

CLUB HAPPENINGS

March 2 (Sat) ANNUAL MEETING, DINNER, SWAP MEET

Sheraton Gainesville Hotel, 2900 SW 13th Street

4:30 pm Swap Meet with hors d'oeuvres

6:00 pm Buffet Dinner

7:15 pm Official Annual Meeting

See full details on page 3.

\$15 per person for dinner. **SEND YOUR CHECK TODAY!**

DEADLINE IS NOW.

March 17 (Sat) Spring Picnic

Rides meet at 9 am at Boulware Springs Park. Picnicing starts at around noon when we get back. Bring your favorite side dish.

The club will provide sodas and food to be determined (possibly Chandler's burgers and dogs, or who knows what else?). Watch your email for more details. (If you are not on the email list, send an email to gcc-fla@piercepages.com with your name and the address you want to subscribe to the list. We'll get you on as soon as time permits.)

Close by Centuries/Events coming up:

March 17 (Sun) *Plant City FL 20th Tampa Bay Freewheelers Strawberry Century*

March 23-29 *Gainesville FL Bike Florida 2002: Springs Break*

March 24 (Sun) *Weirsdale FL Lake Weir Kiwanis Tri-County Tour*

March 30 (Sat) *Fanning Springs FL Fourth Annual Suwannee River Birdfest*

April 13-18 *Live Oak FL Florida Bicycle Safari*

April 20-21 *Quincy FL 21st Annual TOSRV South*

April 27-28 *Gainesville FL Brevet Series 2002: 600 km*

April 28 (Sun) *Jacksonville (Neptune) Beach FL Tour de Forts*

May 2-5 *Live Oak FL Suwannee Bicycle Festival*

CLASSIFIED

Tandem bike for sale: Burley Duet Road tandem, Very good condition. Blue, chrome- moly, 20.5/18.5, 700C wheels, barcon shifters. Burley specializes in tandem bikes. The Duet is Burley's mid-level road tandem. Price: \$500 firm (a steal!) E-mail iwata@ufl.edu or call 377-6045 if seriously interested.

For Sale: 58cm Cannondale Seaco with D/A group, ultegra cranks and the new D/A 7700 16 spoke aero wheels. \$1300. 58cm Serotta Track bike with full Suntour group & extra cogs, chain & asst tools. Immaculate. \$800. Wanted: Full suspension, race-ready mtn bike, size large. 337 1039 or edmundjoy@aol.com.

Offered by Leslie Folkerth, 367-3856, lesliefolkerth@hotmail.com
Weight bench and free weights, good condition. \$75 for all
Womens 1/4" dive suit, size 8, good condition. \$40
K2 Inline racing skates, 5-wheel, low cut boot with support, Womens 8/mens 6 1/2, good condition. \$75
Bauer ice hockey skates, mens 6 1/2, fair condition. \$20



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380-0561
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diann@piercepapes.com

Off Road Director

Brian Raisler
376-4730
braisler@ufl.edu

Ride Leader Coordinator

Paul Zimpfer
462-5003
Z-MAN2@prodigy.net

GCC Web Page
www.floridabicycle.org/gcc

President's Message

A Final Word

Dear GCC Members,

This will be my final installment in the GCC newsletter as your President. Having served five years in this post, it is time for me to move on and let someone else take the handlebars.

A lot has come to pass in those five years. The club has a substantial Internet presence now, one of my original goals. We started the tradition of providing food from Sonny's for the Itchetucknee picnic. The Adopt-A-Road post-cleanup meal is now largely funded by the club. The mid-summer picnic was moved from Poe Springs out to Fanning Springs; a far better riding and swimming venue. We now also have pictures of rides and picnics up on the Web for all club members to view at their leisure. The club now can claim an official Off-Road Director on the board, with regular rides. We now have group email for rapid and effective notice of club rides, a much more efficient system than the old telephone circles. We acquired official club jerseys and shorts. The club, in short, has been markedly transformed in five years, and in that short span of time the club membership has grown to almost four hundred, a substantial number for a community of our size.



A lot has changed in our bicycling community too. We saw the completion of the Gainesville-Hawthorne Rail Trail, something many of us now take very much for granted; a true jewel of a ride by any community's standards. The bridge at Prairie Creek on 20 was completed and a campaign to make Kate's Fish camp accessible by a paved pass under the bridge came to be, along with bike lanes on 20 that made one of the county's most dangerous bicycling roads one that is now reasonably safe. We have seen the development of additional official off-road riding locally, with the completion of the bike trails at San Felasco. And a memorial went up along Depot Trail to honor the memory of GCC cyclists, Doug Hill and Margaret Raynal.

We have also seen some disappointments in those five years. The Hogtown Creek Greenway managed to be defeated by the NIMBYs. And my favorite ride group, the Hunters Pedalers, gradually fell in to a state of near abandon, from its former state of robust perfection. Some wooded areas that many of us used to enjoy riding off-road are now largely closed to public use. Our friend Mrs. Wigglesworth got too old to run her fish camp, and, as a consequence, we lost a pleasant stopping point on the old Newnan's Lake Ride. Primo Bike Shop closed its doors, and the bike mural that used to grace the wall of the Bike Route on University and 13th Street was painted over; both will be long missed. Some people that I really used to look forward to seeing on a bike ride have moved away or followed other interests that have taken them from the cycling scene. So sad...

There was great sadness for our club too, with the passing of GCC club member, Dr. Jack, struck down on his regular bike ride by an incompetent motorist on 441. Jack Llwellyn was a well known figure in our community and our club and he possessed a real passion for cycling. The ride that was arranged as a memorial for Dr. Jack was a moving and apt tribute to him, it covered some of his favorite ride territory and was attended by all of his riding friends.

