

# The Gainesville Cyclist

October 2010

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

## Happenings

### October 2 (Sat) Standard Club Ride Meeting Time Now 9 AM

Check GCCMail ride announcements to ensure your group is using the standard time.

### October 23 (Sat) Nationwide Santa Fe Century

Registration opens at 6:30 am (along with breakfast), ride departs at 8:30 am. See <http://gccfla.org/gcf/> for more details.



### October 24 (Sun) Horse Farm Hundred

Registration opens at 7:15 am at Loften High School and at Flemington Community Park. Rides depart at 8:30 am. See <http://gccfla.org/gcf/> for more details.

### December 6-17 Thailand Tour

Get special rates for this tour from a founding member of the Gainesville Cycling Club. For full info, see <http://www.pedalerspubandgrille.com/gcc/thailand2010.htm>.

### December 11 (Sat) Holiday Party

Put it on your calendar! We have a large room in the Social Hall at the Holy Faith Catholic Church on NW 43<sup>rd</sup> St (near 8<sup>th</sup> Ave). Watch for full details in the December newsletter.

### Gainesville Cycling Festival Entry Procedure

See pages 8 and 9 for full details on how to enter the Gainesville Cycling Festival. This is the biggest cycling event in this part of Florida, and it's right here in Gainesville! If you're riding a bike in Gainesville, you should be participating in this great event! With your help, we will be able to continue to make a \$10,000 contribution to the Boys and Girls Club of Alachua County with proceeds from the weekend.

You can enter by clicking on the button in the Members Area on the club web site now. 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. If you do not have internet access, use the form on page 9.

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!





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## GCC Web Page

[gainesvillecyclingclub.org](http://gainesvillecyclingclub.org)  
[gainesvillecc.org](http://gainesvillecc.org)

Consider reading this newsletter online if you are looking at it in the printed version. The online version is in full color, which makes the photos more vibrant and the graphics pop. Also, we sometimes slip in extras online that are not available in the print version.

To sign up for online only, just mark the box in the My Preferences block of the Members Area.

We send out an email notification when the online version is available to all club members who have given us an email address. The online version is always available up to a week before the paper copy hits your mail box.

## Web Site

I am frequently asked things that are readily available on the GCC web site. Sometimes, I get the question too late, and people miss rides and events.

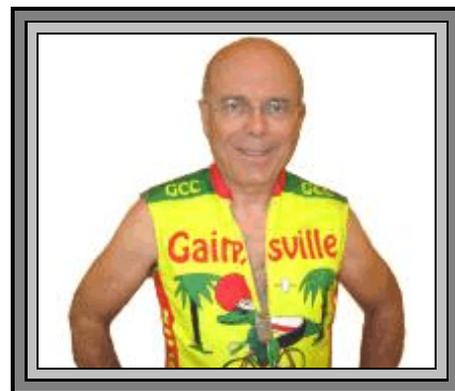
I encourage everyone to take a few minutes to click around on the web site to become familiar with what is there. For example, if you deleted a GCCMail ride announcement, go to the Archive and read it there (Members Area, All About GCCMail page).

Need to get hold of Henry who was on your ride today, use the Member Directory in the Members Only block to look at all members whose first name is Henry.

Have you moved? Go into the Members Area and change your address (save the club forwarding postage, which can be \$1.50 for a newsletter!).

Phone number for a bike store? Look at the Phone Book under Club Information (main menu). Bike store web site? Look at Links, Gainesville Links.

There's a lot of stuff there, so budget your time or you'll wind up spending an



entire afternoon!

## A Word about Adopt-A-Road

Over 200 GCC members have marked their volunteer preferences indicating they will help out with Adopt-A-Road. After subtracting the coordinators, we need seven volunteers to do each cleanup. A little math shows that if everyone who has volunteered takes a turn, it will take SEVEN YEARS before you will be able to get another turn!

I am, of course, bringing this up because our most recently scheduled pickup yielded a total of ONE volunteer. That is not enough to do the job. It is hard for me to imagine that the other 199 volunteers all had other commitments that prevented doing this cleanup.

Next time we schedule a cleanup, jump in and grab a slot, knowing that you won't need to do it again for a long time (unless you find you enjoy it and continue to compete for future slots!).

A stroll in the countryside with friends, followed by a subsidized dinner at a good restaurant, is not an unpleasant way to spend an afternoon.

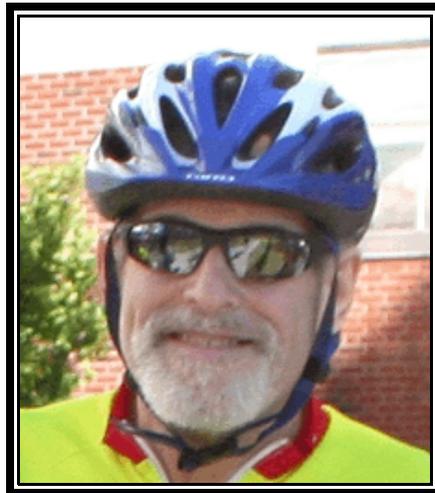


# President's Letter

The last of the overly oppressive hot days seem to be behind us, we now enter into what most people consider the best cycling time of the year.

