

Happenings

August 8 (Sun)

Jersey Order Deadline

Last chance until this time next year to order an Official GCC Jersey. This is a makeup order from the order we did in the winter that was delivered in April. Jerseys and shorts are available. See the Club web site Members Area for more details and to access the order page.

August 28 (Sat)

13th Annual Gliders Training Century 7 am

Meet at the Chevron on NW 43rd St at 53rd Ave for a 7:15 am departure for a ride over the Santa Fe Century course. Stops in High Springs, Watermelon Park, and Worthington Springs. This is a regular club ride – no SAG support. Gliders pace (average speed around 19.5 mph, cruise often around 21 mph). If you anticipate problems maintaining Gliders pace, print out a Santa Fe Century map from the web site. An A Ride group usually comes out and starts the ride with us, but does not do all of the rest stops.

September 5 (Sun)

8 Hours of Labor

An individual and team endurance race sponsored by Goneriding.com and the Friends of San Felasco. Proceeds support the park. Volunteers are needed. Send email to:

info@sanfelasco.net

<http://www.sanfelasco.net/>

http://goneriding.com/2010/8%20Hours%20of%20Labor/8_hours_main.htm

September 6 (Mon)

Labor Day Picnic and Volunteer Party

Meet at Boulware Springs at 9 am for rides departing at 9:15 am. Be back by Noon for the competition eating! Please RSVP in the Members Area (or use the link in the announcement email). Bring a side dish to complement the main course and sodas provided by the club. We'll find a place for you to help out at the Horse Farm Hundred or Santa Fe Century.

October 3 (Sun)

Adopt-A-Road Cleanup

Meet at 4 pm near the west end of Millhopper Road to get organized for a 4:15 pm sharp deployment. Please don't be late; it's hard to get you supplied and assigned after we have started. We need from 9 people for an optimal crew. Please RSVP in the Members Area on the club web site, or call Ally at 745-2011. The club will help pay for dinner after the cleanup.

Gainesville Cycling Festival Entry Certificates

Will be mailed to you in September, if you have not already entered the Festival. You can enter by clicking on the button in the Members Area on the club web site soon. GCC members get a discount on ride fees, and can order special tank top and long sleeve T-shirts, which are not available to non-members

Volunteers, please wait until your job title is displayed in the Members Area before entering. Until it is there, the entry form won't know you are a volunteer and won't give you your free goodies!

You save our volunteers work when you enter the Festival from the Club web site. Volunteers who enter this way won't even need to send in any paper if they are doing one ride and getting one t-shirt.





From The Editor

Roger Pierce

GainesvilleCycling Club Inc. Board of Directors

President

Bob Newman 372-8195
Bobnewman@cox.net

Vice President

Photographer
Rob Wilt (386)418-3794
nullview@yahoo.com

Membership Secretary

Newsletter Editor, Webmaster, List Manager,
Event Equipment & Supplies Manager,
Gainesville Cycling Festival Director
Roger Pierce 378-7063
roger@gccfla.org

Lantern Rouge

Chandler Otis
Chanbike@aol.com

Regional Brevet Administrator

Jim Wilson 373-0023
wilson@afn.org

Ride Leader Coordinator

Scott Pfaff (352)472-3325
spfaff@busbycabinets.com

Treasurer

Art Stockwell 339-6528
astockwell@teamparadigm.com

Recording Secretary

Velvet Yates
velvetyates@yahoo.com

Gainesville Cycling Festival

Gary Greenberg 871-2086
garymg@gmail.com

Advocacy Director

James Thompson (940)206-0933
itexconsult@gmail.com

Director at Large

Dan Perrine 870-7877
mrbicycle1@yahoo.com

Support Persons

Adopt-A-Road Director

Ally Gill 338-1914
foxally@cox.net

Bike Store Liaison

Membership Card Lamination
Diann Dimitri 378-7063
diann@piercepages.com

Office Manager

Barb Thomas

GCC Web Page

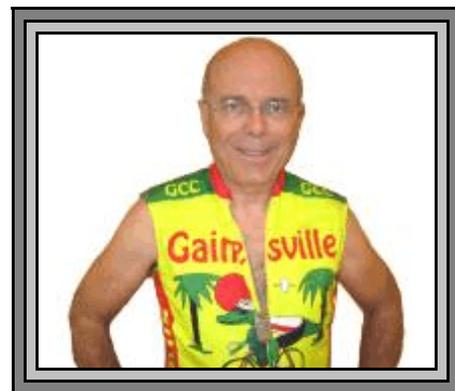
gainesvillecyclingclub.org
gainesvillecc.org
gccfla.org

There are a lot of contributors in this issue! Thanks for all the input.

See page 11 for information about volunteering for the Gainesville Cycling Festival. We have a full description of all the jobs we need filled in the Members Area, Volunteer section. I'll be calling around looking for some key people we need to get the front end work done.

We have a new capability in the Members Area when you're searching the data base for member info. You can now search by city; this is helpful if you live in an outlying area and are looking for close by riding companions. Persons in Gainesville will not be displayed using this option.