Yes, a great deal has changed during the last five years in the GCC, some of it I can claim some credit for, and some of it I would rather not. Change is as inevitable as time; the moving bicycle moves on...so be it. If I have in some small way enhanced your biking experience or your life through my efforts as your President, then it has been worth my five years.

We will welcome a new President to the Gainesville Cycling Club this March 2nd. I hope that you will show him the friendship and support that you have always shown me these past five years. I believe that he will take the club in new directions with a greater eye towards changing the political climate of our community, to the favor of cyclists. I think George Edwards has the leadership capabilities, social skills and political savvy to do just that, and I wish him the best. Steer us well, my friend.

When you see me out on my bike, don't forget to wave or nod. I'll be around.

Following Winds My Friends,

Rob Wilt



(All of Rob's Classifieds from the last issue are still available.)

Gala Annual Meeting

We're trying something different this year for our Annual Meeting. A sumptuous buffet at the Sheraton Gainesville Hotel will be held in a banquet room overlooking Bivens Arm.

The menu will include your choice of the following:

Grilled Sliced London Broil in a Burgundy Thyme Sauce

Char-Broiled Chicken Breast Marsala

Baked Salmon with Citrus Champagne

Libations are available from the hotel bar.

The event is scheduled for **Saturday, March 2**. We'll start with our traditional *swap meet* setting up at **4:30** with hors d'oeuvres. **Dinner** will begin at **6 pm**. After dinner we'll have our Annual Business Meeting. For those who want to only attend the official part of the **business meeting**, the Official time is **7:15 pm**.

To attend the meal, you must get your reservation and check into the **mail by February 24th**. The club is providing a significant subsidy to keep your cost down to **\$15 per person**. Seating is limited, so get your reservation in soon.

You must be a current club member to attend; we have sent renewal notices to all members whose membership expired through the end of January. You can send in your membership application with your reservation to join or to renew.

PUT YOUR CHECK FOR \$15 PER PERSON INTO THE MAIL (WITH YOUR NAME AND PHONE NUMBER) NOT LATER THAN FEBRUARY 24th TO:

**Gainesville Cycling Club Annual Meeting
5015 NW 19th Place
Gainesville FL 32605-3435**

Phone Reservations may be made through Feb. 26th by calling 372-6379

Gainesville Cycling Annual Meeting:

Please reserve (number)_____for member(s) Phone No. _____

1)_____

2)_____

Enclosed is a check for total amount for _____ members. \$ _____

Choosing a Long-Distance Bike

by **Lon Haldeman**

Haldeman is director of the Race Across America, two-time winner of RAAM, and has lead over 50 transcontinental tours.

"Which bicycle would you like to be on for the last half of a double century?"

"What kind of bike should I buy for long distance cycling?" I am often asked by riders preparing for our cross country PAC Tours. These riders are just as interested in good equipment as are RAAM riders.

Unfortunately I haven't found a recipe that precisely matches each bike to its rider. There are lots of bike calculations for sizing, frame material strength and overall weight. Too bad these numbers don't always explain why some bikes ride better than others. Or why two similar riders don't like the same bike.

During the past twenty years I have ridden an assortment of frame designs across the country. I have done PAC Tour with several hundred people who have chosen a variety of bikes for long distance cycling. Most of my opinions have come from these "seat of the pants" road tests and discussions with similar cyclists.

For the purpose of this article I will define "long distance" as any event over 100 miles. In other words, "which bicycle would you like to be on for the last half of a double century" - distance somewhere after you are tired and sore and still have a long way to go.

The Ride: How many times have you heard someone says "it rides great because it's really stiff." Does that same bike feel as great at the end of a double century? Some people like stiff bikes all the time. Some people like gel saddle covers all the time. I think the bicycle should disappear underneath you. Don't confuse wanting a comfortable bike with wanting an inefficient bike. Aerobars, a good saddle and proper fit all improve comfort while maintaining efficiency. If all you can think about is getting off your bike at the end of a ride, you probably aren't comfortable or having much fun either.

Frame Materials: What's better for a long-distance bike: titanium, carbon fiber, aluminum, steel? A better question would be "what is the best way to use these materials for a long-distance bike?" The frame design in combination with the material will affect how the bike rides. I have ridden many different frame materials on RAAM and couldn't tell the difference on a dark night. All these bikes were built to be comfortable but also light and strong, so they actually rode pretty much the same. There are many off the shelf frames that are good long-distance bikes. If you are thinking of a new frame, if possible arrange a road test or trade bikes with someone at the end of a long ride. After 100 miles decide what you like or don't like.

Pete Penseyres 1986 RAAM bike was a carbon Raleigh frame designed after a touring frame with 72 degree head and seat tube angles. So was Susan Notorangelo's 1989 RAAM record bike which had paper thin steel tubing. Pete's and my 1987 cross country tandem frame was built with aluminum and carbon tubing.

All these frames were as light as possible and would be considered flexible by most riders. However they were comfortable, efficient frames that you liked to ride day after day without being pounded by road shock.

I prefer frame designs that have a stable geometry. My TREK "Y-Foil" has a racing feel yet is very stable at all speeds. If I were designing a custom steel bike I would duplicate the Trek's front end handling. I also like bikes with chain stay lengths closer to 17 inches than 16 inches. With more room the chain line is better when cross shifting three chain rings. The extra chain stay clearance also helps fenders fit better if you ever have to install mudguards for PBP again - let's hope not!

Several suspension systems have been successful on road bikes. These designs absorb road shock and improve comfort for long distances. The Allsop SoftRide, Air Friday and Titan Flex all incorporate a cantilevered beam which suspends the rider 12 to 24 inches from the rest of the rigid frame. The beam is made from carbon fiber or titanium which dampens vibration from the rider.