For many people the highlight of their cycling calendar is the Gainesville Cycling Festival which is just around the corner. Both the Santa Fe Century and the Horse Farm Hundred (or parts thereof) can be ridden by the most demanding cyclist or the more casual one. If we all obey not only cycling laws but use common sense and courtesy this and all of our rides will be much safer.

I would like to ask all riders to be aware of Florida cycling laws (which can be found on the club's web site under the "Bicycle Law" on the left hand side of the screen) and strictly abide by them. Especially with the large groups that will be on the road it is easy to stray too far from the right side of the road or bike lane and cause



an inadvertent clash with a motorist or another cyclist.

Remember, helmets are mandatory and mirrors recommended on all Gainesville Cycling Club rides. Let's strive to make this Festival the safest as well as the most enjoyable one on

record.

I would like to thank everyone who has volunteered so far to help with this years Cycling Festival. This event has grown into one of the major rides on the Florida Cycling Calendar. Such an undertaking would not be possible without your support. We still can use help and those of you that may wish to volunteer can do so by contacting Roger Pierce at 378-7063. Before calling, check out what is needed on the GCC web site (<http://gccfla.org/>). Your additional support can help fill out the numerous positions needed for the festival.

I hope to see you on the road...

Bob Newman



## Here Comes PBP!

by Jim Wilson

Paris-Brest-Paris is the oldest, regularly-scheduled cycling event in the world. First held in 1891, this 750-mile race featured the new-fangled *safety bicycles*, and several riders eschewed solid rubber tires in favor of the just-invented pneumatics.

Lately, this event is held every four years as a *randonnee* (an extreme tour), and professional riders have been banned since 1951. Although a few still strive to finish first, most are content with beating the 90-hour time limit. Finisher names are entered into the *Great Book*, maintained by Audax Club Parisien, in alphabetical order.

PBP is not an easy ride. Finishing

means completing the equivalent of four double centuries on consecutive days. The course is hilly. The slowest riders get very little sleep.

In 2007 the weather was miserable: 5300 riders started; 3600 finished.

To participate in the upcoming August 2011 event, a rider must complete a series of four *brevets* (qualifying rides) starting in January. Gainesville Cycling Club holds a complete 4-ride series each spring. This year we begin with a 125-mile/13.5-hour ride on January 15 and end with a 375-mile/40-hour epic adventure on April 9.

If you survived the Horse Farm Hundred and are looking for another challenge, try these longer rides. The first is only a little bit longer than a century. I must warn

you though, in the few weeks after you finish one ride, you'll begin to wonder if you can go just a little farther in the next.

For more about PBP:

<http://www.rusa.org/pbphistory.html>

<http://www.carsstink.org/peterson/pbpostory.html>

And about the Gainesville Brevet Series:

<http://gccfla.org/brevet/brevets.html>



1901 PBP Start



2007 PBP Start

# Biking the Maritime Provinces of Nova Scotia and Prince Edward Island

by Melinda Koken

Lots of time spent pouring over *Nova Scotia by Bicycle*, and the accompanying *Doers and Dreamers Guide to Nova Scotia* resulted in a schedule that would allow for visiting and bicycling in all of the six distinct geographical & historical areas of the Province. These areas included the Glooscap Trail near the Bay of Fundy, the Evangeline Trail or Acadian Shore, the Lighthouse Route on the South Shore, the Marine Drive of the Eastern Shore, the Sunrise Trail of the Northumberland Shore, and finally, the Cabot Trail on Cape Breton Island—a three day loop with Atlantic Canada Cycling. To assure contact with the local population as well as to be economical, we would be staying at Provincial Parks, with Warm Showers Hosts, or at Bed & Breakfasts. We also planned to bike for several days on Prince Edward Island carrying our gear.

Within hours of leaving Valdosta, where I picked up Hanna Carroll, a flat tire caused a half-day delay. Three and a half days later we landed at a Warm Showers house in Truro, Nova Scotia, on the Cobequid Bay of the Minas Basin. This is close to the famous Shubenacadie River, which brings the Tidal Bore with its famed rafting rides. Truro is located on those same rich tidal lowlands and has supported farming since its early days as a town. Our hosts had just returned from a trip to France, biking in the Alps. We were treated to his artisan bread, which he had perfected in his basement bakery. He had begun maple syrup gathering in the area and had started a pancake house to promote its use. We tasted some fine maple syrup from his store. Our hosts gave us directions to bike along the tidal lowlands as a nice way to unwind from a long trip. Unfortunately, Hanna took a set of railroad tracks wrong and subsequently we spent some time in the ER getting her patched up and checked out. We spent an extra day in Truro, giving Hanna time to recuperate.

The Lighthouse Route was our next destination with a loop around Peggy's Cove, which typifies a Maritime fishing village. The quaint village as well as the

granite on which it is built, gives hints of earlier times, both human and geological. Bare odd-shaped boulders, some of which we see in odd positions, were deposited when the last glaciers melted, after having carved the granite into huge shapes of smooth rock. The views were magnificent as the wind and waves whipped up the sides of the barren, rocky landscape. While Peggy's Cove used to thrive in the lobster industry, tourism has taken over the area today.



