

Club Happenings

May 31 (Saturday) FroGHaT Wildflower Planting, 8:30 am

Meet at the District 2 headquarters (see map at www.froghat.org). Some kind hearted ranger will carry us in the back of his truck to the planting site, or you can ride your bike. It's a barrel of fun. Camp songs will be sung and merriment will be had by all as we complete the habitat at this important spot on the trail.

June 8 (Sunday) Adopt-A-Road Cleanup, 4 pm (rescheduled)

Meet along CR 234 near the Pearl Station in Micanopy (do not park in the unimproved parking area that we have used in the past – it is now posted “No Trespassing”). We suggest long pants and bug spray for tics. Afterwards we'll vote on a local eatery to repose to for a club-subsidized feast.

July 12 (Saturday) Fanning Springs Picnic and Rides, 9 am

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

Fanning Springs is next to the Nature Coast Trail, a rail-trail that goes in three directions to Cross City, Chiefland, and Trenton. Visit the Dairy Queen (next to the trail!) in Cross City, and enjoy crossing the Suwannee River on the old railroad bridge.

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

Fanning Springs is 42 miles west of Gainesville on State Road 26. Take SR 26 until you reach US 19. Go west (turn right) and Fanning Springs Park will be ½ mile on your left. Entry fee to Fanning is \$1 per person.

Rides

Saturdays and Sundays

Most road rides meet at 8 am at the Chevron Station at NW 43rd St and 53rd Ave, or at the Citgo Station at SW 34th St and Williston Road. See page 6 for parking info if you are bringing your car. Watch email for details and other rides.

Sundays

Off road rides meet at the San Felasco Trails behind the Progress Center in Alachua at 8 am.

Weekdays

Fast road rides meet at 7 am and 6 pm at the Chevron Station at NW 43rd St and 53rd Ave on Tuesdays and Thursdays. Also at 8 am on Wednesdays.



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GCC Web Page

www.floridabicycle.org/gcc

President's Letter



TRAIL COURTESY AND SAFETY

Everyone is pretty well aware of the need for vigilance and care while cycling on roadways where motor vehicles are present, and for the most part GCC cyclists tend to be pretty careful and law-abiding. But we seem to treat the various bike trails as havens of safety where we are protected from crashes without much thought or care on our part. Up to a point this is true, of course: Along the Gainesville-Hawthorne Trail there are no large trucks, nor any pickups full of intoxicated ding-dongs throwing beer bottles at us. But some riders of our Trails cause real hazards to other cyclists. Our Trails should be safer than they are.

This got strongly impressed on us the other day when riding out of Boulware Springs. Lee had a near miss while still in the parking lot with a cyclist who was riding around the lot not paying attention to where she was going. A little later I barely missed a guy from the same group (an out of town Cycling Club) who stepped out into the Trail as I approached. We went on down the Trail, and a few minutes later I was nearly hit from the rear by a gal from the same group who brushed past me at speed with no warning. I just caught a glimpse of her in my mirror as I was preparing to move to my left around another cyclist. It was close. This group later the same day got an invitation from a Ranger to go ride somewhere else next time.

We have too many near-misses of this type – people who pass (sometimes on the left, but not always) with little or no warning. A muttered "On you left" two seconds before impact is not, repeat not, an adequate warning, and some riders don't say anything at all – just zip on by and hope for the best. An abrupt warning right in the ear can startle novice cyclists and cause them to wobble from side to side, resulting in the too-late warning being more the cause of a crash rather than its prevention. In-line skaters are an even greater hazard than novice cyclists, because they swoop from side to side in the normal course of their progress down the Trail, not always in a predictable way.

Ironically, the overtaking bicycle is perhaps at greater risk than the overtaken one, since it is travelling at a higher speed, and the overtaking cyclist's face is likely to slam into the trail surface harder when he or she goes over the handlebars upon impacting the slower bicycle. The slower bicycle, on the other hand, often just ends up in the weeds. So the skin you save may be your own.

Isn't it better to call out well in advance, and politely inform the slower

cyclist or pedestrian that a bicycle is approaching from their rear and plans to pass them on their left, asking them if that is OK? Isn't that elementary courtesy? And wouldn't slowing down a little and being prepared to stop if necessary be a good idea? After all, the overtaken vehicle or pedestrian does have the right-of-way.

I guess the failure to give an adequate warning is really just an extension of the basic Floridian reluctance to use turn signals in motor vehicles. Perhaps people don't ride their bikes any better than they drive their cars.

We also have frequent encounters with folks who ride on the left side of the Trail. (Probably the same people who cruise in the left lane on I-75.) Left-side riders can be pretty scary when you meet them while zipping downhill through the Hammock. Someone once said they could hear me screaming "Keep Right" from more than a mile away. I met a fellow one time along a straight stretch of the Katy Trail in Missouri. As we approached each other from opposite directions he kept moving to his left, and I kept moving to my right. The incident ended up with me stopped at the right edge of the trail wondering what to do: He passed me on my right out in the weeds, and never said a word.

And then there was the young mother who had parked her baby stroller on the GHT and spread out the kid's toys on the Trail surface. Her little darling was playing with her teething ring right in the middle of the Trail when we came cruising around the corner, fortunately not very quickly. We suggested she take her next outing in the middle of Hawthorne Road.

There are lots of families with little children, some on bikes and some pedestrians (not using the Trail as a playpen, just using it), who seem oblivious to the dangers posed by those cyclists who try to average 18 to 20 mph on the Trail. It's great to see the Trail getting used by a variety of folks, but high speed cycling may not make good sense when mixed with kids and dreamy pedestrians. Some heavy-use shared trails elsewhere have posted speed limits as low as 10 mph, and this could be coming

to the GHT. If you are turning a good rate of knots, please use extra care for slower cyclists and pedestrians. The Trail should be a safe place.

I guess I should again remind people that there are only three elements of vehicular safety:

1. Courtesy
2. Common Sense
3. The only thing you can do with the Right-Of-Way is to yield it.

Ride safely, folks.

George Edwards



Off Road



by Leslie Folkerth

Come join us on one of our rides! All abilities and skill levels are welcome, and there is always someone to ride with. Even if you're brand new at mountain biking, I guarantee you'll have a great time! I'm there almost every Sunday, but usually post on the listserv when I will be actually "leading" a ride for beginners/intermediates and families.