I can use your help! If you have any difficulty using any of the automated



functions on the club web site, please send me an email with as much detail about the problem as possible. Without your feedback, I won't know that there's a problem.




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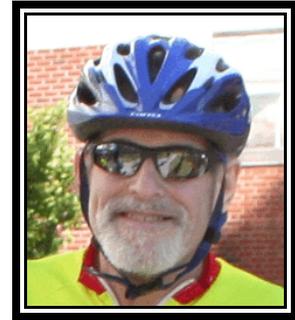
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President's Letter

I would first like to thank the road crews who did Gainesville-Hawthorne Trail road repair. The Trail is as smooth as it has ever been, this is one of Gainesville's best cycling resources.

It's that time of year again when a lot of us are training for GCC's very own Gainesville Cycling Festival. As I have mentioned before, whether we are doing the hard, hilly centuries or just a short recreational ride we need to be constantly aware of the dangers on the road. As we are all too aware, some drivers have hostility towards cyclists while others simply are not paying attention to their driving. Cell phones, kids, even DVD players may be distracting an otherwise careful

motorist. Most cyclists know of the law requiring motorists to give a three foot clearance to all cyclists. A great many motorists however are not aware of this law; those of us counting on drivers to obey it are inviting an accident. Remember, who was right and who was wrong is absolutely irrelevant. Who survives, or better yet avoids an accident completely should be our primary concern. I urge all of you to ride not only legally but ethically and courteously as well. Things such as signaling motorists of turning intentions and not riding more than two abreast are required by Florida law (<http://gccfla.org/laws.html>). Things such as these also provide a courtesy



to drivers that they are more likely to return. Give good and you'll get good.

Be safe. Be happy.

Bob Newman



GCC Adds New Position to Board

by James Thompson

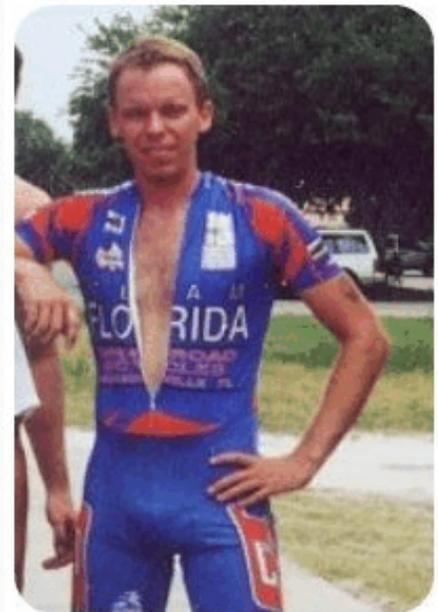
In recognition of the growing need for bicycle advocacy in our community, the GCC Board of Directors has added the position of Advocacy Director (AD).

The AD will link our recreational and performance oriented club with advocacy and governmental agencies in our region, such as the Bicycle Pedestrian Advisory Board, community bike shops, Bike Florida, and the Bicycle Safety Education Program. We already have numerous members involved in these organizations, so the position formally recognizes the role GCC, as North Florida's largest cycling group, will play in making Gainesville

better for cycling.

The AD will promote non-partisan and issue-oriented advocacy, as defined by GCC membership and the Board. A basic question is, what is "advocacy." That just means getting involved in local commuter infrastructure planning, supporting educational campaigns for both cyclists and motorists, helping elected officials make informed decisions about cycling-related policy, supporting current pro-cycling campaigns or groups, and educating the press about cycling issues. Recently, for example, the AD accompanied GCC and BPAB members to a meeting where we influenced a major budget decision concerning shared use strategies on Northwest 16th Avenue.

Ideally, the AD will create a set of tools to assist their successor and accompany him or her to initial meetings with outside groups or individuals (especially



elected officials and agency heads) to assist in their success. If you have any questions or want to support the efforts of the AD, contact me, James Thompson, at jtexconsult@gmail.com. The work is important, but it is also fun and relatively easy.



Training tip of the Month

by Herb Kieklak, CSCS
Coach K Fitness

Planning for your event!

OK.. So you finally signed up for the "big event" could be your first Century ride or Time Trial or whatever, NOW WHAT?

Hopefully, the big day isn't next weekend. If you would like to do well in your event, it would be nice to have at least 12-16 weeks to train properly. So lets go over a few rules of thumb that may help you plan for your next event or deciding when to sign up for something .

1. Timeline: say you want to do a Century ride but can only ride 35 miles as your max distance right now. Proper training would mean that you add 10% per week to your mileage. At that rate, it should you take you 12 weeks to safely get to your desired mileage.

2. Build your aerobic engine FIRST... this is straight from the Grand Poobah himself, Chris Carmichael. Before you start working on the fancy stuff of sprints and hill repeats make sure you have a very good base foundation. Yes, this sounds boring but it works.

3. Mix in some sub Lactate Threshold (LT) rides when you have a decent base. This means, ride at a speed/cadence that will make you work slightly harder than normal but not drain you in 10 minutes. Think of this as being able to talk with very short sentences.

4. Nutrition - remember your nutrition (fuel) and hydration will need to be adjusted as you increase your mileage/time on the bike.