Near Upper Tantallon we picked up the St. Margaret's Bay Bike Trail and did a short route along the Bay in order for Hanna to "get back on the horse that threw her". Then on to nearby Lunenburg, a UNESCO World Heritage Site, where, after securing a map and guide from the Visitor's Center, we did a walking tour of the city. The map gave some of the history of the "Old Town" as well as the location of its historic houses. Settled in 1753, the city preserves the original layout of the Colony. Mi'kmaq natives and Acadians were the early settlers, followed by Germans, Swiss, French, and some English who became some of the finest seamen and shipbuilders in the world. People we met while walking were most friendly and helpful, directing us to restaurants, museums and other sites. Fish and chips for dinner overlooking the wharf was a treat.

A brief drive to another Warm Shower Host who lived on acreage in a restored farmhouse nearby followed. He and his partner grow their own vegetables, make their own jams and jellies, chop wood

from their land to heat the house in winter, and extract their own maple syrup from trees on the property. This they accomplish while keeping their day jobs: he as an ER doctor at a nearby hospital, she as a teacher in Dartmouth, about 60 miles away.

Our next destination was Yarmouth, with a brief stop at the Firefighters Museum, and on to Ellenwood Lakes Provincial Park where I left my van. We biked to the Acadian Shore and the Su Ben Bed and Breakfast in Little Brook on the Evangeline Trail. After a gusty and rain-threatened trip on an inland route, upon arrival, we were treated like royalty by owners Renette and Normand Cormier. Their house, built by Ren's grandfather in 1906, was where she and her sisters grew up. Her grandfather owned a sawmill on Digby Neck, which we could see from our room as an island out in the ocean. We were able to share in a musical rehearsal for a benefit concert later that week—a very Acadian "kitchen party", have a breakfast of lobster omelette, and enjoy friendly French speaking people. The ride back along the shoreline proved to be the only rainy day we had throughout the trip, (except for Hurricane Earl—which came later in our trip).

We were facing a long drive to the Eastern Shore, so we pushed on from where we'd left my van, drove to Risser's Beach Provincial Park on the Atlantic, and spent a pleasant night in the midst of tall trees lulled by the sounds of pounding surf.

The next day we drove most of the Eastern Shore, which stretches from Halifax to the shores of Cape Breton. The drive afforded us views of inlets, bays, harbors, rocky outcrops, rivers, and beaches, where fishing is now their main industry and occupation. Our destination was the former lumbering, ship building and gold mining community of the 1800's of Sherbrooke Village on the St. Marys River. There we used the Daysago Bed and Breakfast as our base from which to walk the Village as well as to jump-off to one of our nicest biking loops. The B & B was in a lovely restored older house. The owner, Linda Mac Intosh, was a

hardworking paralegal who drove an hour each way to work, then came home to mow the large lawn, take care of guests, and feed the chickens.

We rode north to Melrose, turned to the east on a rough, but untraveled road for 8 miles, took the Country Harbor Ferry, rode by Fort Bickerton and then back to Sherbrooke.

Antigonish was our next stop and we stayed at a private campground in the heart of the city. It was convenient to downtown, and St. Francis Xavier University, which was the biggest employer of the region. We left from there and rode the difficult and beautiful Cape George Loop on the Sunrise Trail. It was called the mini-Cabot Trail because of the hills, although there was nothing that could prepare us for what the Cabot Trail grades would be. On this ride we had clear views of Cape Breton and Prince Edward Island from a side trip to the Cape George lighthouse.

Next was our Prince Edward Island odyssey by bike. Leaving my van at the Pictou Ferry landing, we took the 75-minute ferry ride with our bikes loaded. Starting out on the Confederation Trail, which was made of crushed red rock on the old rail bed, we found the going, although picturesque, to be too difficult with heavily loaded bikes. We were told that PEI would be flatter than Nova Scotia as well as cooler. What we found was the quite the opposite-the roads we opted for were very hilly, and unseasonal temperatures were in the late 80's and 90's. Our first night was at Brudenell Provincial Park, and our beautiful site fronted the backwaters of the river by the same name. That night, a pair of raccoons visited us and helped themselves to Hanna's dishes and clothes. An unexpected side trip to Georgetown the next day, was literally at the end of the road. We turned around and found our way back to Souris and beyond to Red Point where friends of Hanna's were our hosts for the night. They fed us a wonderful dinner of Hake, a local fish, and other delicious fare. After dinner we walked along the beach of "singing sands" to the Red Point of its name. The next day found us back on the bikes for the return trip to the Ferry at Wood Islands, in heat that reminded me of the Florida summer I had tried to escape.