Although these suspensions might feel mushy at first, I adapted quickly to the smoother ride. The TREK "Y-Foil" molds their beam directly into the frame. It is the least flexible beam but still softer than a diamond steel frame. Each of these designs has worked to reduce weight while maintaining strength. Many of the new suspension seat posts or front forks could also be added to your current frame. These suspensions are worth considering for your future long-distance bike.

Weight: Weight equals drag so obviously lighter is better. My rule of thumb is that a bike should weight no more than 12% of the rider. That means a 200 lb. rider = 24 lb. bike or 150 lb. rider = 18 lb. bike. If you are a heavy rider you will have no problem finding lots of bikes to choose from. Buy the lightest you can afford. If you are a light rider you might develop an anxiety complex about how much your 20 pound bike is slowing you down. Don't worry about it. If your bike is under 20 lbs and you get dropped on a hill, it's not because of the bike.

Components: After working as a PAC Tour mechanic for 15 years on some very nice bikes, I realized all bikes break. The difference is how easily can they be repaired. For a long-distance bike, consider whether you can fix it yourself on the road. If you are riding Paris-Brest-Paris and are standing under a streetlight in the middle of France with a jammed STI shift lever, can you fix it? Fortunately there are lots of good components on bikes under \$1000 that work well and can be fixed by human hands.

Every distance rider should be able to:

- o Change and patch a tire and tube
- o Install new brake or shift cables
- o Change a spoke and true a wheel
- o Repair a broken chain
- o Realize and fix a problem before you are stranded

If you are not a mechanic, have your bike shop explain the basic adjustments you can make on the road.

More expensive parts are generally lighter and better machined than lesser priced parts. Shimano Ultegra parts work well for the price. Ultegra parts are also interchangeable with less expensive Shimano parts which are plentiful on department store mountain bikes. Most Mom and Pop bike shops will have similar parts which will work if

you are stranded. Again, buy the best you can afford but having a working knowledge of how a part works can improve the performance of all components.

When selecting the gearing remember to bring lower gears than you think you will need. If the route is hilly you will need bigger downhill gears too. The flatter the route the tighter your range of usable gears. A triple crank set allows you to get lower gears with less weight than a larger freewheel.

Wheels: When I bought my first long-distance bike the salesman suggested I might need a second set of wheels for racing. I wondered why anyone would need spare wheels. Twenty years later my garage is packed full of wheels, each for a different purpose - most of them obsolete with the ever changing technology of new components.

A good set of wheels can make a junk frame ride better. Since most distance events are ridden at low power outputs, many riders can use fairly light but durable equipment. If you are using spoked wheels make sure they are built by someone who understands bicycle wheels and has a good touch with a spoke wrench. The beauty of spoked wheels is that they can be repaired on the road. Even 200 pound riders should be able to travel across the country on 32 spoke wheels with minimum maintenance.

The next wheel upgrade would be a set with deep section rims and minimal spokes. Campy, Mavic and Rolf all make wheels with 12 - 16 spokes which are light and fast. If the design has spoke nipples inside the rim, it is a long process to change a spoke. You have to remove the tire and rim tape to true the wheel. Most of these companies pride themselves that their superior designs don't break spokes. I've seen them all break spokes and have wondered how to fix them on the side of the road. I prefer the designs with spoke nipples exposed that can be fixed with common bike tools.

Spinergy wheels with their bladed spokes have become more reliable the past four years. The early models broke because of glue and hub failures. I haven't seen one break recently. The hub bearings still go out of adjustment but can be fixed with a cone wrench. If you have a set that lasts the first 1,000 miles, they seem to be fine for the next 20,000 miles.

I feel a long-distance bike should be treated as a tool toward results. Lightweight, durability, comfort and efficiency for you should be considered when shopping for your new bike. Buy the best bike for your budget...then learn to use it...learn to fix it...and keep training.

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There's Something About the Silence

By Bill Dragoo

There's something about the silence. I can feel it as I spin along on my bike, some forty miles into what may become another Century. It creeps into my being like the cold, when I've been out too long in the wind and mist. It creeps in like the cold, but it's different. It's warm. It has taken me almost two hours to get here, to this place in my mind. Any sense of being tired has passed. Fatigue went away as my blood became saturated with oxygen pumped in by clean lungs, puffing like a bellows to the rhythm of an old steam engine. The nutrients in my body are being burned efficiently now, by a machine trained and tuned to do this kind of work for hours on end. The muscles in my legs, no longer burning from the early hills, now respond like a modern diesel engine giving me more when I ask for it.

Sometimes I do ask for more, even when I don't need the power, just to see if it's still there. It is. I'm smiling now as I sprint over this hill. There's no one to chase me, or to break away from. There is only me. It's the only challenge that I need. I wonder about this old bike too, or at it. It was made before I started riding. The modern machines are great for their flashy good looks and split second responsiveness. This one has character. An old LeTage, built by some fine craftsmen, and ridden by a friend for years before being stripped down and hung up like an old necklace that's gone out of style. Even the worn Shimano drive train, salvaged from some previous upgrade, still works like a fine instrument, as long as I don't rush the shifts too much. I sense the road through stiff, lugged aluminum tubes and the hundred plus pounds of air in my Continental Grand Prix's. The old girl feels alive, and speaks with the only mechanical sound within miles. A steady hiss as chain unwinds from gears in a faint, unbroken, one-note chorus. I can feel the breeze as it whispers through my helmet, cooling the sweat as it works its way down my forehead, and blowing it back just before it reaches my eyes. As I glide along past forests of pine and old oak, and I smell the rotting leaves, and bacon from someone's distant breakfast, it occurs to me why I am here. There is something I like about the silence.

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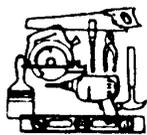
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GCC Odysseys ... (or trips I wish I had taken!)