5. Recovery - most bikers forget about proper recovery. Allow for easy

days after big rides or sub LT rides and get good sleep.

I hope this will help those of you thinking about doing your first event and wondering how to get started. Please feel free to contact me at 352-246-5514 or email - hkieklak@yahoo.com if you have any questions,

Coach K

K

New Riding Group: Saddle Tramps

Melinda Koken is the Group Captain for our newest Riding Group, the Saddle Tramps. The group rides between 12 and 15 miles per hour, emphasizing longer routes between 25 and 50 miles in length. This group will include hill work and preparation for longer rides such as the Ride to Remember, MS-150, and the Gainesville Cycling Festival rides of 50 plus miles. These longer rides can also be preparation for bicycle touring, including information on getting started touring, optimal gear, bicycle friendly routes, and other resources.

We are a friendly, no-drop group, who welcome Newbies, who like to visit natural settings, enjoy being outdoors on bikes, who usually ride low traffic roads, and occasionally stop and take pictures.



Rethinking Our Place on the Gainesville-Hawthorne Trail

It is a constant refrain among local performance cyclists . . . "Hey, let's hit the trail and head out 234 through Micanopy." By "let's" they often mean themselves and four or five other lycra-clad folk on sub-20 lb. road bikes riding in tight formation. By "hit" they mean speeds of at least sixteen miles per hour--twice to three times as fast as any other trail user, be they animal, pedestrian, juvenile, or bicycle. By "trail" of course we mean the Gainesville-Hawthorne Trail (GHT), a converted rail line ("Rails to Trails") that is one of a dozen or so prime jewels in the crown of North Central Florida outdoors recreation. Most of its sixteen miles stretch from luxurious downtown Gainesville, with a Northern extension under construction, through the semi-groomed yet still slightly "wild" aspect of Paine's Prairie ending in a respectfully and dutifully sleepy Hawthorne, Florida. The "234" and "Micanopy" portion of the equation are part of a favorite cycling loop for performance cyclists, although they rarely have the time to stop and enjoy the culture, warehouse wine prices, and home-cooked grits of the Pearl Store.

If you haven't seen the GHT yet, you should. It is a treasure. If you are on a road bike, or any bicycle, watch for the blind corners and small children, and the rollerbladers (the fixed gears of their day--fashionable and highly dysfunctional), and the numerous horned herbivores (the abundant deer and the rare hog) that come out as late as noon and run directly into moving obstacles. And after you've enjoyed it slowly and safely once or twice . . . Please Don't Go There Again. Yes Virginia, I'm asking my fellow roadies to stay off the trail, at least those who are High Bee or above (anything over fifteen mph).

I can hear the moans and complaints already, but as a bike shop employee I heard daily complaints from walkers, families, and even slower cyclists about club cyclists (the "lycra" crowd). And they weren't complaining about A riders ("Flyers" in GCC parlance) or even Gliders, because those groups rarely, if ever, ride on the trail. The trail has become too busy with pedestrians and animals since its inception. Even among the slowest of the slow local road cyclists, we are still operating at vehicular speeds for which the narrow pavement, blind corners, and "look first think later" joy of the GHT was not intended. It's time we road riders take a gander at the first part of that designation--"road." Road bikes are vehicles, and even the slow ones go really fast. The GHT is not for vehicles, except for the park-ranger-rescuing-people kind. It is for families, new cyclists uncomfortable with road riding (thanks for the reminder, Chandler!), and wistful spectators in all their odd Gainesville glory--joyfully absent-minded naturalists, inattentive children, people with ungainly dogs and worn leashes, hippies, day trippers, and, of course, people on bicycles who are going extremely slow. "Extremely" means, usually, that you are on big fat tires, a curvy steel frame, and some kind of braking system that involves pedaling backwards.

As a G-H trail lover, I'm asking you (High Bees and up) to sacrifice a little pleasure to ensure the safety, convenience, and peace of mind of others. If you must ride the trail, do it in groups of less than four, spread out, ride near dead slow during the first seven miles out of Gainesville, avoid dawn and dusk when the animals are out in public, and remember to wave, smile, and give a wide berth to other users.

Use the Trail Sensibly

The Gainesville-Hawthorne Trail is a fantastic resource for cycling in our area. It is a multi-use trail, and must be used sensibly.

When I was living in the Washington DC area (which has a very extensive and heavily used trail network), whenever I saw a friend with an obvious cycling injury, I'd ask "which trail were you on," which was almost always the correct question.

When there is a lot of traffic on a trail, it is important to slow down and be very aware of other users. The eight year old on the bike with the pink tires doesn't have it drilled into her yet that you must always ride in a straight line on the right side of the pavement.

That said, our trail is (or soon will be) over 20 miles long. Much of that is well away from the city, out in the countryside. Few of the slower users make it as far as Rochelle. If we ride carefully and sensibly on the urban stretches of the trail, we can do so a bit faster once we reach the unpopulated stretches.

The only GCC group that regularly rides the trail is the LoBees, and their speed is generally appropriate for the trail. Higher speed groups only occasionally use the trail, and need to adjust their speed when in the heavier use areas and encountering other trail users.