After arriving back in Nova Scotia, we found Caribou-Munroes Island Provincial

Park where we spent a pleasant but warm evening in a wooded campsite along side the Northumberland Strait. We walked along a mostly deserted beach the next morning before heading to Cape Breton Island and the town of Baddeck, on the Bras d'Or Lake-the last pristine salt water inland sea on the east coast of North America. Once we checked in at our campground, we visited the Celtic College Museum at St. Anns, and became informed about the Highland Scots who had settled that area: their music-bagpipes and fiddles, their tartans and how to properly wear one, and how many different tartans each clan can claim. I was disappointed to learn there that my great-grandmother, Christina Lorimer was in fact not a Highlander, nor was a tartan ascribed to her family, although the name did appear in their books.

The next day was time to catch up on



laundry, pack up for the Cabot Trail trip and generally relax. A meeting that evening was scheduled with Atlantic Canada Cycling where we picked up our maps for the next three days as well as warnings about the dangers of coyotes along the route. Hurricane Earl was threatening, so we decided to start early and get into camp prior to being hit with its rain and winds. I found it ironic we traveled to the far north from Florida, only to encounter a Hurricane.

Our first day included Mt. Smokey, which was socked in by the time we got to it. It was a "hot" fog that shrouded us and made the touted views inaccessible to us. This was a 600 foot high hill with an average grade of 12% for a little over a mile. Doable? Fergetaboutit! I biked about half of it, with frequent stops along the way. Day two was another story entirely. After being buffeted by Earl much of the night before, having no

power due to the storm, having dinner at the Celtic Lodge by candlelight, and surviving an afternoon bout with some shared wine to celebrate the ascent of Mt. Smokey at our campsite in Ingonish, the daunting challenge that North Mountain presented on day two was over the top for this flat-lander. With 15% grades for most of the 2.5 miles and a headwind of untold magnitude from Earl, it became a steep walk with the incidental addition of a bike being pushed uphill. The down hills were magnificently terrifying, reaching speeds I'd never even dreamed of, hoping the good brakes would hold. I fairly flew down to Pleasant Bay on the Gulf of St. Lawrence coast. Then came the next uphills of MacKenzie and French Mountains in rapid-fire succession with no downhill to speak of between them until after French Mountain and into Cheticamp Provincial Park. After nearly twelve hours riding and walking up hills, it was hard not to appreciate the cheers we received as we rode into camp. Still we had to rally to eat something, to find strength to gather our gear, to pitch our tents, to shower and finally to find the salve of sleep.

All of that done, Day Three dawned sunny, beautiful, and without the incredible headwind that stymied us the day before. We rode down the Margaree Valley on rolling terrain with only Hunter Mountain of 500 feet and an easy grade to climb before our return to Baddeck. Our last night in Nova Scotia, my "I Tackled the Trail" t-shirt in hand, I celebrated with other riders at a lovely restaurant in Baddeck with a nice dinner of lobster and mussels. Our early morning departure the next day put us on a course for home, four days later.

Nice people, great scenery, fabulous food, wonderful biking in a place that makes me feel I've traveled back in time to a less complicated kind of living, all combined to make this a great trip. I was able to experience many varied parts of the same Province and had contact with interesting and lively people who made the experience a truly rich one.



# So, you want to ride at night?

*Some things you might like to know.*

by Rob Wilt

## 1) There are two kinds of headlights to consider.

Do you need a front light to be seen by cars, or a front light to actually see the road ahead. Any flashing LED headlight will likely do to be seen by cars, but to see ahead on the road, you need an LED light with at least 100 lumens output (or about 10 watts with a Halogen light). As you get older, you require more light to see well. So particularly if you are over 40, I wouldn't recommend a little LED headlight of the type that is powered by two or three AA or AAA or watch batteries. They don't really put out enough light to see, though they will let cars see you. Remember: a really good light that lets you see the road is cheaper than your first visit to the emergency room. If you ride at night just accept the fact you need to spend some real money on a good headlight, bike headlights are the wrong place to pinch pennies. Spend some money and be safe.

Lights to consider: Cygolite makes the Million 200 and the Million 150. These are both powerful, compact, and convenient lights at a fairly reasonable price. Compare these to whatever you are otherwise thinking about getting, then get the brightest you can afford.

## 2) Getting enough light:

The proper measure of light output to look for is LUMENS. This is a measure of the actual light being cast on to an object. It is not a measure of how much energy is being used like WATTS (which is pretty irrelevant when comparing HID, Halogen, and LEDs). Nor is it a less objective measure like CANDLEPOWER, which can vary greatly depending on the equipment and the manufacturer's desire to keep you in the dark about the real illumination capabilities of their product. Note that all of the high end bike light products will indicate the LUMENS output. Cheap lights try to prevent comparison with other products by using relatively meaningless measures like Candlepower.

If you buy a light and upon using it, don't feel comfortable with its output on rides, don't hesitate to return it and get something better.

## 3) Two front lights are best.

A main light on your handlebars, and a secondary on your helmet. The helmet light is good for looking at objects off path, like street signs, animals, etc. It is also useful for putting away your stuff at the end of the ride when you may not have much ambient light, or if you have to fix a flat on the road. Lights are also notorious for going out for odd reasons, not the least of which is just the batteries running down. You don't want to be stuck without a light when you are half way out on your ride in the dark. Have a secondary light, if only a cheap mini LED to allow you to creep home without getting hit by a car.

