

## CLUB HAPPENINGS

### October 5-6 (Sat-Sun) **Gainesville Cycling Festival**



Two Centuries in Two Days! The Saturn Santa Fe Century, and our own Horse Farm Hundred. You can still register on the day of the ride. Use your *personal* Gainesville Cycling Festival Entry Certificate to get \$5 off on the entry fee for the Horse Farm Hundred. (New members bring the last page of this newsletter and pay \$10 for the Horse Farm rides.)



### October 12 (Sat) **Most Ride Times Move to 9 am**

We go back to 8 am May 3.

### October 15 (Tue) **Five Points of Life Ride Arrives in Gainesville**

Richard Ritari and the other riders come in from Lake City. On Wednesday they ride on to Crystal River.

### October 27 (Sun) **Standard Time Returns**

Set your clocks back an hour or you'll be early for the ride!

### November 21 (Thur) **Thanksgiving Day Rides**

Time and place will be announced on the email list.

### December 14 (Sat) **Holiday Party**

Details in the next newsletter. Put it on your calendar!

## RIDES

Most of our rides meet at **9 am** (leaving around 9:15) on Saturdays and Sundays at the **GRU facility** located on NW 53<sup>rd</sup> Avenue at NW 43<sup>rd</sup> Street. Lately there has always been a Gliders ride (18-19 mph average) and usually an A Ride (20+ mph average), especially on Saturday. Slower rides have also frequently formed.

**Off Road** rides meet at the Progress Center trailhead at San Felasco (west of US 441 just south of Alachua) on Sundays at 9 am (or as directed on the email list).

There are many other rides that are posted on the **club email list** as the ride leaders find time to lead them. See How To..Find A Ride on page 6 for instructions on how to get on the GCCMail list if you are not already a recipient.



# Off Road

by Leslie Folkerth



## Gainesville Cycling Club Inc. Board of Directors

### President

George Edwards  
333-3184  
gedwards@atlantic.net

### Vice President

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

### Membership Secretary

Roger Pierce  
378-7063  
375-8930 fax  
roger@piercepages.com

### Treasurer

Lee Edwards  
333-3184  
ledwards@gru.net

### Grand Poobah

Chandler Otis  
377-1728  
Chanbike@aol.com

### Recording Secretary

Bob Newman  
378-8229  
bobnewman@att.net

### Photographer

Rob Wilt  
380-0561  
afn09010@afn.org

### Adopt-A-Road Director

Diann Dimitri  
378-7063  
diann@piercepages.com

### Off Road Director

Leslie Folkerth  
367-3856  
lesliefolkerth@hotmail.com

### Ride Leader Coordinator

Paul Zimpfer  
(386)462-5003  
Z-MAN2@prodigy.net

### Member At Large

Maureen Petersen  
372-8045  
MAPE@gnv.ifas.ufl.edu

GCC Web Page

[www.floridabicycle.org/gcc](http://www.floridabicycle.org/gcc)

Well, summer is just about over, and now we are approaching my favorite season, "Everything but summer"! The riding has been great over the summer, but is even better now that the weather is getting a little cooler.

We are still riding weekly at San Felasco bike trails, Sundays at 8 am. Soon we will be switching to 9 am; watch the listserv and website for details. We also post the occasional evening and Saturday rides on the listserv. All abilities are welcome, and we usually end up with several groups and choice of routes. If you haven't made it out yet, these are wonderful trails. Go to [www.sanfelasco.net](http://www.sanfelasco.net) for info about the trails, pictures of the area, Friends of San Felasco, scheduled volunteer workdays, full moon night rides, and much more!

For those of you who want a little variety, come out and try one of the Florida State Championship Series races. The series started September 15 with a race at Reddick, and September 29 at Jacksonville. There are classes for everyone: kids, first time novices, beginners, sport, and expert. Upcoming races include:

- Oct 6 – Tallahassee
- Oct 20 – Belleview (Santos)
- Oct 27 – Gainesville (Hailes Trails – Gatorback)
- Nov 10 – North Miami
- Nov 24 – Lakeland
- Dec 15 – Reddick (Razorback)

Check out [www.goneriding.com](http://www.goneriding.com) for more information.

See you on the trails!

## Tour de Felasco

### Florida's Premier 50-mile Off-Road Ecotour!

The Friends of San Felasco CSO is sponsoring the first annual Tour De Felasco Mountain Bike Event on January 11th, 2003. The Tour will provide a large cross section of the biking public with a fun, safe, low key, whole day event. In addition to miles of fresh singletrack prepared for the Tour, the park service will be opening up back jeep and hiking trails into the heart of the Preserve's wilderness area for the event-- the tour will be your only chance to experience the depths of the Preserve by mountain bike! Participants will face all of the challenges that North Florida riders have come to expect from the San Felasco trails, but on a truly epic proportion. You'll be able to ride a full 50 miles without even crossing a single paved road. "Bailout" options will also be available for shorter rides. The Tour will provide a light breakfast, sag stops every 15 miles, and a lunch. Registration will cost \$30 and includes a tour t-shirt; forms will be available at [www.sanfelasco.net](http://www.sanfelasco.net) later this fall.