Our regular ride is Sunday, 8 am at San Felasco Hammock bike trails, just south of Alachua on SR 441. Twenty miles of great singletrack is just waiting to greet you, along with wildlife sighting opportunities such as gators, egrets, armadillos, snakes, wild hogs, deer, and much more. The terrain is varied, so there is something for everyone!

There is also the occasional evening ride there as well. Later this summer we're also planning a trip to Santos, as well as Razorback mountain bike park. Watch the listserv for further details.

Get out and ride this summer!

Leslie

Ask Bubba

Hey Bubba,

We are preparing for that PBP race. Can you help us with the definition of the word *randonneur*. I told Steve that it is a French word. He insists it means "barbque" in English since we are always stopping to eat. Can you help us out? We are going to take a good bottle of California wine and some California cheese with us and barbque when we finish in Paris this year. Do you think that will be appropriate?

Charlie

Charlie....

You've asked the right scholar. The word "randonneur" translates literally to "take a lay." As you know.....in the old world (of Virginia)...we stop frequently to "take a lay" in a ditch...or on a park bench...or on a cot at a control point if we're lucky. "I took me a good lay back there in Brest. Was so pooped... I used my helmet for a pillow. Yup...I caught me a good 40 winks with that lay."

As randonneuring has spread across the USA....the words "randonneuring" and "napping" have become more interchangeable....and has evolved in modern times to mean "Bike ride with lots of naps."

I can understand the common misconception that "randonneuring" is connected with food. You Californians have bastardized another sacred word. Any Southerner will tell you that "Barbecue" and "taking a lay" cannot be co-mingled! One is serious business...the other is just for fun and relaxation.

Stay tuned next week for the true definition of "audax." (Hint....this is the one that involves food with friends.)

Bubba "word scholar" Jeff

Easy Riders on the Gainesville Hawthorne Trail

ROAD HUMOR

Two roads were in the pub, an Interstate and a US Highway, and they were chatting at the bar.

The Interstate says to the US Highway: "I'm the hardest, meanest, toughest road there is. I've got the highest speed limit, I have the most lanes and carry the greatest volume of traffic. I'm as hard as nails, me."

The US Highway says: "Yes, but I'm the back-bone of the country. There's many times more miles of US Highway than Interstate, I go everywhere from countryside to city, big town and small town, and in total I carry more cars than any other road. I am the undisputed heavyweight champion of roads."

Then a small pink road walks up to the bar and orders an orange juice and lemonade. The Interstate and US Highway immediately go quiet, and stare at their drinks, desperately trying not to catch the attention of the small pink road, who gets his drink and goes and sits in the corner.

The barman says to the Interstate and US Highway: "I thought you were the biggest, baddest, toughest and best roads in the country!"

And the Interstate replies: "Yeah, but you don't want to mess with him -- he's a cycle path."



GCC Polo Shirts Available

by Rob Wilt

The GCC has coordinated with The Queensboro Shirt Company to provide polo shirts, golf towels and hats for our members.

In order to take advantage of this offer, individual members should coordinate with their friends in the club to meet the minimum order requirements. The more people who participate in an order, the less the shipping per item, because the shipping is a flat \$12.50 if ordering is done online, or \$14.95 if done by phone, fax or email.

Polo shirts vary in cost by style, but the least expensive are \$22.50 each, minimum order is 4 shirts Golf towels are \$12.50 each, minimum order is 4 towels Hats are also available at varying prices, depending on the chosen hat, minimum order is 6 hats.

I found it a bit difficult to order via the online site. You may have better luck, but probably the best way to deal with the ordering is to go to the website,



www.queensboro.com, and use the website to pick out your shirt, shirt color and embroidery colors (text and horse can be different colors). Then call and place your order.

A complete description of the polo shirts and their 10 year money back guarantee is available on the website. Typical delivery times quoted were about two weeks from order to merchandise receipt.

Note: I bought a burgundy (garnet) shirt with gold embroidery, Bud Jones bought a royal blue with orange embroidery. So you can pick colors from your alma mater if you like!

Please feel free to contact Customer Service with any additional help in placing your orders:

Tiea Kaseman
The Queensboro Shirt Company
1-800-847-4478 Ext. 302
service@queensboro.com
www.queensboro.com

(See the Classifieds for shirts available now.)

Gainesville Regional Brevet Administrator Appointed

Jim Wilson is the new Regional Brevet Administrator for North Florida. He was appointed by Randonneurs USA, and will administer a series of brevets in the Gainesville area next winter and spring. Tentative dates for these rides are Jan 18 (200 km), Feb 7 (300 km), Mar 6 (400 km), and Apr 3 (600 km).

Randonneurs USA (RUSA) organizes brevets in the USA under the auspices of the Audax Club Parisien (ACP) and the Randonneurs Mondiaux (RM).

The Brevets de Randonneurs Mondiaux (BRM) are long distance bicycle rides that are sanctioned by the ACP and the RM. The best known of these is the ACP's Paris-Brest-Paris. The next Paris-Brest-Paris is August 18-22, 2003; GCC members Barb Bergin, James Ossa, Andrew Gill, and Jim Wilson have qualified to ride in this event. First run in 1891, the 1200-kilometer Paris-Brest-Paris, or "PBP" as it is commonly called, is a grueling test of human endurance and cycling ability. Organized every four years by the host Audax Club Parisien, the Paris-Brest-Paris Randonneurs is the oldest bicycling event still run on a regular basis. Beginning on

the southern side of the French capital, it travels west 600 kilometers to the port city of Brest on the Atlantic Ocean and returns along the same route. Today's randonneur cyclists, while no longer riding the primitive machines used a hundred years ago over dirt roads or cobblestones, still have to face up to rough weather, endless hills, and pedaling around the clock. A 90-hour time limit ensures that only the hardest randonneurs earn the prestigious PBP finisher's medal and have their name entered into the event's "Great Book" along with every other finisher going back to the very first PBP. To become a PBP ancien (or ancienne for the ladies) is to join a very elite group of cyclists who have successfully endured this mighty challenge. No longer a contest for professional racing cyclists (whose entry is now forbidden), PBP evolved into a timed randonné or brevet for hard-riding amateurs during the middle part of the 20th century.

Before attempting PBP, riders must successfully complete a series of qualify brevets, 200 km, 300 km, 400 km, and 600 km. This entire sequence of rides will now be available in the Gainesville area each year. In years when PBP is not run, the equally challenging, though less prestigious, Boston-Montreal-Boston (BMB) is held.