The Gainesville-Hawthorne Trail is a relatively narrow trail. It will accommodate at most three across, and that not very comfortably. Any group that is big enough to ride two abreast on the trail should split up into smaller groups that ride single file. (On a recent ride on the Nature Coast Trail, I noted that it was noticeably wider.)

As most of our group rides are out in the unpopulated countryside, we tend to be somewhat rusty on our skills when encountering slower roadway users. When overtaking another user, always give a verbal warning, such as "On your left."

My observations from being on the trail occasionally is that there are a significant number of cyclists that ride primarily on the trail, and at speeds averaging 18-22 mph. While some of these persons may be members of the Gainesville Cycling Club, there's a good probability that most are not (otherwise they would be out riding with an appropriate group). Be aware, that whatever we may do, the faster riders will still be out there.

Farewell to Jonathan Jones

photos by Mike Gamble

Sunrise Ride Group Captain and founder Jonathan Jones has graduated from UF, and is heading to Washington, DC, for a real job. The Potomac Pedalers gain is our loss.

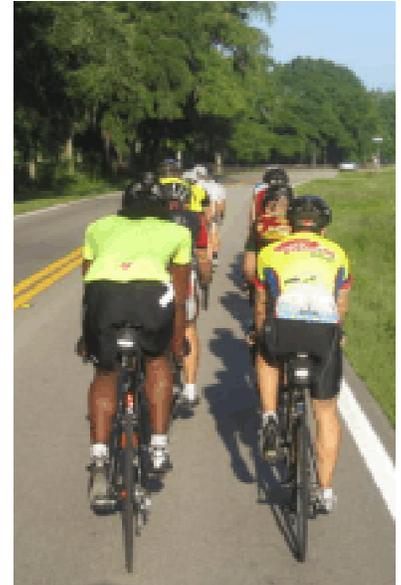
Before departing, the club presented Jonathan with the ubiquitous GCC blue iceberg commemorating his

accomplishments with the club. It was presented by his riding compatriots at the start of one of his last rides before departing.

Paul Messal has taken on the mantle of Sunrise Group Captain, with substantial assistance from Ride Leader Scott Erker (who is also the Sunset Group Captain).



Jonathan Jones receives GCC iceberg award



Xeve Silver, Jonathan Jones, Bob Howland



Mike Gamble with GCC water bottle in Olympic Stadium, Beijing, China



Gary Knowland



Chris from Atlanta, Jesse Alston, Matt Staras, Jonathan Jones, Paul Messal, Mike Gamble, Bob Howland, Xeve Silver, Scott Erker



Try the Hokey Pokey

Chandler rides again! For many years Chandler Otis has championed the beginning rider in the Gainesville Cycling Club. He is now Group Captain of the Hokey Pokeys; you are NOT too slow for this group!

The group speed is 8-12 mph, with rides ranging from 15 to 25 miles.

Chandler chaperones, and rides at the back of the group to make sure no one gets lost. He is also a bicycle mechanic who can help fix flat tires and help with any other mechanical

problems.

Watch for Hokey Pokey postings on G C C M a i l ; there's a ride most weekends.



Haile Riders Hail Forth

Matt Staras is the Group Captain for the Haile Rider group that meets for rides in the Haile Plantation area.

The rides are A level rides, no drop except for a few sprint points (after

which the group reforms). Except for the sprints, the ride is fairly mellow. Speed is usually around 20 mph. Regularly meets on Wednesdays at 6 pm. Weekend rides (usually early starts) on some weekends.

Many rides meet at our business sponsor, Alligator Optical.



Trailkeepers Interest Group

by George Edwards

Those of you who ride the Gainesville-Hawthorne Trail know that it needs help. Sometimes there are too many leaves and branches on the Trail. In places there are bumps caused by tree roots. Obviously, the Florida Park Service needs help in keeping the Trail clear and clean, and in repairing aging pavement. To this end, a small group of us have banded together as the TRAILKEEPERS, to help the Trail.

Volunteer help is needed particularly now because the State economy and budget have restricted the operations of the Park Service. They just don't have enough Rangers or operating funds to get all the jobs done. We help as substitute Rangers to drive the big leaf blower, clear downed or low-hanging limbs, organize equipment for the inmate crew to flatten those pesky root bumps, drive the tractor to kill the roots themselves, and seal the cracks left by the roots. Sometimes it's hot and boring work, but sometimes it is fun, but your investment of time and effort does provide a return of satisfaction when we see the Trail looking better and safer for cyclists. Without our help, the Trail will be a less pleasant place, and perhaps less safe to ride.

We do the blowing job on Fridays, so you will need to be free on at least some weekdays (thus favoring retirees). Other weekdays may be involved. We try to keep off the Trail on weekends (except for our own rides) because some of the equipment we use can cause congestion. Once a year (Autumn this year?) we kill the roots using a John Deere farm tractor with a single-prong root rake.

