Wilson	Gainesville FL
		Eric Wubbel	Gainesville FL
		Velvet Yates	Gainesville FL

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The Gainesville Cyclist is published bi-monthly with cover dates of even-numbered months. All submissions are welcome. Classified ads will be run free-of-charge for club members; email or mail to the editor. Ads are \$20 for a standard size ad, \$40 for a quarter page ad, and \$80 for a half page ad. A one year (six issue) subscription for standard size ads is \$100.

AD GRAPHICS

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FEBRUARY DEADLINES

Ad copy needing setup work
January 12
Articles and classifieds
January 16
Ads in GIF or TIFF format
January 21

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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):

Bike Route	15%	(386)462-5250	N US 441 (10100 NW 13th Street)	www.bikeroute.net
Bikes & More	10%	373-6574	2113 NW 6 th Avenue	www.bikesandmoregainesville.com
Chain Reaction	20%	373-4052	1630 West University Avenue	www.chainreactionbikes.com
Gainesville Cycles	15%	502-4146	3460 W University Ave	www.gainesvillecycles.com
Gator Cycle	10%	373-3962	3321 SW Archer Road	gatorcycle.com
Mr Goodbike	10%	336-5100	425 NW 13 th Street	mrgoodbike.com
Pedalers Pub & Grille	10%	(Exotic cycling tours)		www.pedalerspubandgrille.com/gcc
Recycled Bicycles	10%	372-4890	805 West University Avenue	a web link
Spin Cycle	22%	373-3355	425 West University Avenue	www.spinracing.com

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Gainesville Cycling Club

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Club Affiliate



**Adventure Cycling
Association**



DECEMBER 2008 ISSUE Mailing label with expiration date identifies current member.

2009 Gainesville Cycling Festival - 24-25 Oct - Santa Fe Century - Horse Farm Hundred

Welcome New Members!

Morgan Barnhart
Joseph Bloom
Patrick Donovan
Cesar Fernandez
Kenneth Garvin
Bennie Gladdish
Anna Grout
Guenther Hochhaus
Renate Hochhaus
Stefan Hochhaus
Tessa Hochhaus
Gary Kleeman
Nathan Michael
Morgan Reese
Maria Rogal
Bob Rothfritz
Joann Saunders

Gainesville FL
Archer FL
Orange Park FL
Gainesville FL
Jacksonville FL
Alachua FL
Gainesville FL
Gainesville FL
Gainesville FL

Michael Scott
Xeve Silver
Andrea Smith
Kris Smith
Martina Spiess
Mindy Underberger
Zhou Yili
Alyson Young

Gainesville FL
Gainesville FL
Waldo FL
Waldo FL
Gainesville FL
Gainesville FL
Gainesville FL
Gainesville FL



Congratulations to Team VetMed for raising over \$26,000 for the Joseph A. DiPietro Horse Farm Hundred Scholarship by riding with the 2008 Horse Farm Hundred. Over 60 riders took on the 100 mile ride and raised money for scholarships.

Top fundraisers include:

Dr. Julio Ibanez - collected \$2,025 in his clinic and matched it for a total of \$4,050 in donations
Chris Spinosa - \$650
Dr. Wade Matthews - \$499 - most from this DVM Class of 1984 (thanks!)
Ruth West - \$300
Dr. Kevin Anderson - \$250
Dr. Kris Cooke - \$200
Alexandra Orlova - \$200
Dr. Wendy Rib - \$150 (class of 1989) - from Jo Ann Winn

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