(Following are Trip Journal Accounts by GCC members. Hopefully it will stir an interest in other members to pursue similar tours.)

Two Down & One to Go!

By Jim Merkner (continued from Oct. 2001 Newsletter)

...That evening I met the 40 (mostly Canadian) riders I was to spend the next eight days with...

We started our odyssey by riding all day in the bluffs overlooking Bras d'Or (Bra-Door) Lake. This lovely lake is really an inland sea as it has openings to the Atlantic Ocean. Early in the day I met Bill and Ann Moriarity of Ontario and we became good friends. We rode through fishing villages with names like Whycocomagh, Ingonish, Wreck Cove, Neils Harbour, etc. Another day Rick and Arlene Smith, also of Ont., and I followed a narrow, curving road in search of a fishing history museum. We arrived before hours, but right next door was a fisherman working on a mountain of lobster traps. He dropped his work to tell us how the traps worked, how many he set out each day (275) and how many lobsters each trap caught each day (1 to 5). The lobster season had just ended and he was now trapping Snow Crabs. Two days later in Neil's Harbour we lunched on Snow Crabs caught only an hour earlier.

A few days later, Bill, Ann and I looked across the St. Andrew Valley at our first test of the ride - Kelley's Mountain. The road was steep, but looking down on the picturesque fishing villages with their towering church steeples was reward enough for our efforts. No one had said a word about Smokey Mountain. I spent the next morning surveying the endless miles of the Atlantic Ocean with my binoculars looking for whales. First a left turn inland for a short way, then a right turn and my front wheel clunked smack against Smokey. The road was steep, I almost abandoned, but I made it to the top, my confidence intact.

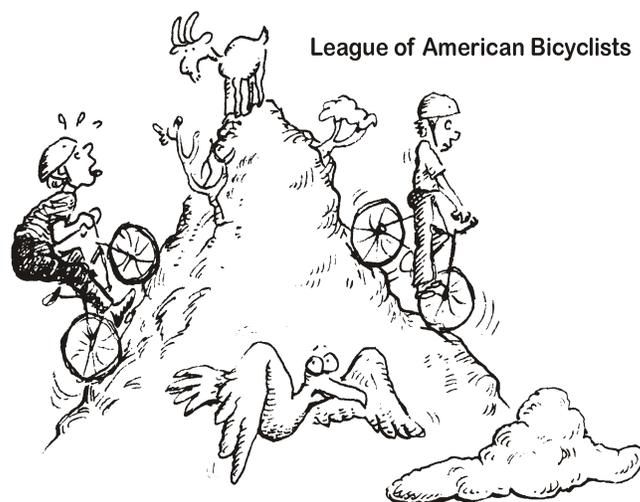
The campgrounds became more remote and plush with forest greenery. At Cape North we camped on a grassy slope in a tiny Bay. When I looked out of my tent late at night deer were walking through our camp. O yes! Never leave your shoes outside your tent. The local foxes will steal them. I was concerned about this campground because I had heard it had only one shower. But upon arrival we learned the owner had built 3 new buildings one of which contained 5 complete, lockable bathroom/showers. He came by this skill honestly as the Nova Scotians used to build small boats that were popular with our east coast fishermen. They would take the order, cut the trees, build the boat and install a chevy-car engine. The 'Yanks' said they could pick leaves off the hull as they sailed home.

The next day was a fine day. A romp through the woods, then we came to Norht Mountain. Steep, no relief, a strong whirling wind ... I couldn't make it. The strong wind blew me off the road into the gutter and I was glad to stop and walk the final stretch. Next was Mackenzie Mt., steep, but doable, then after a dip you ascend to the top of French Mt., the highest pavement in Nova Scotia. The ride down is thrilling. The mountains were not done with us yet. As I rounded a corner the deep blue of the Atlantic Ocean below came into view between the 'V's' of the peaks. If that wasn't enough to take my breath away the blast of wind coming up the mountain was.

In the blink of an eye my speed dropped from 40mph to 20mph. On full alert I descended to the bottom and with other cyclists pulled off into a wide spot of the road. The group was silent. On our left was the spectacle of the mountains, on our right was the wide expanse of the ocean, and straight ahead was the best visual description we had seen of the Cabot Trail. With the wind howling in our ears we peered over the guardrail at the sea crashing against the mountain.

It was fun to watch as other riders pulled to a stop and silently, with neck swiveling, try to take it all in. Our efforts were paid off in full with the bonus.

On our last day together Bill, Ann and I left the main road to visit the



Glenora Distillery. It was started in 1990 and only last fall sold its first offering of lightly peated, single malt, eight year old whiskey. You recognize this as scotch, but only Scotland can distill "Scotch", even though Glenora uses only Scottish equipment and ingredients. Then a fast ride along the Strait of Canso and back to Port Hawkesbury and the MacPuffin Hotel. We had completed the loop and said our goodbyes.

On my own again I followed route 374 to the South Coast of Nova Scotia. On this remote 56 miles through a tree preserve, I saw few cars, fewer houses, and one person. Two days more of outstanding scenery and back to the "Inn By the Lake" in Halifax. The desk crew listened to the tales of my adventure since I had last seen them. 14 days, 700 miles and memories for a lifetime.

"Security is mostly a superstition. Life is either a daring adventure or nothing."

H. Keller

Biking Along the Upper St. Lawrence and Lower Gaspé with “Le voyages du Tour de L’Île”

By Walt Barry

How about a comfortable week of cycling along the St. Lawrence Seaway; organized by thoughtful French speaking Canadians; interrupted only by long lunches (and an occasional 2nd glass of wine); full course meals; and overnights in nice hotel rooms with a view? Well that sounded pretty good to us, too, and off we went, last August, to Quebec with l’organisatuer Dave Wagner to begin our week of bon-jour and merci-ing up the St. Lawrence from Levis (just across the water from Quebec City) to our destination, Riviere du-Loup, way up east.