If you are interested, please sign up, or call me (George Edwards) at 333.3184. There are some pesky bureaucratic steps to get over, including signing on as a Volunteer with the Park Service, but that does get you some workman's compensation insurance coverage for on-the-job injuries. And you are supposed to wear a "Volunteer" name tag and T-shirt (provided) while on the job. There is always Mickey Mouse with any government activity, but you knew that! Oh, yeah, you need a drivers license and to be reasonably able-bodied.

Support Your Group!

Do you ride with a group? Make sure you're signed up as a group member. Just sign in to the Members Area, click or scroll down to the My Riding block, and click on "Join A Group."

All of the groups that you are not currently a member of will be presented. Just choose the one you ride with.

You're not committed forever when you join; at any time, you can go back to the Members Area and remove yourself from any group that you no longer participate in (and we would like you to do this!).



League of American Bicyclists

2010 Gainesville TT Challenge, Results So Far

by Ken Sallot

With five of the six scheduled dates for the 2010 Gainesville TT Challenge behind us, it is time to update the club with the status of the series and the current standings.

About The Gainesville TT Challenge

The TT Challenge is a 9.3 mile (15k) out and back time trial. It is open to anyone that rides a bicycle. During the series, an Individual Time Trial will be held once a month until the end of the series in September. We will record your times and at the end of each event the results will be published. At the end of the series we will announce the results of the best times, best averages, and course record. The overall winner in each category will be given a handy certificate signifying that they got an official "Atta Boy (or Girl!)", nothing else. They can do whatever they want with their certificate, frame it and hang it up on the wall, or turn it into a paper airplane.

There are three categories for the challenge:

Aero -- This can be a road bike with clip-on aerobars, or a TT bike, aero helmet, and skin suit, as long as it is "USAC legal" (we're not really going to break out the rulers and scales, but you get the drift).

Merckx -- Road bike only, no clip-on's, no aero helmets, no skinsuits. It is about the spirit of the competition, so leave those zipp wheels at home.

Anything Goes -- This is for anything that is pedal driven. Trikes, recumbents, what-have you. If you can pedal it, you can enter it.

There is also an optional fourth category, "I want to ride a time trial, but I don't want anyone to know my official time". We will not record your time if you're in this category.

The course can be viewed here:
<http://www.mapmyride.com/route/us/fl/gainesville/908126747151371702>

Challenge #1, March 13, 2010

Thirteen riders competed in the inaugural running of the 2010

Gainesville TT Challenge. The days leading up to the first event were filled with bone chilling cold and rain, but mother nature smiled upon us and we were greeted with a sunny, but cool, day for the first event.

Derek Schanze posted the time to beat in the Aero category, with a 21:30 (26.0mph), and Scott Pfaff posted the time to beat in the Merckx Category with a time of 23:40 (23.6mph). We had no riders take on the challenge for the "Anything Goes" category.

Challenge #2, April 10, 2010

Sixteen riders competed in challenge #2, and they were greeted with warm and sunny weather, but crosswinds with gusts in the mid-20s. Still, most of the riders were able to improve on their times from the first challenge.

Andrea Tosolini smoked the course in the Aero category by throwing down a time of 20:46 (26.9mph), at 25:01 (22.3mph). Mike Christopher put down the best time of the day in the Merckx category, but he was unable to take the course record away from



Kerry Duggan looks splendid in his feather boa and polka-dotted skinsuit (photo courtesy of Gerry Bouchard)

Scott Pfaff, and Kerry Duggan, sporting a feather boa and polka-dotted skin-suit was the lone competition in the "Anything Goes" category, posting a time of 23:56 (23.3mph).

Challenge #3, May 29, 2010

Held on Memorial Day weekend, we had a smaller turnout than normal and only nine people tested their stamina against the clock on the third challenge. However, this time we were graced with the presence with out of town visitors, which just raised the bar for everyone competing in the series.

In the Aero Category, Derek Schanze tried hard to beat Andrea's course record, but came up 11 seconds short with a time of 20:57 (26.7mph). In the Merckx category, multi-time State TT Champion (and National Tandem Champion) Jim Wright laid waste to the competition with a time of 21:43 (25.7mph).

Once again, we had no competition in the "Anything Goes" category, and Kerry's record remained safe and secure.

Challenge #4, June 26, 2010

Under record setting heat, eighteen riders competed in the fourth installment of the TT Challenge. The stiff competition in the Merckx class seemed to inspire the many competitors to leave their aero equipment at home this fine June day, as the majority of riders competed in the Merckx class.

Jim Wright came back to compete in the fourth challenge, but this time he brought out his rocket sled and zipped along to a course record setting time of 19:58 (27.95mph) in the Aero category. And try as he might, Ken Sallot came up 17 seconds short in his attempt to break the Merckx course record, but he still put up the fastest time of the day in the Merckx class with a time of 22:00 (25.4mph).

Challenge #5, July 31, 2010

With the dewpoint sitting at 77° F, and a heat index of around 100° F, the "ugh" meter was pegged at a solid 100% as fourteen competitors took to the street for the fifth installment of the Gainesville TT challenge. High humidity and heat, plus a surprisingly strong headwind on the return leg, made for slower times than we've seen in the previous events. Still, each of the participants pushed their bodies and minds to the limit in this true test of individual strength.