A helmet light has an additional advantage: a main light on the handlebars will not illuminate well around corners, because most of the steering is done by leaning into a turn, not by turning the handlebars. This means the handlebar light will be facing out from the turn and will not actually illuminate the path into which you are turning. The helmet light on the other hand will illuminate wherever you point it.

## 4) Most rear red blinkys are adequate,

but if you want to really be seen and be safe I recommend the brightest rear light you can find. My own light is a Serfas T1000, for which I paid \$30. This is as bright as a car's rear brake light, and can be seen readily in the daytime as well. It also can be seen from the side, providing some additional safety in that direction. Be aware though that some rear blinkys do not include a passive reflector, so if it dies while riding, you will have no visibility to a car approaching from behind. The addition of a passive reflector resolves that problem. Unfortunately, the Serfas model I have is no longer available. Dinotte makes an excellent rear light, but its not cheap. There is a Cateye model which is quite bright (President Bob has one of these, ask him what the model is). Planet Bike also makes a pretty bright LED flasher, available for about \$20, and a number of other manufacturers now sell virtually identical blinkys. Having a passive red rear reflector is a requirement of the law, so if your blinky doesn't provide that when it's turned off, be sure and mount a passive reflector also.

Although most of these lights offer a steady "on" function, its always better to use the flash mode. The batteries last longer, and the flashing is more noticeable at a distance, than a steady light. Plus a red flashing light is now commonly recognized by most people as representing a cyclist.

## 5) Rechargeables:

If you are using a light powered by AA, or AAA, you can buy rechargeables to use in the place of one time use Alkalines. The NiMH (Nickel Metal Hydride) rechargeable batteries typically have a voltage of about 1.2 as opposed to Alkalines 1.5. So they may not produce an output quite as bright. But the convenience and savings may be worth the difference. Personally I find the NiMH available from Thomas Distributing work well. More powerful and lighter, though more expensive, Li Ion (Lithium Ion) rechargeable batteries are also available.

## 6) Night riding, off-road and on-road:

These two ride modes require different lights. On-road a narrow beam is fine, but off-road you need to see more peripherally. Choose your light accordingly, depending upon which mode you expect to ride most. Of course, if you also have a helmet light this will be less of a problem.

## 7) Eye Protection:

Clear shields, or glasses are a necessity because of bugs, and other unseen night hazards, like branches. A piece of plastic window screen can also be used, if attached to the helmet visor, but the simplest and cheapest route is to buy a commercially available pair of clear safety glasses. Some of these are very light and even stylish. AO Safety makes several that can be had at Home Depot, Lowes, or Harbor Freight for about \$10. In addition to being much cheaper than the typical clear riding glasses seen in bike catalogs, these also meet impact standards and have anti-fog and anti-scratch coatings, and one pair even has reading glasses built in. I

haven't seen similar for the bike catalog shields. I have already had my eyesight saved once from a low hanging branch that smacked my face right at eye level on the Gainesville Hawthorne Trail. Though it smarted, I didn't get it in the eye.

### 8) Computers:

In my experience, the electric field around a light's wires may interfere with the reception of a wireless computer, making it give out false information. Wired computers don't seem to be affected in the same fashion.

There are some bike computers that come with built in illumination for night riding, notably the Sigma 1606L and the Vetta VL100. They illuminate briefly when the buttons are pressed. There are probably other illuminated computers available, but these are the two I am personally familiar with. The illumination is easily turned off when you don't need it. The Sigma and the Vetta are wired models, so they are not affected by electric fields from lights.

Some Polar models have back lighting and do appear to work ok as wireless, and others models do not. If you want Polar, you will have to make that determination.

### 9) Bugs:

There is usually no problem with bugs biting you while you are moving on the bike. However, when you stop you may find that mosquitoes find you delicious and will quickly start to feed in large numbers. Some OFF on the bare spots before the ride start will prevent this.

The other issue with bugs is ingesting them. This is best avoided by riding with your mouth closed. If you need to ride with your mouth open, you could put a piece of plastic window screen on your helmet, or you can ride with your mouth slightly open with your tongue touching the back of your upper front teeth. This way if a bug enters your mouth you can catch it under your tongue instead of having it jammed down your throat. Then you can spit it out or utilize it, depending on your taste inclinations. Don't ride with your tongue between your teeth: this is a good way to bite off the tip when you hit an unexpected

bump in the road. And if you hate bug repellent, consider it a trade-off, since at night you don't have to wear sunscreen.

### 10) Glare from oncoming cars:

This can be a problem, particularly if you are on a road, like Millhopper, where there may be a lot of traffic. Glare can blind you and make it difficult to see the path ahead of you. I find the best way to deal with this is to tilt my head to the left, and use the edge of my helmet visor to just block the headlights. This then allows you to see the road ahead of you more clearly, without really obscuring anything that you really need to see. And it prevents you from being blinded by that obnoxious driver who likes to turn his high beams on you, when it's already obvious that you are a cyclist. Put your disintegrator ray on auto-stun for these jerks!