Jersey

Greg Grooms has been appointed Jersey Coordinator to pursue the design and procurement of a new jersey. We expect to have a mailing sent out in mid to late June with details on the jersey and with an order form. The current time line will require that all orders be received by July 18.

The last of the original classic design are at the Bike Route and in the classified section on page 15. The Bike Route had small and large sizes in stock (plus large and XL shorts) at last check.

New Standard Vehicle Identity Numbers for Bicycles

ASTM Subcommittee F08.10 on Bicycles has developed standard vehicle identity numbers (VIN) for bicycles. Manufacturers who identify bicycles according to new ASTM F 2268, Standard Specification for Bicycle Serial Numbers, will provide consumers with bicycles that will be easier to track if stolen. ASTM will release the standard in July.

An ASTM task group of manufacturers, engineers, lawyers, and municipal planners developed Standard F 2268. Task group chairman Patrick Logan, P.E., Product Development manager, Burley Design, Eugene, Ore., says the task group collaborated on a universally acceptable VIN system. "The size of the number, method of application, and the location on the bike frame were the biggest hurdles," says Logan. "The result is that we now have a fixed number format and a location which provides some degree of flexibility to manufacturers. At some point we expect the standard will be adopted into law."

James Mackay, P.E., Bicycle planner, City of Denver, Colo., says reported bike loss from theft annually exceeds \$1 million in Denver. Police return a mere seven percent of stolen bicycles to owners because manufacturers' numbering systems

aren't easily tracked to the point of sale, he says, adding "Many recovered bikes are sold at city auction as a result of the police having no idea who the owners are." Mackay initiated the development of the VIN, calling for "a standardized location to provide a flat, tamper-resistant bicycle identification number unique to that bicycle allowing for enhanced registration, identification, and recovery of stolen bicycles."

In addition, Mackay notes, "the serial number may help to determine the identity of bicyclists injured or killed while riding their bikes."

As well as aiding in theft recovery and establishing uniform identify marking, the ASTM standard can prevent time-consuming mistakes in bicycle theft reporting. "Some manufacturers put both a model number and a serial number on their bikes," Mackay says. "This can result in the model number being used in a theft report-all other bikes from that production run can be determined as 'stolen.' "

Logan describes long-term benefits of applying the ASTM standard. "Will there be a license plate for bikes in the future, now that they have a unique VIN like cars?," he offers. "That may be possible with this standard. Large cities like Denver, and even small ones like Eugene, Ore., have evolved bike paths as a means to improve human mobility and enhancement of economic growth. Theft and maintenance of these vehicles are threats to the freedom people expect in moving about their communities. The more means and ease people have to move about their cities results in more commerce-it is that simple. Bikes fill a mobility gap between the automobile and the pedestrian.

"The serial number provides a means for law enforcement to return bikes to owners, lost or stolen, and a means for consumers to locate information from Web-based sources," he continues. "An owner could ideally locate the safety maintenance information and product recall for their particular bike on the Web, as well as locate accessories that will fit that product. The serial number is a benefit to all parties- government, industry, and consumers."

New Ride Start Locations

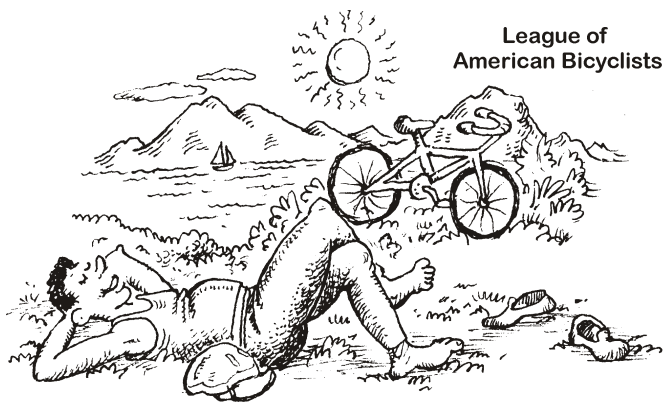
Gainesville Regional Utilities has increased security procedures at their Operations facility (where we have been meeting since the mid-90's) and have posted their parking lot as a no trespassing zone. If you park there now, your car will be towed.

We are now using the Chevron Station across the street (at the invitation of owner Jim Montgomery) and the Citgo Station at SW 34th Street and Williston Road as starting points. Some rides will also leave from the Gainesville Hawthorne Trail head at Boulware Springs, and we are looking for a starting location in NE Gainesville.

Parking

At the Chevron station, park along NW 43rd St. Do not park in the slots alongside the station or along NW 53rd Ave. DO NOT use the business lots east of the Chevron on Saturdays (we can use the pet hospital lot on Sundays). Overflow parking is along the short east-west street south of the station. Please watch where you are standing; do not block the flow of traffic going to the pumps.

The Citgo station does not have adequate parking space, and we do not have permission to use what they have. Park at the end of SW 47th Ave just east of 34th Street across from the big Post Office (first light north of Williston Road). Please do not loiter in the parking area; we need everyone at the ride start so that we can get organized and leave on time.



gcc-fla Listserv

Now that our ride starts are at multiple locations, it is more important than ever that our members subscribe to the gcc-fla@topica.com listserv.

If you are not currently receiving GCCMail messages (as all messages from the listserv are prefixed), go to our web site (<http://www.floridabicycle.org/gcc/>), point to Members Area, and click on Listserv. Enter your email address in the box. The following window will allow you to establish a Topica account. With this, you can turn off GCCMail when you go on vacation, change your email address (but let the List Manager know if you do this), and switch to digest mode if you don't want more than one GCCMail a day. If you do not want to set up the Topica account, simply close the window. You will receive an email shortly with a link that you must go to in order to activate your subscription. If you did not sign up for an account, you will have another opportunity, and again, simply close the window if you do not want to do so. The List Manager will receive a notification that you want to join the list, and after checking to ensure that you are a GCC member, he will turn your account on.

We now have the capability to ensure that only GCC members are on the list. If you enter an address that is not in our data base (and does not identify you), you must also email the List Manager (gcc-fla@piercepapes.com) in order to get on the list. **If you allow your membership to lapse, you will lose access to the listserv.**

If you are having difficulty receiving GCCMail messages, make sure that you do not have software (or an ISP) that is blocking mail from Topica.com. The block may be set to reject mail from their physical addresses, 69.24.236.2x where x could be any number. Sometimes when this is occurring, your ISP will send a "bounce" back to Topica, and Topica will turn off your account. You will eventually receive an email from the List Manager about the bounce.