Ken Sallot easily won the day in the Merckx category, blistering the blistering course at 25.1 mph. Wunderkind Derek Schanze scorched the course at 26.8 mph in the Aero category.

The results so far...

Over forty people have competed in the 2010 Gainesville TT Challenge Series! Here are the current standings:

Aero Category

Includes TT bikes, road bikes with clip-ons, deep dish/disc wheels, skinsuits

Name	Time	Date
Jim Wright	19:58'	6/26/10
Derek Schanze	20:29'	6/26/10
Andrea Tosolini	20:46'	4/10/10
Ryan Saylor	21:05'	4/10/10
Daryl Tompkins	21:23'	6/26/10
Jayson O'Mahoney	21:35'	4/10/10
Ken Sallot	21:41'	3/13/10
Cindy Tompkins	22:20'	6/26/10
Bob Claude	22:47'	4/10/10
Kendall Fredericks	21:11'	7/31/10
Amos Audette	23:33'	5/29/10
Marty McCrory	23:46'	3/13/10
Allison Costello	24:03'	7/31/10
Mike Robinson	24:17'	3/13/10
Dave Mikolitis	24:26'	4/10/10
Steve Lachnicht	24:35'	5/29/10

Allison Poe	24:40'	3/13/10
Robert Barnhill	25:36'	6/26/10
Andrea Hayes	26:32'	4/10/10
Mike Gardner	27:01'	4/10/10

Merckx Category

Road bike only, no deep dish wheels, no aero-bars, no skinsuits

Name	Time	Date
Jim Wright	21:43'	5/29/10
Ken Sallot	22:00'	6/26/10
Kyle Rohan	22:15'	6/26/10
Richard Brazzel	22:50'	5/29/10
David Monnismeth	23:00'	5/29/10
Kyle McElhaney	23:14'	6/26/10
Shannon Woodruff	23:32'	5/29/10
Scott Pfaff	23:40'	3/13/10
Scott Erker	23:59'	6/26/10
Mike Christopher	24:02'	4/10/10
Ben Brew	24:07'	7/31/10
Gary Knowland	24:19'	6/26/10
Lambert Vaes	24:13'	7/31/10
Mark Ou	24:34'	6/26/10
Huan Dinh	24:56'	7/31/10
Amos Audette	25:50'	4/10/10
"Team Hail Mary"	26:06'	6/26/10
Jack Kohn	26:34'	6/26/10
Steve Lachnicht	26:38'	3/13/10
Jorge Rojas	27:22'	4/10/10
Chris Brew	27:30'	7/31/10
Tony Ross	28:35'	7/31/10
Justin Pfaff	29:58'	3/13/10

Anything Goes

As long as it is pedal propelled, it's legal. Recumbents, tandems, etc.

Name	Time	Date
Kerry Duggan	23:56'	4/10/10

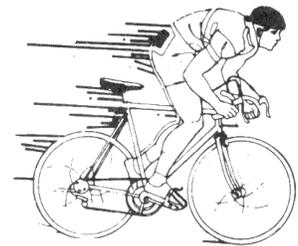
There's only one more date left!

Do you have what it takes to test yourself and race against the clock? If so, you better hurry because there is only one more opportunity to compete in the 2010 Gainesville TT Challenge Series! The tentative is September 4th.

It would be fantastic if some of our club's tandem or recumbent riders came out to take on the challenge in the Anything Goes category.

Special Thanks

The 2010 Gainesville TT Challenge would not be possible without the help from the many volunteers who make up the Committee to Avoid Responsibility (CAR). The seeds of the idea conduct the series, and course selection, came about from long conversations with Jayson O'Mahoney and Ryan Saylor. Gerry Bouchard gets special mention as MVP for assisting with manning the turn-around for every single event in the series. Time keeping duties have been performed by Roger and Rachel Montes, Tal and Holly Mincey, Jayson O'Mahoney, Jack Kohn, Chris Bilowich, Wheeler Burns, and Doug Folkerth. Photography has been performed by Gerry Bouchard, Velvet Yates and Robert Wilt. Thanks guys, your assistance has been invaluable.



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Photos by Rob Wilt from the July 31, 2010, GCC Time Trail



Derek



Lambert



?

Doug

Tony



Ryan
(concentrating)



Huan



Mark



Scott

Gainesville Cycling Festival

CALL FOR VOLUNTEERS

The Gainesville Cycling Festival, which incorporates the Nationwide Santa Fe Century and the Horse Farm Hundred, is coming up soon. Proceeds from the Festival are used to provide a donation to the Boys and Girls Club, and to supplement GCC dues to run the club.

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

How to Sign Up

All volunteers should complete a Festival Registration, but only after

getting your position is recorded in the data base. CALL Roger Pierce (378-7063) to get a volunteer slot BEFORE registering. When we have you in the system as a volunteer, you will get your choice of T-shirt, and those working multiple or longer shifts will also be eligible to ride one of the rides for free.

You can also sign up at the Labor Day Picnic.