### 11) Sources for lights:

There are many places to buy bright bike lights these days. Always consult your local bike shop first of course, this way you save shipping and get the club discount. But it's possible they may not have what you want. In that case, one of the best sources I have found is the Nashbar Returned Goods area. You may not see this section in the regular menus at the website. To get to it click on 'Site Map' and then look through the listings for 'Returned Goods'. Lots of savings there, I have seen high-end lights for half their usual cost.

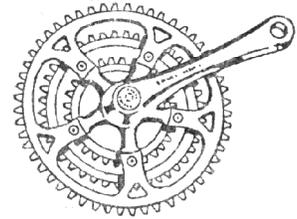
### 12) Clothing:

Light colored clothing is best, don't wear black if you hope to be seen. There is also a limited amount of reflective clothing

available for night riding, known as Illuminite. Its pretty expensive generally, but probably worth it if you are riding in town at night. In town particularly you need to stand out from all the reflectors and lights that appear in the background. These clothing considerations help a lot with your visibility when seen from the side.

### 13) Those reflectors that came on your bike wheels:

True, you don't need these if you only ride in the day, but if you plan to ride at dusk, dawn or at night you need to put them back on the bike. This is typically the only side reflectives most bikes will have. If you really want to improve your visibility from the side you might also be able to find tires that have a ring of reflective material on the sidewall, but these are pretty rare on higher end tires.



*Bike Works*



*Opening Mid October 2010  
in Tioja Town Center*

10% discount to active GCC Members - proof required!

13005 SW 1st Road, Suite #123, Newberry, FL, 32669

352-225-3585      bikeworksjonesville.com

# Nationwide



## Santa Fe Century

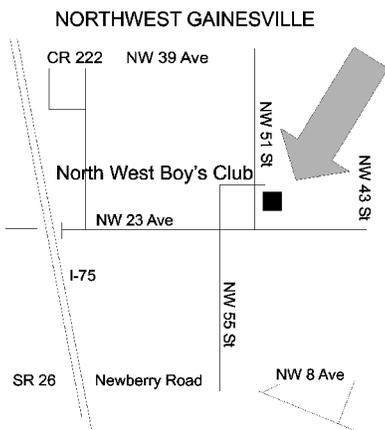
Saturday, October 23, 2010, 8:30 AM

A tour through the lush forest and pasture land north of Gainesville up through the Santa Fe River valley. The ride starts with a visit to the picturesque town of High Springs. The Century traverses the scenic tree-lined Feagle roads in Columbia county before stopping for lunch in Watermelon Park. After a stop in Worthington Springs, the century rejoins the shorter route for the final stop in Hague, on the DeSoto Trail.

The terrain on the ride is rolling enough to not be flat, but not so much to be especially challenging. The first finishers on the century have regularly completed the course in 4 and one half hours. Of course most riders take full advantage of the well-stocked rest stops and spend much more time taking in the exceptional rural scenery.

The rides start at 8:30 AM from the Boys & Girls Club of AC at 2700 NW 51st Street in Gainesville. The 18 and 27 mile **MILLHOPPER RAMBLE** has a stop at the end of scenic Millhopper Road; a great family ride!

## 18<sup>th</sup> Year!



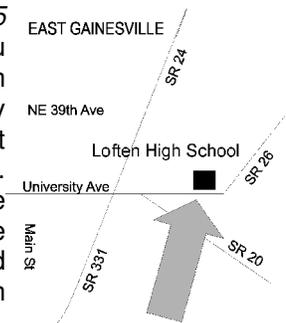
Gainesville  
Cycling  
Club's  
30<sup>th</sup> Annual



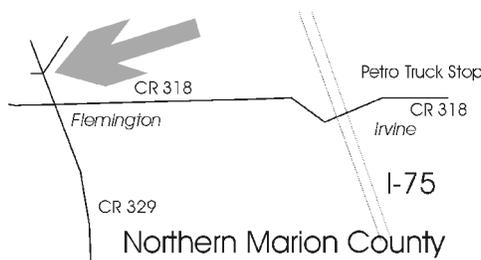
## Horse Farm Hundred Sunday, October 26, 2010, 8:30 AM

A tour through the picturesque horse farms of northern Marion county.

The century will start at 8:30 AM at the Loften High School at 3000 East University Avenue. Coffee and muffins will be available. If you are in a rush, the **RUSH 55** will get you out fast with the century pack (but few horses). There will be four of the best stocked rest stops in the USA, plus hot dogs at the finish.



The *Horse Farm Tours* (45, 30 and 25 miles) will start in Flemington (west of the Interstate 75 CR 318 exit on CR 329). Registration will be open till 9 AM. Coffee and muffins will be available. A mid-way lunch stop will be followed by hot dogs at the finish.



**CANCELLATION:** There is a \$5 handling fee for cancellation requests received before October 20. No cancellations after October 19.