Florida

Bicycle Touring Calendar

(VERY ABRIDGED)



See the complete calendar on the World Wide Web at <http://www.floridabicycle.org/fbtc/>

- Jun 7 (Sat) **Riding for the Dogs (and Cats) Tour**
Dawsonville GA Moira McCracken (706)265-7080.
- Jun 7-15 **Bicycle Across Magnificent Alabama (BAMA)**
Dauphin Island AL Dauphin Island to Dothan. A. Morton Archibald, Jr., P.E., Executive Director, 2117 Rothmore Drive SW, Huntsville, AL 35803-1431 (256)658-5189
- Jun 14-21 **Bike Ride Across Georgia (BRAG)**
Bainbridge GA Bainbridge to St. Marys. Bike Ride Across Georgia (BRAG), PO Box 87111, Stone Mtn. GA 30087-0028. Phone (770)921-6166
- Jun 21 (Sat) **Century of the Month**
Bonifay FL Joe Arnold, 1853 Applefield Ln, Bonifay FL 32425. (850)547-5196.
- Jun 22 (Sun) **The Gulf Coast Classic**
Dunedin FL Scotland Street/Pinellas Trail. 35/65/100. Karlee Knowles 407-831-5142.
- Jun 22 (Sun) **Alabama Sports Festival Metric Century**
Huntsville AL Dave Edwards (256)705-6282.
- Jun 23-29 **Cycle South Carolina**
Walhalla SC 40 to 50 miles per day. To Edisto Beach, South Carolina.
- Jul 13 (Sun) **14th Annual Frank Stark Celebration Ride**
Boca Raton FL 16, 29, 62, or 100 miles. Boca Raton Bicycle Club, PO Box 810744, Boca Raton FL 33481-0744. (561)391-6109
- Jul 19 (Sat) **Century of the Month**
Bonifay FL Joe Arnold, 1853 Applefield Ln, Bonifay FL 32425. (850)547-5196.
- Aug 22-24 **Dog Days Pedal & Paddle**
Suwannee River State Park FL
Suwannee Bicycle Association, PO Box 247, White Springs, FL 32096.
- Aug 30 (Sat) **Autumn Challenge Century Ride**
Montgomery AL Montgomery Bicycle Club, PO Box 23116, Montgomery AL 66123.
- Aug 30 (Sat) **Century of the Month**
Bonifay FL Joe Arnold, 1853 Applefield Ln, Bonifay FL 32425. (850)547-5196.
- Aug 30-31 **Historic Savannah Bikefest**
Savannah GA 25 to 30 mile rides Saturday. Sunday 25, 36, 50 and 100 miles. 912-351-RIDE.
- Aug 30-Sep 1 **Tour of Sebring**
Sebring FL Nahdi Borghol (561) 733-2294.
- Sep 6 (Sat) **Birmingham Bicycle Club's 30th Annual Century & Double Century**
Birmingham, AL BBC, PO Box 55283, Birmingham, AL 35255.
- Sep 7 (Sun) **Endless Summer Watermelon Ride**
Baldwin FL 904-389-2782 (9to5). North Florida Bicycle Club, PO Box 550963, Jacksonville FL 32255-0963.
- Sep 13 (Sat) **Beautiful Back Roads Century**
Cartersville GA 12, 27, 44, 64, 105 miles. Jim Edwards, 75 Sentry Drive, Cartersville, GA 30120. 770-606-9438.
- Sep 20-21 **The 2nd Annual Great Coconut Grove Tour**
Homestead FL Saturday 75, 45 miles, Sunday 120, 65, 35 miles.
- Sep 20-21 **16th Annual PGA Tour MS 150 Bike Tour**
St Augustine FL 150 miles/kilometers from the World Golf Village, St. Augustine to the Plaza Resort and Spa, Daytona Beach. Call 904-725-6800/1-800-FIGHT-MS to register.
- Sep 13-14 **Georgia MS 150**
Conyers GA National MS Society/Georgia Chapter, 12 Perimeter Center East, Suite 1200, Atlanta GA 30346-1398. 1-800-822-3379.
- Sep 21 (Sun) **Huntsville "All You Can Eat" Century**
Huntsville AL Spring City Cycling Club, PO Box 2231, Huntsville AL 35804
- Sep 27-28 **2003 Gainesville Cycling Festival**
Brochures and Entry Certificates should be out in mid-July.
- Sep 27 (Sat) **11th Annual Saturn Santa Fe Century**
Gainesville FL A tour through the lush forest and pasture land north of Gainesville up through the Santa Fe River valley. Rides start at 8:30 am from the North West Boys Club at 2700 NW 51st Street in Gainesville. Enjoy a 100 or a 55 mile road ride, or the 18 or 28 mile Millhopper Ramble family fun ride, with well stocked rest stops. \$30 includes a T-shirt, IHOP breakfast, and Domino's pizza.
- Sep 28 (Sun) **23rd Annual Horse Farm Hundred**
Gainesville FL The Gainesville Cycling Club's tour through the picturesque horse farms of northern Marion county. We have the best stocked rest stops in Florida! The 102 mile ride (and a 55 mile option that doesn't get into horse farm territory) starts at 8:30 am at the Morningside Nature Center at 3540 East University Avenue. Bagels and muffins will be available before the start. The 45, 30, and 25 mile touring rides start at 8:30 am in Irvine (northernmost I-75 exit in Marion county). \$15 until September 20 then \$20. T-Shirts are \$10.
- Sep 27 (Sat) **Century of the Month**
Bonifay FL Joe Arnold, 1853 Applefield Ln, Bonifay FL 32425. (850)547-5196.
- Sep 27-28 **Alabama MS 150**
Orange Beach AL 1-800-373-8881.
- Sep 28 (Sun) **Seacoast Century**
Melbourne FL 30, 62, 100 miles.
- Sep 28 (Sun) **Six Gap Century and 3 Gap Fifty Bike Ride**
Dahlonega GA Dahlonega/Lumpkin County Chamber of Commerce, 13 South Park Street, Dahlonega, GA 30533 - Phone 706-864-3711, 800-231-5543

Wannabe

Sage advice from the decidedly amateur ranks of cycling

Starting Out

Every now and again someone will ask me how I got so seriously into cycling. Or, rather, they'll ask how they can get into it because the doctor's told them to eat less and work out more and wobbling around in an aerobics studio with sculpted twenty-somethings just isn't an option. They'd like to know how they can make cardiovascular exercise fun so they'll do more of it. Is there a method they can follow to get fit and trim and become a monster on the bike? Well, funny they should ask because I've been making a bit of a study of neophyte cyclists on my local roads and I think I'm in a position to help. No, really, I am. Following the mantra "If it's worth doing it's worth overdoing" I offer these sage tips for you to copy and distribute to your wannabe cycling buddies. Oh, and if you recognize yourself in any of these paragraphs rest assured we all have moments of madness no matter how long we've been riding.