Our group included Dave, Perry McGriff, Steve Scott and me along with Dave’s son Scott Wagner, Dave’s friend Scott Knight and Scott’s son, Scott Knight 2! We seven became part of a group of 30 or so other, mostly French Canadian, cyclists, all along for a wonderful week of good cycling, good food and good conversation. The tour was organized by a Montreal company, Le voyages du Tour de l’Île, an excellent group which sponsors more than a dozen cycling trips annually in Europe and North America.

Preparation for Day 1: All great bike rides should start with a good meal the night before and that is just what “Team Scotts” did in Quebec City. We arrived in Levis from Montreal with plenty of time to take the ferry across for an early dinner at the highly touted Café du Monde. Old Quebec is as beautiful as it is historic and, even in a light drizzle, we had a nice evening. The sky cleared and, as luck would have it, our visit coincided with Quebec’s annual week of international fireworks display competition. Our B&B on the north side of the St. Lawrence, across Ile de Orleans, afforded us an excellent vantagepoint to watch the display.

Day 1 62 km. We joined our group, got a quick orientation and picked up got our rent a bikes from our two very well organized tour leaders, Andre Alix and Lise Herard. Each day started in a similar fashion: Andre, first in French and then English, describing the route. While there was an air pump and a reliable truck to haul gear from one place to the next, the ride was not supported in the manner of, say, a Bike Florida. We were, however, given a well-detailed map, one or two recommendations for lunch stops and Andre’s cell phone number should we have needed it!

We left Levis riding along their great looking municipal and provincial bike paths. We were soon in the “country” and cycled over rolling hills, through small villages and along lightly traveled river roads adjacent to the St. Lawrence. It was beautiful and, on this Sunday, we shared the road with literally hundreds of “civilians” of all shapes and sizes who were on the road simply for the enjoyment of cycling, roller blading and walking. We were impressed with how many people bike regularly in this part of Canada.

Although none of us spoke very much French, by the end of the first day we were ordering “croque monsieur et une bier, sil vous plait” like veterans and enjoyed our first night in the bustling town of Montmagny at the Hotel L’Oiselliere.

Day 2 46km. Our next stop was St. Jean-Port-Joli by way L’Islet-su-Mer. While this was not a particularly long ride, it was our first taste of rural Quebec and the small mountains that grow larger the further you pedal away from the St. Lawrence. (Which we did!) The route and settings were absolutely postcard perfect even if some of the hills/mountains were challenging for flat land bikers. One of the nice things about short rides is the time available for sightseeing. Along the way we stopped at a Maritime Museum and learned something about what the beautiful waterway just over our shoulder looks like in the dead of winter! The weather is pretty impressive based on the photos and maritime records we saw.

By now I’ll bet that your appetite for cycling the St. Lawrence is whetted so I’ll continue on with Day 2 and the rest of the “Tour de Wimpe” in the next Newsletter.