## Registration and Packet Pickup

Friday	Oct 22	5:30 PM - 8:00 PM	Boys & Girls Club of AC
Saturday	Oct 23	6:30 AM - 5:00 PM	Boys & Girls Club of AC
Sunday	Oct 24	7:30 AM - 8:30 AM	Loften High School
Sunday	Oct 24	7:30 AM - 9:00 AM	Flemington, FL

On Sunday preregistration packets for the Horse Farm Hundred and Rush 55 will be at the Loften High School and packets for the Horse Farm Tours will be in Flemington. All packets will be at the Boys & Girls Club of AC on Friday and Saturday

**YOU MUST SIGN A RELEASE AT THE REGISTRATION TABLE BEFORE STARTING .**

**TEAM AFFILIATION:** If you are a member of the team raising money for scholarships to the University of Florida, please circle TVM (Team VetMed) on the bottom of the form.

**HELMETS  
REQUIRED**

## Tee Shirts

are available for both the Santa Fe Century and the Horse Farm Hundred. Size XXL, long sleeve, tank top, and no sleeve shirts are only available if ordered before Oct 13.

Saturday Lunch Providers:



# Gainesville Cycling Festival

## REGISTRATION

To save the registration staff work, and to reduce the possibility of input errors, please register using the online form available in the Members Area on the club web site. If you do not have access to the Internet, use the form on this page. Do not give this form to non-members; it has club member only pricing on it.

Volunteers, please wait until your volunteer position is listed in the Members Area before completing your entry.

When you register online, you have access to tank top and long sleeve shirts (before Oct 13).

### FAQ's

#### What is my membership number?

This number is on the mailing label on your newsletter envelope. It was also emailed to you (if you have an email address listed with the club) with the announcement for this newsletter.

#### What is my password?

Your password is emailed to you with each newsletter announcement, and when you join the club. When signing in to the Members Area, you can click a button to have it emailed to you. If you do not have an email address listed with the club, send an email to [roger@gccfla.org](mailto:roger@gccfla.org) with your name and birth date requesting your password.

#### I don't have a printer!

Once you have the Festival form displayed on your computer screen, copy your member number and the amount due onto a blank sheet of paper, and mail that in with your check. All of the information is already recorded in the data base, and no signature is required (except on your check!).

### 2010 Gainesville Cycling Festival

CHECK BOXES NEXT TO YOUR CHOICES

#### CLUB MEMBER RIDE REGISTRATION

Mail preregistrations must be postmarked by Oct 16. Please DO NOT mail registrations after Oct 16. Week of ride rate after Oct 16.

Registration Number  
(See mailing label)

Boys Club & Girls Club start:	(Week of ride - \$25)			
<b>SATURN Santa Fe Century</b>	100	56	\$20	\$_____
<b>MILLHOPPER RAMBLE</b>	18	27	\$20	\$_____
Loften High School start:	(Week of ride - \$25)			
<i>Horse Farm Hundred</i>	<i>RUSH</i>		\$20	\$_____
Flemington start:	(Week of ride - \$25)			
<i>Horse Farm Tours</i>	45	30	25	\$20 \$_____

#### T-SHIRTS

XXL and without sleeve not available for registrations received after Oct 13

**SATURN Santa Fe Century** Circle size: **S M L XL XXL**  
How many with sleeve \_\_\_\_\_ without sleeve \_\_\_\_\_ \$10 XXL \$12 \$\_\_\_\_\_

*Horse Farm Hundred* Circle size: **S M L XL XXL**  
How many with sleeve \_\_\_\_\_ without sleeve \_\_\_\_\_ \$10 XXL \$12 \$\_\_\_\_\_

Gainesville Cycling Club water bottle How many \_\_\_\_\_ 2 for \$5 / \$3 ea  
\$\_\_\_\_\_

Make checks payable to:

**Gainesville Cycling Club**

TOTAL ENCLOSED \$\_\_\_\_\_

\*\*\* USE ONE FORM PER PERSON \*\*\*

Name \_\_\_\_\_

Membership Number \_\_\_\_\_

Emergency Contact and Phone: \_\_\_\_\_

Mail this form to: Gainesville Cycling Festival  
5015 NW 19th Place  
Gainesville FL 32605-3435

Fund Raising Team: TVM



League of American Bicyclists

# CLASSIFIED

**Saddle:** Men's Forte Pro SLX. Black with red and white detailing. Titanium rails with adjustment markings. Very comfortable seat, but this one has never touched a bike, brand new. \$45. View at Performance website or email for a link to pictures.

**Pedals:** Speedplay Zero Light Action Stainless Steel 2009, black and silver, \$115. only 69 miles of use, not a scratch. Do not mistake these for the heavier Cromoly version. At \$115 you are getting the Stainless for the price of Cromoly. Compare at Nashbar for \$199.99.

**Sandals:** Women's Shimano Clipless Sandals SH-SD65S:

Used but in great shape. Size 41-42 (8- 8 1/2). \$30.

**Camelbacks:** Three different models of Camelback, used but in very good shape. \$25 each.

**Contact** Velvet Yates. 386-418-3704. To get a link to see images of the above items, send an email to [velvetyates@yahoo.com](mailto:velvetyates@yahoo.com).