Johnny Come Lately?

First up, the velo. You're starting out a little late in life and you're only going to ride fifteen miles twice a week but you want to make sure you have the right equipment for the task. Some people will tell you it's okay to dust off the old ten speed you rode in your teens and stick skinny wheels on it. Ha ha! These are the people who will be laughing at your crumbly old Schwinn that weighs 25 lbs as they zip along on their 17 lb titanium/carbon jobbies. Judging by the machines being ridden by the majority of weekend warriors in my area, if you're a 40+ white guy with a bit of a paunch and you can't manage to spend at least \$5,000 on a new bike then you aren't trying hard enough. The fact that they and you weigh closer to 250 lbs than 150 lbs is totally irrelevant. It's the bike's weight that's the crucial factor here. Well, that and its price. Expensive bikes are faster.

Look The Part.

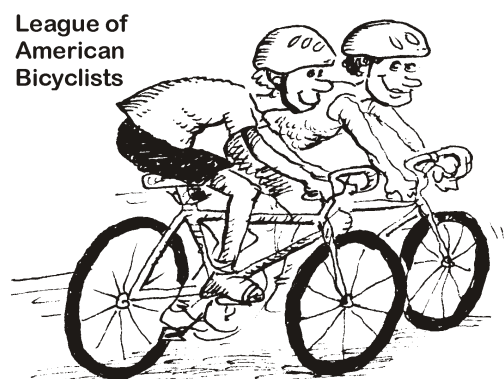
There's an old cycling proverb that says: Look fast,

be fast. If this weren't true how come so many top athletes - especially cyclists - go to such lengths to perfect their image? Do you think Cipollini would be nearly so fast if he weren't so cool? Well, then.

There are two psychological components to the Look Theory. First, you must think like you are a pro cyclist. If you think you look like a fat guy in shrink-wrap sure enough you'll ride like Pavarotti pedalling a Harley. Get your head right. Secondly, it is crucial nobody in your new cycling club ever, ever gets a clue you're just starting out riding seriously. Experienced cyclists are like a pride of lions. One hint that you are weak and inexperienced and they'll pick you off for sure. By turning up at your first few club rides wearing the full outfit of a top European pro team your new club buddies will recognize you for a serious rider and will not victimize you. On the contrary, you will invariably find they have a healthy respect for you because you're cool and, besides, there's that outside chance you might actually be a retired pro! All cyclists know retired pros put on weight - even Greg Lemond is a fair chubby fellow these days - so your body shape and hairy legs mean nothing. As for which team to go for, Mapei's uniform is a particularly robust choice for your replica pro kit because its psychedelic pink shorts flatter such a wide range of gluteous girths.

Monitor Everything!

Information is power, right? In order to maximize your exercise potential you should buy a cycle-computer which includes the following functions at the very least: average speed, maximum speed, trip distance, total distance, cadence, total number of pedal strokes, calories burned per hour, altimeter, Eastern, Central and Pacific time, relative humidity,



wind chill/heat index and compass. If you want to splurge on the GPS version that's okay, too. If possible get a cycle-computer that can be hooked up to your PC and produce very informative ride profiles which can be emailed to colleagues at work. Who knew the 2nd rise going eastbound on Dungarvin Road is a 32 foot elevation change? Your colleagues will be rightly fascinated.

How you use your cycle-computer on the road is a serious skill. Many parameters are measured as averages while the front wheel is spinning, even slowly. Monitoring stops only when you are absolutely stationary. So, when approaching red lights, heavy traffic and other obstacles you should try to maintain as much speed as possible to keep your ride averages at an impressive level. Leave your braking until very late and then crank on those puppies! Don't actually slide the rear tire but get that speed down fast. When the obstacle clears and you are ready to resume riding, remember that average. Get the speed up fast, too. Sprint away from that stop-light. By taking these simple but vital measures your PC downloads will be guaranteed to impress. Remember, your work colleagues will be seeing the fruits of your labor on Monday morning and you don't want them to think you're a wuss, do you? A little bit of discourteousness to your ride group is a small price to pay for looking good at the office.

Train Hard All The Time.

As a newcomer to cycling it is important you get this: Thou Shalt Not Ride Slowly. Ever. Just because you're rolling down your driveway 30 minutes after a large pancake breakfast is no excuse not to be hammering. In addition to the whole ride averages thing above, the absolute worst thing that could happen seconds from your house is for you to run into another cyclist who's already been out for an hour. This guy is nicely warmed up and has digested his breakfast. He's going to set a pace you're obliged to ride at or you'll suffer a cyclist's worst nightmare: defeat. You can't let the guy see you're not ready to kick his ass even as you try to breathe between the occasional regurgitation of Mama Maple's homestyle mix. While you're practically choking to death he's going to look at

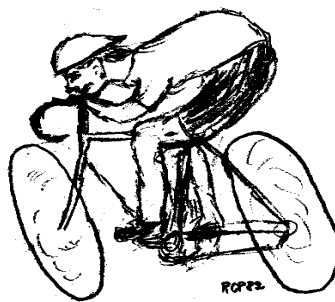
you mockingly, that air of nonchalance and cocky half-smile of a rider who knows he's in inferior company. So, if you want to avoid the ignominy of this situation I suggest you don't warm up anywhere there's a chance other hammerhead cyclists can take advantage of your weakened state. Spin for 20 minutes on the wind-trainer before you even contemplate leaving your house on the bike. That way you can zip down your driveway and cruise on up to 22 mph. In this scenario the other fellow sees you come out of your driveway and now he has to practically sprint to get on YOUR wheel. Now it's YOU with the cocky half-smile and air of nonchalance. Much better.

In The Pack.