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Bicycle Touring Calendar

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February 22-24 <i>Sebring FL</i>	Tour of Highlands Darrel Smith at (863)382-6464.	April 6 (Sat) <i>Cocoa FL</i>	3rd Annual Ride for the Red Cycling Tour 100/62/33/10 miles. Joann or Kevin 321-752-0618.
February 23-24 <i>Cooper City, FL</i>	HPR Florida Challenge 2002 Brian Piccolo Park Velodrome. Shari Bernhard, 878 NW 99th Ave, Plantation, FL 33324, (954) 370-4804.	April 13-18 <i>Live Oak FL</i>	Florida Bicycle Safari Florida Freewheelers. PO Box 916524, Longwood FL 32791. (407)788-BIKE.
February 24 (Sun) <i>Miami FL</i>	Snowbird Century 25, 62 & 100 miles. (305)893-6322. Everglades Bicycle Club, PO Box 430282, South Miami FL 33243-0282.	April 19-21 <i>Eatonton GA</i>	BRAG Spring Tune-Up Ride Bike Ride Across Georgia (BRAG), PO Box 87111, Stone Mtn. GA 30087-0028. (770)921-6166.
February 24 (Sun) <i>Daytona Beach FL</i>	Breeze To Success 8:30 am (rain or shine). Seabreeze High School: 2700 N Oleander Ave. Alice Jaeger 677-1667 or Larry Staley 677-8599.	April 20-21 <i>Quincy FL</i>	21st Annual TOSRV South Standard century-200 miles in two days, metric century-126 miles in two days, or easy rider-70 miles in two days. Capital City Cyclists, TOSRV South Coordinator, 1017 Cherokee Dr, Tallahassee, FL 32301-5611.
Mar 9 (Sat) <i>Brooksville FL</i>	Croom 35 Off Road Challenge Withlacoochee State Forest. 35 miles of kick your butt singletrack. Registration deadline is February 27!!!	April 20-21 <i>Tampa FL</i>	MS 150 Spring Bike Tour - Wheels to Weeki Wachee 1-813-889-8303.
Mar 9 (Sat) <i>Claxton GA</i>	The Rattlesnake Round-Up Ride 9:00 AM. 45 miles and 35 miles.	April 26-28 <i>Sebring FL</i>	Sebring Spring Break Roland Mazzotti @ (305)666-8109. Everglades Bicycle Club, PO Box 430282, South Miami, FL 33243-0282.
Mar 10 (Sun) <i>Boca Raton FL</i>	Tour of Boca Arnie Wenzloff (561)742-0070.	April 27 <i>Loxley AL</i>	4th Annual Fenner McConnell-Matt Wantz Memorial Ride 30/65 and 100 miles. (850) 484-9832. West Florida Wheelmen Bicycle Club P.O. Box 9321 Pensacola, Florida 32513.
March 16 (Sat) <i>Brooksville FL</i>	Clean Air Bike Ride 7-9 am, RAIN OR SHINE (no mass start) 12, 20, 48, and 100 miles. Clean Air Bike Ride, 6170 Central Avenue, St Petersburg FL 33707. (800)771-5863.	Apr 27-28 <i>Miami FL</i>	16th Annual Breakaway to Key Largo MS 150 1-800-FIGHT MS
March 16-17 <i>Sanford FL</i>	Green Leprechaun Tour 2002 407-831-5142	April 27-28 <i>Gainesville FL</i>	Brevet Series 2002: 600 km 372 miles. Jim Solanick, (561)433-8796.
March 17 (Sun) <i>Plant City FL</i>	20th TampaBay Freewheelers Strawberry Century Hillsborough Community College, 1206 N Park Rd, Plant City Florida. Rides of 20, 38, 62 and 38+62 miles	Apr 28 (Sun) <i>Jacksonville (Neptune) Beach FL</i>	Tour de Forts 100, 87,74, and 37 miles. Tour de Fort, P. O. Box 4994, Jacksonville, FL 32201-4994 (904)721-5870.
March 17 (Sun) <i>Fort Myers FL</i>	Fourth Annual Royal Palm Classic 100/62/45/15 miles. Caloosa Riders, PO Box 870, Fort Myers, FL 33902. (941)242-0513.	May 2-5 <i>Live Oak FL</i>	Suwannee Bicycle Festival 5-100 miles. SBA Registration Coordinator, PO Box 456, Live Oak FL 32064-0456. (386)454-3304.
March 22-24 <i>Ft Lauderdale FL</i>	Sunshine Ride For AIDS 275-mile, 3-day to Orlando (888) 658-BIKE.	May 4 (Sat) <i>Vidalia GA</i>	Sweet Onion Century 25, 50, 62 and 100 miles. Libby Kimball 912-538-0270 or Lamar Martin 912-526-9179.
March 23 (Sat) <i>Anniston, AL</i>	Woodland-Calhoun Century Challenge 25, 50 and 100 miles. (256)236-8221 or P.O. Box 2168, Anniston, AL 36202.	May 4-5 <i>Athens GA</i>	Athens To Lake Hartwell Nitty Gritty Bike Band's two-day tour. 706-227-0774.
March 23 (Sat) <i>Concord GA</i>	5th Tour De Pike Century 18, 34, 64, 100 mile rides. 770-884-5561.	May 5 (Sun) <i>Cocoa Beach FL</i>	Cross Florida 170 mile one way course. Spacecoast Freewheelers, PO Box 320622, Cocoa Beach FL 32932-0622. (407)784-4686.
March 23-24 <i>Tavares FL</i>	Brevet Series 2002: 400 km 248 miles. Jim Solanick, (561)433-8796.	May 5 (Sun) <i>Piedmont AL</i>	Cheaha Challenge Century+ Up to 110 miles.
March 23-29 <i>Gainesville FL</i>	Bike Florida 2002: Springs Break Gainesville to Tallahassee. BIKE FLORIDA, PO Box 451514, Kissimmee, Florida 34745. (407)343-1992 FAX: (407)343-1997.	May 17-19 <i>Athens GA</i>	Georgia Tandem Rally Roger Strauss 770-565-4150.
March 24 (Sun) <i>Weirsdale FL</i>	Lake Weir Kiwanis Tri-County Tour 7am. 20, 40, 60, or 100 miles.	May 18 (Sat) <i>Sanford FL</i>	2002 Sanford Century Century and Metric Century.
March 24 (Sun) <i>Stuart FL</i>	The Stadler Stampede 8 AM. 20, 32 or 65 miles. Kirk Wilstermann (561)221-1000 or Lynda Sloan (561)220-6762	May 18 (Sat) <i>Spartanburg SC</i>	25th Annual Assault on Mt Mitchell 102 miles, extremely challenging. Spartanburg Freewheelers, PO Box 6171, Spartanburg SC 29304.
March 30 (Sat) <i>Fanning Springs FL</i>	Fourth Annual Suwannee River Birdfest (352) 462-6144.	May 25 (Sat) <i>Statesboro GA</i>	Jim Kruse Century 25, 50, 100 miles. Southern Cyclists, PO Box 2554, Statesboro GA 30459, (912)871-7905 (day) or (912)871-7905.
March 30 (Sat) <i>West Palm Beach FL</i>	Brevet Series 2002: Fleche 24 hours. Jim Solanick, (561)433-8796.	May 31 - Jun 2 <i>West Palm Beach FL</i>	Brevet Series 2002: 1000 km 620 miles. Jim Solanick, (561)433-8796.
March 30 (Sat) <i>Byron GA</i>	Peach Blossom Metric Century 6, 15, 31 and 62 miles.		
March 31 (Sun) <i>Juno Beach FL</i>	The Easter Sunrise Century 2002 5:30 AM		
March 31 (Sun) <i>Savannah GA</i>	Savannah Spring Metric Ride 25K, 50K, 80K and 100K routes. SASE to bicyclesavannah, 401 Willow Rod., Savannah, GA 31419. (912)351-RIDE.		

Wannabe

Sage advice from the decidedly amateur ranks of cycling.

Recessionary Economics

After countless years of happily riding the flats in Florida I now live in a part of the country where a small chainring is no longer a fashion accessory. Back when I was in Gainesville my small chainring was a greasless virgin, only used by mistake during one of those "Campy moments." But now, even the commute to work involves some strenuous puffing up grades that regularly exceed 15%, and elevations from sea level to almost 4000 feet can easily be thrown into a three hour weekend ride.