Commenting on cycling as a sporting choice:

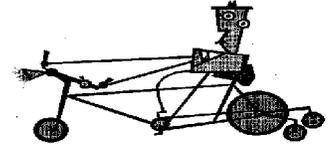
**...when the car breaks down... you can't golf yourself to work!**

Jesse Alston

## Amanda Adams' Great Adventure

Amanda spent this past summer cycling the mountains of Italy and France. She was able to watch stage eight of the Tour de France in Morzine and take a lot of great pictures of the cyclists and atmosphere. She also rode some of Le Tour's most famous climbs, such as Le Col du Tourmalet, Col d'Izoard, Alpe d'Huez and Mont Ventoux.

You can check out her blog at: <http://AmandaOnFoot.blogspot.com/>  
Trip entries are in the August archive.



**GATOR CYCLE**  
Archer road and 34th street Gainesville (352) 373-3962

**PJ's Cafe & Catering**

Hitchcock's Square  
US 301  
Hawthorne, FL  
(352) 481-4801

Owners: John & Lois

Open Daily 6:30am-2:30pm  
Sundays 8:00am-2:30pm

Weekday Lunch Specials  
Breakfast served all day!

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cell: 352.262.4617  
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[roger@gccfla.org](mailto:roger@gccfla.org)

## AD GRAPHICS

Craig Lee 475-1825  
[craig@craigdidit.com](mailto:craig@craigdidit.com)

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.

## DECEMBER DEADLINES

Ad copy needing setup work  
Nov 12  
Articles and classifieds  
Nov 22  
Ads in GIF or TIFF format  
Nov 24

## Training tip of the Month: Gears

by Herb Kieklak, CSCS  
Coach K Fitness

This issue is intended primarily for brand new riders. Let's talk about how to use your gears. Yup, those knobby things on end of your handlebars, in case you were wondering. On some bikes, they will have numbers showing and on others there are just plain mysterious levers that give you no clue as to what they do.

For a beginning cyclist, this can be a befuddling situation. You just spent lots of money on a fancy bike, but the five minute demo in the store lasts about that long in your memory.

Unfortunately, many cyclists will just ride without ever learning to shift properly and stick to one or two simple rides, like the GHT.

So let's talk about why it is important to learn to how to use those high falootin gear things anyway.

1. It will make going up hills way easier, and that is very good!!
2. You can start trying out different rides and groups, because those hills will no longer scare you.
3. It will extend the life of your chain and drive train by not riding in the

same gear constantly.

4. There is a very important training technique called "spinning" that you will need to learn someday.

Now, if this article applies to you, please contact either your group ride leader, or GCC Hokey Pokey leader Chandler Otis, or even myself, and set up a time for one of us to teach you. That is a benefit of being in GCC so you can learn to ride mo better!!

# K

## BUSINESS SPONSORS

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

Alligator Island Optical	10%	332-9028	2275 SW 91 <sup>st</sup> Street – Ste 160	<a href="http://www.alligatorisland.net">www.alligatorisland.net</a>
Bike Works	10%	225-3585	13005 SW 1 <sup>st</sup> Road – Ste 123	<a href="http://bikeworksjonesville.com/">http://bikeworksjonesville.com/</a>
Bikes & More	10%	373-6574	2113 NW 6 <sup>th</sup> Street	<a href="http://www.bikesandmoregainesville.com">www.bikesandmoregainesville.com</a>
Chain Reaction	5-20%	373-4052	1630 West University Avenue	<a href="http://www.chainreactionbikes.com">www.chainreactionbikes.com</a>
Coach K Fitness	20%	246-5514		<a href="http://coachkfitness.net/">http://coachkfitness.net/</a>
Gator Cycle	10%	373-3962	3321 SW Archer Road	<a href="http://gatorcycle.com/">http://gatorcycle.com/</a>
Mr Goodbike	10%	336-5100	425 NW 13 <sup>th</sup> Street	<a href="http://mrgoodbike.com/">http://mrgoodbike.com/</a>
Pedalers Pub & Grille	10%		(Exotic cycling tours)	<a href="http://www.pedalerspubandgrille.com/gcc">www.pedalerspubandgrille.com/gcc</a>
Pointy Helmet Coaching	20%	573-9481		<a href="http://www.pointyhelmetcoaching.com">www.pointyhelmetcoaching.com</a>
Recycled Bicycles	10%	372-4890	805 West University Avenue	
Schwinn Shop	10%	374-2064	1225 W University Avenue	<a href="http://www.schwinnshop.com">www.schwinnshop.com</a>
Sisters (restaurant)	10%	379-0281	5212 SW 91 <sup>st</sup> Terrace	<a href="http://www.eatatsisters.com">www.eatatsisters.com</a>
Spin Cycle	22%	373-3355	425 West University Avenue	<a href="http://www.spinracing.com">www.spinracing.com</a>
Super Cool Bike Shop	15%	371-2453	3460 W University Ave	<a href="http://www.supercoolbikeshop.com">www.supercoolbikeshop.com</a>
The 8 <sup>th</sup> Ave Bike & Coffee House	50% (on service)	378-2100	235 NW 8 <sup>th</sup> Ave	<a href="http://8thavebikecoffeehouse.yolasite.com/">http://8thavebikecoffeehouse.yolasite.com/</a>

**Some restrictions apply, ask for details at the stores.**