As a general rule experienced cyclists out on an easy group ride like nothing more than 3 hours of tech talk. As a newcomer you can ensure you'll make new friends – and keep up that veneer of experience – by talking about nothing but bike frames, bike parts, bike races, bike clothing, bike shops, and Phil Liggett. Don't let someone's attempts to change the subject put you off. Cyclists are a jealous bunch and changing the subject is usually a good sign you've read a lot more cycling magazines than the other fellow recently. As soon as he's realized he's out of touch with his sport he'll mumble some excuse about needing to eat a Powerbar or something and head to the back of the pack to lick his intellectual wounds.

What about tactics at the front? In a double paceline formation you are embroiled in a standoff with your pull partner: who will suggest going to the back first? Don't let it be you! Don't give him this victory, the smug git. Oh, sure, he'll say something consoling like his legs are tired the moment you suggest pulling off, but in his head he's high-fiving and screaming "YESSS!"

Double pacelines have some other nuances, too. The difference between an echelon and half-wheeling is merely language. French versus English, in fact. It has nothing to do with wind direction. So, if someone in your group has a bit of a dig about you being "A half-wheeling sunufabitch" you should



lean over and quietly inform them that you are “echeloning” – in the lexicon of the sport – and that they should pay attention and learn. They clearly aren’t very cultivated, nor are they very knowledgeable about complex paceline formations.

If you are in a single paceline you should try to get to the front for a pull into a strong headwind. Stay there until the road changes direction – no matter how long it takes! – then swing off and head to the back, receiving as you go numerous “Nice pull!” plaudits you’ll be able to relive to your wife over lunch. She’ll be so proud of you, even if you get home an hour late on account of getting dropped like a three-legged donkey at the Kentucky Derby two minutes after your legendary pull.

Après Ride.

Off the bike it is important you maintain the mental state you’ve begun to cultivate by wearing replica pro kit on it. Relive each ride with fellow cyclists, your spouse, your colleagues and your friends. At parties, steer the conversation towards bicycling and then impress the gathering by recounting tales of attacks made, hills conquered and sprints won on training rides. Do this even if the person to whom you are talking doesn’t have the first idea about which end of a bike goes in front. Make sure everyone is left with the unquestionable impression that were you twenty years younger and fifty pounds lighter you’d be riding le Tour with Lance and the boys.

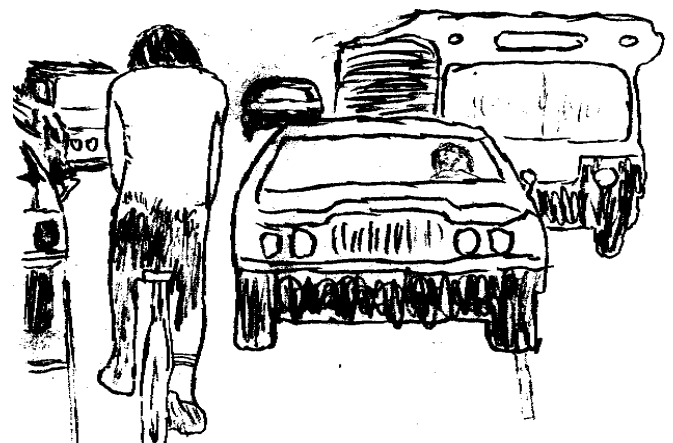
If you only got fourth at the city limits sign last Saturday then you must carefully explain which other riders were at fault and why. Invariably one or two riders will have half-arsed the sprint and boxed you in, the sods. Then there was that ten minute pull you took into the headwind section which finished a mile before the sprint sign. It was an heroic pull! Of course your legs were tired! If the other guys had taken proper pulls instead of just rotating through then you’d have blown them apart at the line, no question.

The Next Step.

Once you have the training sorted out you have to decide whether you’re going to stick to club riding or become an amateur racer. Naturally, club riders

make better wannabes but some of you are going to want to live the dream and actually try to win \$50 in a race that costs \$20 to enter. (I recommend financial advisers, economists and investment bankers stick to club riding to preserve their fiscal credibility.) If you do decide you want to race you’ll obviously want to try joining a team. For the over 35s these teams are sarcastically called “masters teams” after the general lack of bike handling skills and pathetic fitness that are considered prerequisites. If there isn’t a team of wannabes in your area, don’t worry, you can still race as an unattached rider. The only substantive difference when racing unattached is that you won’t have anyone to shout at in the parking lot after a race in which two guys with the same bloody outfit as yours helped chase down your break! This is called “team tactics,” both words being completely non-operative in amateur racing.

By the time you’ve executed the above steps you should be fit and trim and the doctor should be very proud of you. Congratulations! You are well on your way to being a fully-fledged wannabe. If you’re astute you might notice cycling beginning to dictate your whole week. Training rides start to revolve around your race schedule. Work, family and social life start to revolve around your training rides. It’s Dante’s Purgatory by bike. And to think, there you were stuck on Sloth. Now with your newfound cycling passion you get to ride right on up through Gluttony to Lust. But I’m afraid I wouldn’t know anything about that.



**Against traffic
is against the odds**

Training with a Purpose

by John Hughes

“An athlete should do the least amount of the most specific training that brings continuous improvement.” — Joe Friel, *The Cyclist’s Training Bible*

There are two kinds of cooks in the world. My friend, Tim, is trained as a chef and — without ever consulting a recipe — produces excellent cuisine. He understands the ingredients and how to combine them. And then there’s John who, to prepare anything more complicated than a steak, needs a detailed recipe. This column won’t give you a recipe for training; rather, it will teach you the ingredients so you can cook like Tim.

A Taste of Physiology

We’re each born with a mix of muscle fiber types in a given muscle group. The mix is determined genetically. When you’re riding easily your leg muscles are working, but only the slow twitch fibers (Type I) are engaged. If you start working harder, say, on a sustained climb, then the fast twitch (Type IIa) fibers will also start firing. And if you start hammering over a short climb, your fast twitch (Type IIb) fibers will also start firing. (Slow twitch and fast twitch relate to how fast the individual motor units fire, not to your cadence.) The differences in muscle fiber types, and the progressive recruitment from Type I to Type IIa to Type IIb, is the reason why the smart athlete trains differently at different times of the year.

Slow twitch fibers

The slow twitch muscle fibers can work for a long time without getting fatigued, but they don’t have a lot of power. They are for cruising on a century or longer event. The slow twitch muscles metabolize free fatty acids to produce energy. Fat is a great fuel for endurance exercise (and we all have plenty!) but it cannot be processed without oxygen. Thus, slow twitch fibers have a high density of capillaries to the mitochondria, where the fat is metabolized for energy. Most of the time in club bike rides, we are using primarily slow twitch fibers.