The first few times I rode here weren't too bad. I have a 39 small chainring and an 8-speed Campy Chorus cassette with the standard 12-23 sprockets. It was quite possible to push the 21 up through 2000 feet, occasionally dropping into the 23 for the steeper switchbacks. But by the time I hit 2500 feet things got radically different. All of a sudden the 23 would feel like both my brakes were rubbing, my tires flat and a 30 mph headwind had appeared from nowhere. For those first few rides I simply grimaced and pushed. It was the only choice, after all. But as the weeks went by I began to notice the precipitous drop-off in my climbing ability as my leg muscles knotted to accommodate my pathetic cadence. Whereas before I'd happily spun the 21 on the lower slopes, now I was dying in the 23, desperately pushing the shifter for a smaller gear that just wasn't there. It was clearly time to get that 25.

I popped into my local bike shop fully intent on dropping up to \$100 on a new cassette. (Then watch me fly up those hills, slackers!)

"For what sort of hub?" asked the helpful assistant. "Sorry, we only have the 12-23 cassette for the 8-speed Chorus."

"No biggie." says me. "How much for a 9-speed Chorus cassette? Oh, so I'd have to change out the hub and the levers, then the thinner chain...oh and that means a new front chainring.....so I'm looking at \$800?"

Bugger. Now I don't know about you but when I blow 800 bucks I'd jolly well better be riding a new bike afterwards or I'm not going to be the happiest of campers. With this epiphany I ask the helpful assistant to show me what he has in the way of new bikes with that elusive 39:25 already installed. Something worthy of Chorus-level components, no Huffys, none of those new angled top tubes that make a road bike look like a mountain bike with a hernia, and no ugly paint jobs.

Aha! They happen to have a brand new Marin, exactly my size, with full Chorus groupo, last one in the shop, on sale for the incredible bargain-basement price of....\$2200. This is a little more than the \$100 I'd planned to spend for my 39:25, but it does have to be said that this is a deal. And this frame is cool. Funky oversized steel tubing, light for a steel, carbon fork, metallic silver paint job and slick red and yellow decals. I'm hooked, but I

tell myself to spend the weekend thinking it over.

I spend next few days trying to rationalize the situation. Obviously I can't just dump my current bike, I argue to myself. I need to find duties it can handle and assign the climbing duties to the new bike. I convince myself that my existing bike will be the wet weather and commuter bike. I mean, it's got a carbon frame and the 39:23 can just about be pushed over the hills to work if I don't stuff too much weight into my backpack. The new bike will be used for true climbing rides and on dry weekend group rides. I'm convinced. It makes perfect sense. The following week I return to the bike shop.

Now, any of you who have begun to recognize the pattern of events thus far will already know what comes next: the bike's gone. Sold to some old fat geezer who thought it looked fast and who'll probably never take it past the Starbucks on Main Street. I'm devastated. But my spirit quickly picks up when I notice all the assorted frames hanging above the counter. There are Colnagos and Pinarellos and Kleins, titaniums and aluminums and all sorts, with prices from the mere \$1100's. Including front fork.

My brain starts racing. (Something has to for that kind of money.) I immediately realize that if I'm going to spend over two grand on a new bike I'd be foolish not to buy one that will last a decade. This is, after all, my first new bike purchase in over seven years and it's very likely to be the last one for considerably longer than that. My brain leaps forward five years. There I am, pedalling along on some outdated clunker with an unfashionable paint job while all around me the group are smirking on their composite titanium-carbon-helium machines that weigh less than a hamburger. Another flash of inspiration hits. It is perfectly obvious that I'd be *insane* not to spend a little extra now and have a frame that is functional *and* stylish in the year 2010. I continue wandering around the shop, my brain the pinnacle of cold, calculating logic.

A little while later there I am standing in front of a Pinarello Opera, in the silver color Pinarello so quaintly refers to as 'Nice.' (Presumably after the town in France rather than as an understated adjective.) For those of you who haven't seen one, well, it's quite simply the most beautiful steel frame you've ever seen. Completely magnificent. I sneak a peek at the price ticket. A snip at \$1849, including carbon fork! I do the math. With a Chorus groupo that's only, what, \$3400 plus tax. I'd be all done and dusted for a sliver under four large. And I can go up to a 39:29 if I opt for the 10-speed cassette! The helpful assistant comes over and asks if I'm okay. I have an ashen look that's mixed agony and ecstasy.

So now here I am, two weeks later, awaiting the delivery of a new four thousand dollar mounting appliance for a 39:25 gear ratio. Not only will I soon be able to glide up the hills like an eagle, but ten years from now I'll be laughing all the way to the bank. In fact, so chuffed am I with this cunning piece of investment savvy I'm thinking of making my financial services available to the cycling community at large. Flat tire? No problem! There's a lovely Trek 5500 over here will fix that a treat.

RIDING GROUPS

(All speeds are "trip" average, i.e. distance/actual time on bike)

A Riders: (no group captain) Fast paced rides (20 mph+) From two to five hours in length. Ride can become very fast and competitive for some periods. Ride will not stop for flats or mechanical problems.

Gliders: Andrew Gill, 338-9205, centurycyclist@yahoo.com Fast (18-19 mph) steady paced rides normally from 50 to 70 miles in length. Ride will not stop for flats or mechanical problems, but some individuals may drop back.

Killer Bees: Elliott Jacobson, snake2@ufl.edu Steady paced rides in the 16-18 mph range, with distances of 40-50 miles. Group often meets @ remote locations. Meeting time and place are posted via email. Group will stop for flats and mechanical problems.

LoBee Riders: Paul Zimpfer, 462-5003, Z-MAN2@prodigy.net Steady paced, conversational rides in the 15-16 mph range with distances of 40-50 miles. Group sometimes meets for remote starts. Meeting time and place are posted via email. Group will stop for flats and mechanical problems.