Type of Help Needed

REST STOPS. Hand out food and water during the Horse Farm Hundred at Lofton High School, Flemington, the lunch stop at the Roberts farm, or the trail stop, and during the Santa Fe Century at the end of Millhopper Road, in High Springs, Watermelon

Park, Worthington Springs, and DeSoto Park in Hague.

REGISTRATION. We will be open Friday evening, Saturday morning and afternoon at the Boys Club, and Sunday morning at Lofton HS and in Flemington.

SAG. Drivers will be needed for both the Santa Fe and Horse Farm. We pay money for gas.

We'll also be looking for help to load and unload the trucks before and after the rides. Prime positions at the packet stuffing party will also be up for grabs!

You can check on exactly which jobs are available by going to our web site and checking the Festival Volunteers page in the Members Area.



MONDAY-FRIDAY
10:00 AM - 6:00 PM

SATURDAY
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SUNDAY
12:00 PM - 5:00 PM

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For several years, several riders from the Gainesville area have made the pilgrimage north to ride in the real mountains, and for the last two I have been privileged to join them. The group varies from year to year depending on individuals calendars, but this year 9 of us rented a cabin on the North/South Carolina border at the beginning of June.

Three car loads of guys and bikes headed north early on a Wednesday morning making occasional stops on route, we aimed for Gainesville, Georgia where we stopped to ride the Chicopee Mountain Bike Trails. These were an absolute pleasure to ride after 12 months of riding sand and roots at San Felasco. They are very well maintained mainly Georgia clay single tracks with lots of sweeping turns, stream crossings and bridges. Even the up hills are liberally interspersed with short down hills to give a little boost so that you hardly noticed the climbs. It seems that every MTB trip has to have a few accidents, and Hank Smith got his out of the way in spectacular fashion with an ungainly dismount over the bars and into one of the stream crossings. He emerged from a good soaking with a swollen finger and bruised knee, but most importantly, an undamaged bike!

We resumed the journey as the heavens opened (they ask that you don't ride Chicopee in the rain as it damages the clay trails) and continued, via a super Italian dinner, to

our cabin. Cabin was spectacular! A house that will sleep 18 people perched on a cliff top with panoramic views and not another house to be seen. A hot tub on the deck became a favorite place to ease the aches of riding and to drink a beer or several. Being 9 guys and

no ladies to keep control, it soon became a "frat house" with appropriate humor, food and libations, although I don't recall any complaints of hangovers!

We confined our riding to Dupont State Forest just over the NC boarder, which has more than enough of every type of trail for everyone. Thursday we used the Lake Imaging car park and climbed up via Covered Bridge and back down my favorite trail - Ridgeline. In my book, Ridgeline is the longest, funest trail ever. It seems to last forever with fast descents, lots of air, huge banked turns and ever bigger smiles at the end. We rode it again in the afternoon when our final 3 arrived after flying up a day late (great to have airplane owners in the group). Art O fell off whilst stationary!

Friday we based at Corn Mill Shoals car park from which we rode several trails including Cedar Rock Trail and Big Rock Trail. These have got to be the Slick Rock of the East. A massive granite outcrop which you have to be a mountain goat to ride up and crazy to ride down! Tim Conway got the prize for spectacular dismounts on the way down when he rode off a 2 ft drop, flew over the bars and did a graceful (not



somersault. He got away lightly with a cut finger but his single shock (Tim rides a lefty) compressed and locked up plus his tubeless tire deflated. We got him going again, and fortunately the shock released during the remainder of the decent. (It packed in completely on his first ride back at SF and he had to walk out through Turkey Creek!!!) Art O fell off again. We passed a mountain goat (NC Rider) who gave us some great leads for our last day of riding.

Saturday we parked at Faun Lake and rode out via Lake Julia and the old disused airport. Again there is a spectacular decent from the runway. Rob, just remember when you are airborne you cannot turn those switchbacks!! Art O fell off and his tubeless tire let go so we put him a tube in and he was fine. We ended earlier in the afternoon that day. Real mountains are hard for us Florida boys. The rest of the afternoon some went to play in the swimming pool and some soaked in the hot tub enjoying a thunderstorm with lots of lightening in the valley below us.

Then Sunday was the big clean up and the long ride south back to waiting wives (and girlfriends for some) and children. We'd had our annual "fix" of real mountains for the year, but we'd started planning for next years trip - a bigger fancier house with an outdoor fireplace next to the hot tub and the Tsali Recreation Trails to ride. Personally, I love to have another day at Dupont to ride the Rock and Ridgeline again!