Fast twitch fibers IIa

These fibers are intermediate and, depending on training, can produce energy via aerobic metabolism (oxidative), like a slow twitch fiber, or from anaerobic metabolism

	Slow Twitch Type I	Fast Twitch Type IIa	Fast Twitch Type IIb
Color	red	pink	white
Fiber diameter	small	intermediate	large
# of capillaries	high	intermediate	low
# of mitochondria	high	intermediate	low
Biochemistry	slow oxidative	fast oxidative	fast glycolytic
Speed of contraction	slow	fast	fast
Fatigability	low	moderate	high
Motor unit strength	low	high	high

Adapted from: Wilmore J. and Costill, D. (1994). *Physiology of Sport and Exercise*. Champaign, IL: Human Kinetics Publishers.

(glycolytic), like a fast twitch IIb fiber. If you do lots of endurance training, these fibers will become more oxidative, more like a slow twitch fiber. If you do lots of speed work, these fibers will become more like the fast twitch IIb fibers.

Fast twitch fibers IIb

These fibers are the strongest, most glycolytic, and fatigue most quickly. They produce energy by metabolizing glycogen anaerobically. Training implications:

- 1) because each energy system uses different enzymes to metabolize fuel in a different part of the muscle cell, each system must be trained separately. Slow base miles train the fat metabolism system — the dominant system for endurance rides.
- 2) because Type IIa fibers can be trained to produce energy either oxidatively or glycolytically, prolonged endurance training will increase their endurance, but at the expense of your sprint!

Our Five-Course Season

With these ingredients, we can prepare a five course meal, dividing the year into periods, each with a different focus:

Phase	Duration	Volume	Intensity	Specificity
Base	12 - 16 weeks	high	low	low
Build	4 - 8 weeks	low	high	intermediate (maintenance)
Peak	4 - 6 weeks	high	low	high (maintenance)
Taper	1-3 weeks	low	moderate	high
Events	varies	high	moderate	high

Base Training

The purpose of base training is to increase aerobic capacity,

fat-burning efficiency, cycling endurance and muscle size and strength. During this phase the cyclist is primarily training the slow twitch muscle fibers, and recruiting the fast twitch IIA fibers to endurance cycling. The benefits of this training include:

- improving the fuel supply, by increasing your ability to burn fat during long events and increasing the potential to store carbohydrates within the muscle and liver.
- elevating oxygen delivery to the working muscles, both by improving your respiratory system, bringing more oxygen to the circulatory system, and by increasing the efficiency of the heart, so you can pump more blood per minute.
- raising blood flow to the skin, as a result of improved cardiovascular function, thus helping cooling.
- improving the endurance of cycling muscles by increasing the number of mitochondria, the subcellular structures in your muscles that produce aerobic energy.
- improving neuromuscular efficiency in your pedaling technique. Increased power and endurance is partly the result of increased muscle strength, and partly the result of improved coordination in muscle firing patterns.
- toning core and upper body muscles, to improve comfort on the bike. The key workout is the weekly long ride, building up to 2/3 of the duration of your target event(s), e.g., 65 miles if training for a century or 135 miles if training for a double.

Build Training

The purpose of this phase is to increase the anaerobic threshold, glycogen-burning efficiency, cycling speed and muscle power. During this phase, the emphasis shifts from endurance to power. The rider concentrates on several very hard workouts a week, doing just enough long rides to maintain endurance. The benefits of this training include:

- raising the anaerobic threshold, the region where the metabolism shifts from oxidative to glycolytic metabolism. This allows the cyclist to ride faster without going anaerobic.
- becoming more efficient, producing more power at any given level of oxygen consumption.

The key workout(s) are one or two weekly hard rides at or above your anaerobic threshold. These can be very structured, e.g., intervals, or free-form — just get your heart rate up there!

Peaking During this phase you combine your endurance and speed training into specific distance training to peak for the key event(s). By this point, the rider should have sufficient endurance and power to complete the event(s). Now the focus is on training the brain and nervous system

to optimize performance. The rider does just enough intense riding to maintain power. The rider will increase the volume of endurance riding, not to increase physiological endurance, but to improve cycling performance. The long rides will be as event-specific as possible. The rider training for a hilly century will train in the hills. the cyclist preparing for a fast double will work on pace-line skills.

The benefits of this training include:

- increasing cruising speed, the ability to ride steadily below anaerobic threshold.
- becoming more economical, eliminating wasted time and effort.
- building confidence in your ability to complete the event.

The key workout is the weekly tempo or event simulation ride at, or slightly above event pace, for 1/4 to 1/2 the duration of the key event, e.g. 25-50 if training for a century or 50-100 miles if preparing for a double century.

John Hughes is director of the UltraMarathon Cycling Association, a USA Cycling certified coach and a National Strength and Conditioning Association personal trainer.

Taper

The purpose of the taper is to store energy for the big event(s). After three big courses, this course is light, to refresh the palate to allow us to enjoy dessert! At this point, doing more miles won't make you faster, it will just make you tired! The smart rider will do just enough intensity to stay sharp, and a short weekly event simulation ride.

Events

Dessert is served! Peak rides are so rich that it's difficult to digest fully more than a few in any season. Choose carefully which events you want to excel at, preferably spaced a few months apart. Ride the other events for enjoyment and training, but back off the pace a little, saving some capacity for the big desserts. These are the ingredients. Experiment to see what mix pleases your palate — training is very personal. I hope your 2003 season rates three stars!

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Insight Race Across AMerica 2003

Sanctioned by the Ultra Marathon Cycling Association

17 solo men and one woman will tackle the 21st Race Across America. Departing San Diego, CA on Sunday, June 15th at 7:00 a.m. PDT the racers will ride a new route, covering 2,922 miles.

Racers will face challenging climbs in the first 100 miles, compounded by the heat of the desert. Racers will climb over 80,000 feet during the race, compared to 100,000 feet last year. Riders and crews will travel through some of the best scenery in the southwest going through Arizona and New Mexico. Crossing the deadly Oklahoma panhandle, riders will hope for tailwinds as the route heads northeasterly. The course will go through the American heartland for a thousand miles passing through Kansas City, St. Louis and Indianapolis. Farther east racers will pedal past some of the most unforgettable historical ground in America including Sharpsburg, Hagerstown, and Gettysburg to finish on the Boardwalk in Atlantic City, NJ.