Honey Bees: (no group captain) Have been sighted following the Killer Bees @ 15-16 mph and often join the LoBee Riders. As the name implies, these are bees of the fairer gender.

Hunters Crossing Pedalers: (Need A Group Captain) Slower paced rides in the 12-13 mph range with distances of 20-35 miles with frequent stops. Group will stop for flats and mechanical problems.

Family-Beginner Ride: Chandler Otis, Chanbike@aol.com Slow paced rides in the 10-12 mph range with distances of 10-20 miles. This is our "introductory" group. Group is currently on hiatus as the ride leader is off to the great American west working for a bike tour company. Does anyone have the time to lead this ride while Chandler is away??

Off-Roaders: Brian Raisler, 338-4594, braisler@ufl.edu Off-road rides on local trails and area mountain bike parks. Regular ride now meets @ UF Plaza of the Americas on Saturdays @ 9am. Other rides and locations announced via email.

Bee Line: Bill Cochran, 371-4118, or Dave Wagner 375-4496 Meets at varying locations and times on weekdays and weekends usually starting very early. Civil rides at a good pace with rest stops. Contact ride leaders for participation.

Stray Cats: Rob Wilt, 380-0561, afn09010@afn.org Moderate paced rides in the 12-14 mph range with distances of 30-40 miles. Stray Cats are riders who are proficient enough to ride alone but sometimes prefer the fun and safety of a group. Group will stop for flats and mechanical problems.

EZ Riders: George Edwards, 372-8974, gedwards@atlantic.net Leisurely rides (well, glacially slow) with frequent stops to look at flora, fauna, rocks and what have you. Distance varies with the seasons and the whims of the group. Rides are usually out of town and often on a mix of pavement and forest trails. Rides are announced via email.

Coordinators Corner:

If I've missed a currently functioning group, please let me know. I have tried to edit out the obsolete groups but I may have also omitted some. I will try to keep this page updated with every newsletter, so feedback is appreciated.

We NEED a group captain for the Hunters Crossing Pedalers. I have people who are willing to lead rides but I still need that one person who will step up and keep things organized. I could also use some help with info for the A rides. I realize this group is somewhat autonomous and free flowing but I am willing to pass along ride time/location/criteria if I can get updates.

Please remember that helmets are required on GCC rides. You have the responsibility as the ride leader and the right as a club member to ask for compliance. In the event someone insists on riding without a helmet inform them that they are not officially participating in a GCC ride and the club takes no responsibility for their actions. Please encourage club membership. Visitors and guest riders are always welcome, but if someone is riding regularly, they really should join the club. I will have applications with me anytime I'm at a ride.

STARTING TIMES AND PLACES

check email for changes and updates

GRU FACILITY RIDES:

(NW corner of the intersection of NW 43 st and NW 53 ave.)

Saturday

All groups meet @ 9am

Sunday

LoBee Riders meet @ 9am

BOULWARE SPRINGS PARK:

(3300 block of SE 15 st, second entrance)

Sunday

Family-Beginner ride meets @ 9am

"(Bicycling) friends are very rare jewels. They make you smile and encourage you to 'go an extra mile', because they have faith that you can do it."

Anonymous

Mike Davidson

Jennifer Davidson



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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%
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Gator Cycle	10%
Ominski Massage	\$10 off
Recycled Bicycles	10%
Spin Cycle	22%
Streit's Schwinn Cyclery	10%
Water World	5%

Some restrictions apply, ask for details at the store.

HOLIDAY FUN!!

The cycle club Holiday Party in December was a smashing success as 49 people attended, the largest turn out in memory. The food was great, the company was great, and the gift exchange was a real hoot! Our thanks to Jim & Mary Lou Merkner for graciously supplying their house for our merrymaking.

Some of the awards handed out were:

Best Dressed: Marty Tod & Debbie Kraus (tie)

Best Costume: Leslie Folkerth

Best holiday shoes: Mary Lou Merkner

Best Matching Couple: Chandler & Maureen

Best Holiday Socks: Jan Brush

Best (only) Santa suspenders: Bud Jones

Best dessert: Debbie Kraus (Meringue puffs)

Best side dish:(tie)

Lee Edwards (Rice w/cheese & chili peppers)

Roger Pierce (Cranberry honey sauce)

The Gainesville Cyclist

5015 NW 19th Place
Gainesville FL 32605-3435

EDITOR

Roger Pierce 378-7063
roger@piercepapes.com

ASSOCIATE EDITOR

Bob Newman 378-8229
bobnewman@att.net

LAYOUT EDITOR

Mary Lou Merkner 372-6379
maloumerk@gru.net

PUBLISHER

Rita Shapiro

EDITORIAL BOARD

Gary Kirkland
umainguy@aol.com

BIKE SHOP LIAISON

Jim Merkner 372-6379
jmerk@gru.net

AD GRAPHICS

Craig Lee 475-1825
thelees@atlantic.net

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Classified ads will be run free-of-charge for club members; call the editor.

Ads are \$5 per column inch or \$25 for six column inches (which may be broken into multiple ads in different issues); the standard ad is two column inches (2" x 3", a 1/2" narrower than a business card).

APRIL DEADLINES

Ad copy needing setup work Mar 5

Articles and classifieds Mar 14

Ads in GIF or TIFF format Mar 14

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FEBRUARY 2002 ISSUE Mailing label with expiration date identifies current member.

2002 Gainesville Cycling Festival - 5 - 6 Oct - Santa Fe Century - Horse Farm Hundred

Cycling Shorts



🚲 Your Membership Secretary / Newsletter Editor has been out of commission for the last six weeks due to excessive work commitments (I haven't even been on a bike this year). As a result, this newsletter is very late and many renewals were not processed before the labels were printed. If you sent in a renewal, don't worry. We'll list new members for this period in the next newsletter.

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