KEVIN J. ANDERSON

Kevin John Anderson, 54, of Gainesville, Florida, passed away on June 15, 2010 after a long, courageous fight with brain cancer. Kevin was born on July 19, 1955 in Seattle WA. He graduated from Washington State University with a B.S. in Biology in 1977 and a M.S. in Zoology in 1981. His devotion and interest in anatomy took him to the University of Kentucky where he completed a PhD in Neuroanatomy. After 4 years of post doctorate research at the University of California, Irvine, Kevin began a teaching and research career in 1988 at the University of Florida as an assistant professor of anatomy in the Department of Physiological Sciences, College of Veterinary Medicine. He taught gross anatomy to 22 classes of

1st year veterinary students. He had a passion for teaching and was greatly loved by peers and students. Over the years he received many teaching and research awards including the C.E. Cornelius Young Investigator Award for his research on brain receptors, the College-wide Teacher of the Year twice, Basic Sciences Teacher of the Year three times and Freshman Teacher of the Year for the Classes of 1992, 1995, 2001, 2002, 2009 and 2012. Kevin had many interests outside of his professional career, including Gator sports, fishing and volunteering as a guardian ad litem, serving children of the community. His love of recreational biking led him to lead **Team Vet Med**, a group of cyclists who ride regularly to raise money for veterinary student

scholarships. Because of his devotion to the College of Veterinary Medicine, a scholarship has been established in his honor. Kevin is survived by his loving wife, Michelle, his children Jonathon and Brett, parents John and Myrna Anderson, brother Brian and Eric (Nancy), sister Kerri (Dean) Inglin, Jackie Burke, mother of his children, and many loving and admiring nieces and nephews.

There will be a Celebration of Kevin's life when the students return to Gainesville in August. In lieu of flowers, donations can be made to the Kevin Anderson Team Vet Med Scholarship at the College of Veterinary Medicine, University of Florida, Haven Hospice or to a memorial of your choice.

Critical Mass riders have it right...

By Jim Funk

Yes ! If their goal is to get more people on bikes, have motorists become more aware of bicycles, make sure there is a lane for bicyclists, and show bicycles as a viable means of regular transportation, they have the right idea. However, their goals are as amorphous as their organizational structure and their ability to alienate motorists and potential cyclists is counter productive.

So how do we get more folks using bicycles as transportation? At around 1.5%-(a hopeful figure)United States has the lowest percentage of bicycle commuters in the world!) Though they present a far better image than Critical Mass riders, I don't think a Pele ton of Sunday morning riders dressed in skin tight outfit's the color of a court jester's costume does much more to encourage bicycle commuting. Our delicious rides on scenic, but hidden trails doesn't help much either.

The cynic in me thinks the only way we will get more people commuting on bicycles is to significantly raise the cost of gasoline.

My more hopeful side says "Yes we can!" (make a small dent). To start, I would encourage all in the bicycle club who can, to become a bicycle commuter. Sure it means starting earlier and doing some preparation. (planning a safe route, getting flat resistant tires, basket and/or panniers, having fresh clothes with you or at work, have preparations for rain, and lights etc.) One big resistance to bike commuting besides having to rush home for the children, dogs, and spouse, or using a car at work, is arriving sweaty to work. Having cycled to work for many years, the only drawbacks to this are women being in awe of my muscular bare chest on arriving to work, (I now wear a reflective vest which helps keeps them cool.) and the possibility of stinking at work. Luckily only once have my coworkers said anything- and I think that was my having grabbed a shirt from the laundry. (On arrival home comments from my wife are a different story.) Rain also is a complaint. Rain is the AM is less common, and after work one can be prepared and/or wait

it out with a good book.

Make bicycle transportation is to be seen in a positive manner. First been seen- bright reflective vest, and helmet, many reflectors and flashing lights. (Bike Planet makes some excellent lights.) Drivers really appreciate this. Always give the right of way, and wave to people who show you courtesy. Give warning on passing and greet people on your way. Use all your faith in humanity to give you strength to raise five fingers rather than one when drivers put your life at risk. A loud sarcastic "Thank you!" is also safer. Obeying traffic rules can help.

With your co-workers don't be seen as a martyr, look like you are having fun being more fit and saving car expenses.

Advocate with business, bosses and government to make bicycle commuting easier.

Best wishes and safe commuting.



FANNING SPRINGS PICNIC



JULY 17, 2010



Medical Warning!

Considerable discussion has been aroused among physicians and wheelmen by the recent publication of a report that a woman had gone insane from excessive riding of the bicycle... This is not the only case of its kind... The disease of wheel insanity has not gained much foothold yet, doctors say, because it has not had time. Bicycling is as yet in its infancy and so are the diseases connected with it. The bicycle hump is only beginning to develop, while it will require fully a generation to establish the bicycle face, foot, arm, and other eccentricities.

The Acadian Recorder
Halifax, 4 March, 1896

from Nova Scotia by Bicycle, submitted by Melinda Koken

EDITOR

Roger Pierce 378-7063
roger@gccfla.org

AD GRAPHICS

Craig Lee 475-1825
craig@craigdidit.com

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OCTOBER DEADLINES

Ad copy needing setup work
September 10
Articles and classifieds
September 20
Ads in GIF or TIFF format
September 27

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I have a women's Trek for sale. It has skinny Schwalbe tires on it and I'll throw in a pair of Bontrager hybrid tires with it, and three spare tubes. Tires still have a few miles left on them. There is one bottle cage, standard flat pedals. It would make a good street bike; asking \$200. I prefer to be contacted by email at nanpiper@gmail.com.

SADDLE: FORTE PRO SLX: Black with Titanium rails. Very comfortable. Never touched a bike, brand new. \$45.

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