The first solo riders are expected to finish on Tuesday, July 24 on the famous Boardwalk at Kennedy Plaza in front of Boardwalk Hall, Atlantic City, NJ.

Ten relay teams will start at 1 p.m. on Monday, June 16. The two-, four- and eight-person teams will take turns riding on the same course. The first team riders will finish on Sunday, June 22.

The 2003 race is dedicated to Pete Penseyres, who in 1986 set the all-time RAAM average speed record of 15.4 mph, including time off the bike. Penseyres will be honored at the pre-race banquet at 5 p.m. on Saturday June 14, 2003 at the San Diego Holiday Inn, 1355 N. Harbour Dr. Pete will talk about his racing memories and show past RAAM history highlights. Tickets available on the RAAM website <http://www.raceacrossamerica.org>

\$40,000 in prize money will be divided among the fastest solo and team riders. There is a \$10,000 cash prize if a solo male can beat Penseyres average

speed record of 15.4 mph, \$10,000 cash will be awarded if a solo female can beat Seana Hogan's 1995 record of 13.20 mph. If a four-person team can beat Kern Wheelmen's 1996 the average speed record of 23.04 mph, they will receive \$10,000.

History Riding a bicycle across America has been the dream of many cyclists. For over one hundred years riders have tested themselves and equipment against terrain and nature. As road conditions and equipment have improved, the speed of crossing America by bike has become increasingly fast. Riders continue to improve their training and diets to become stronger and more durable.

Seana Hogan is the only rider to win RAAM six times. Wolfgang Fasching and Rob Kish have each won three times. Lon Haldeman, Pete Penseyres, Bob Fournery, Susan Notorangelo, Gerry Tatrai, Danny Chew, and Cassie Lowe have each won the race twice.

In 1983 Outside magazine, the biggest magazine on outdoor sports, commissioned a panel of experts to rank the world's toughest events using as criteria the "Mule Factor" - the distances involved; the "Forum" - how tough the course is; the "Anguish Index" - how hard the competitors "have to work to convince themselves that what they're doing is only mildly inane and self-destructive;" and the "O Factor" - a combination of the cost to do the event and the drop out rate. Given these criteria, as judged by a number of multi-sport athletes and observers, the ranking came out as follows: 1. Race Across America = 676.2 points 2. Vendee Globe Around-the-World Sailing Race = 675.0 points 3. Iditarod Sled Dog Race = 417.5 points 4. U.S. Army's Best Ranger Competition = 402.5 points 5. Raid Gauloises Wilderness Endurance Competition = 399.0 points 6. La Traverse Internationale du Lac Saint-Jean (25-mile swim) = 301.4 points 7. Badwater 146-Mile Cross Country Run = 113.4 points 8. Hawaii Ironman Triathlon = 67.2 points

For more information and daily standings, go to www.raceacrossamerica.org.

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%	374-4550
Chain Reaction	20%	373-4052
Gator Cycle	10%	373-3962
Ominski Massage	\$10 off	
Recycled Bicycles	10%	372-4890
Spin Cycle	22%	373-3355
Streit's Schwinn Cyclery	10%	377-2453
Water World	5%	377-2822

Some restrictions apply, ask for details at the store.

CLASSIFIED

Club members, call, mail, email, or fax your stuff that you no longer need to the editor for inclusion in this column. Priority will be given to bicycling items; the number of items per member may be limited due to space considerations.

The following items are offered by the club, 378-7063.

8 foot banquet table, heavy wood composite top, edges well worn, otherwise decent condition. \$10.

5th printing GCC Jersey, sleeveless women's medium. Clearance priced \$35.

Email gcc@piercepapes.com.

All of the following items are offered by Rob

Wilt, 380-0561.

GCC embroidered polo shirts:
Excellent quality Queensboro shirts
One each:
Hunter green shirt with gold embroidery
Yellow with green text and red horse
Yellow with black embroidery
Red with gold embroidery
White with gold text and red horse
All Men's size Large
\$22.50 each



GCC Club jersey:
Mens's size Large. From the third issue of the club jersey. Clean and in excellent condition. This design may never be available again. \$35

Entertainment Center for TV and Hi-Fi
Library Oak stain with solid Oak facing. Lightly tinted glass doors on both the stereo/video and accessories areas TV slot inside space is 26 1/4 " wide by 25 " high Overall dimensions 19 " deep x 49 " wide x 47 3/4 " high 12 large glides added to base Solidly built, attractive, excellent condition Original manual. \$140, similar new units sell for \$300.

ROB WILT 380-0561 (leave message) or email at Klattu2051@aol.com

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The Gainesville Cyclist is published bi-monthly with cover dates of even-numbered months. All submissions are welcome.

Classified ads will be run free-of-charge for club members; email or mail to the editor.

Ads are \$20 for a standard size ad, \$40 for a quarter page ad, and \$80 for a half page ad. A one year (six issue) subscription for standard size ads is \$100.

AUGUST DEADLINES

Ad copy needing setup work July 7
Articles and classifieds July 10
Ads in GIF or TIFF format July 14

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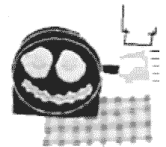
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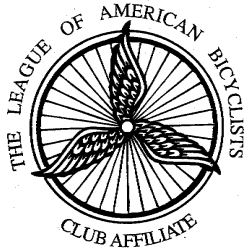
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2003 Gainesville Cycling Festival - 27-28 Sep - Santa Fe Century - Horse Farm Hundred


Cycling Shorts




 Welcome new members Jennifer Bugos, Christopher Drogemuller, Ginny and Ken Duffield, Maria Fiedler, Britt Hanley, Alan Langford, and Jacqueline Teusner of Gainesville, Bob and Susan Graver of Lake City, and John C. Stokes of Lake City.

 The club listserv (gcc-fla@topica.com) has been limited to current club members. We now have the technology to remove members who do not renew their GCC memberships.

 We are going to try to get new membership cards out to all club members in June. You can always use this page of your newsletter with your mailing label in place of a membership card.

 Do not park at the GRU Facility on NW 53rd Avenue at NW 43rd Street. If you do, you will probably be towed. Rides leaving from that area now meet at the Chevron station.

 We have a good entry for the Horse Farm Hundred T-shirt. The contest deadline is June 30. See the April newsletter for details.