If you have questions about the event or would like to volunteer to help stage the tour, please contact [tour@sanfelasco.net](mailto:tour@sanfelasco.net).

# President's Message



Dear Friends:

Bicycling and Food are inextricably linked, particularly if you are a member of the GCC. Bicycling is exercise, sometimes very strenuous exercise, and it consumes abundant energy. We restock our depleted energy supply, our body's fuel, by eating. Preferably by eating very well.

While the true athletes among us monitor their caloric intake with high precision, measuring the amount of carbohydrates, fats, and proteins they eat (and when they eat them), most of us are less scientific about the subject. To many of us, quality comes before precise calibration.

If you doubt the central role of food in GCC activities, you need only to come to one of our picnics or parties, where the quality and variety of the comestibles are subjects of serious consideration and enthusiastic participation. Sometimes I feel that we ride our bikes as an excuse to get together for a picnic, which, if true, is not a bad thing. Chandler's famous words, "Rain or Shine, We Ride to Dine" have become the unofficial motto of the GCC.

And look at the work that goes into putting on the Gainesville Cycling Festival: Large parts of all the planning meetings involve food in some way, and much of the actual physical effort is in trucking food and drink to the rest stops. Cyclists eat.

Economics even pokes in its dismal head at times, when we argue about where to get the lowest cost chicken breasts for grilling to make sandwiches (current leader is Sam's Club), and which restaurant serves the largest portions for the dollar.

Well, I'm less concerned about the size of the helping than I am about the rank of the meal on the tasty spectrum. I mean, we live in a college town, and undergraduates seem to eat very large servings. In fact, old folks such as Lee and me find the helpings in many local restaurants overwhelming, and have taken to sharing a main course to avoid that overstuffed sensation.

Indeed, we are fortunate in Gainesville to have so many restaurants with good and interesting food, starting with Louis' Lunch, currently leading the standings as the Best Restaurant in Gainesville (or is that Florida?). (Louis' Lunch cannot be the Best Restaurant in the World, because the NEW YORKER awarded that title to Charlie Bryant's Barbeque in Kansas City many years ago.)

Even Adopt-A-Road work sessions often end in a huge debate about where to go to clean up and pig-out after the

work is done. All of which is part of the fun.

But all of the abundant and good food at our events reminds me that not everyone everywhere has enough to eat. While the globalization of the world economy has brought about major increases in the standard of living in the developing countries, many people still are in need of food. Despite the fact that the food supply in the third world has increased more than 40% faster than the population has grown in the past few decades, and that the malnutrition rate is less than half of what it was 30 or so years ago, there are people in the World still who go without adequate food. People still starve to death in a World that actually produces enough food to feed them.

You can help improve this sad situation with a simple and free act. Every day, just log on to [www.thehungersite.com](http://www.thehungersite.com), and click on the yellow button. At no cost to you, the advertisers on that web site will provide a hungry person, somewhere in the world, with about 1.1 cups of staple food for each click. I have checked these folks out as far as I could, and they appear to be completely legit. You don't even have to look at the ads, although some of them are interesting.

Well, 1.1 cups of rice or beans is not much, but it is enough to keep someone alive for another day, with the hope that something better will come along tomorrow. The point is that your click helps insure the provision of the food to a person who needs it, which includes the transportation and distribution of that food. When we give money to various agencies to buy food for the hungry, much of it gets spent on administration, transportation and distribution, including bribes to local officials. Actually, local political constraints are the biggest cause of hunger and starvation at the present time, as witness recent news from Zimbabwe and elsewhere.

So, before you go out to ride 50 miles to try to take care of the second piece of cake you had for dessert last night, power up the computer and click on [www.thehungersite.com](http://www.thehungersite.com) and feed one hungry person for one day.

Ride hard: Eat well. And be mindful of the needs of others.

Cheers,

*George Edwards* 

# 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.

All of the following items are offered by Rob Wilt, 380-0561 (leave message). Email Klattu2051@aol.com .

GCC Club jersey . Original Pearl Izumi first issue of the club jersey. An XL but this fits like a large. Clean and in Excellent condition. \$35

Compact Zoom Strobe with Thyristor Flash. Adjustable flash head for close and wide angle shots. Head angles for non-direct lighting shots. Active hot shoe type for 35mm. With carrying bag. \$20.

Camera bag, padded blue nylon with adjustable internal compartments, Originally \$35, Excellent conditon for \$15.

Airwalk Chaos tennis shoes, Black, dark and light gray. Virtually new. Worn a couple of times, were a bit too small. Very clean. Would fit a 9D well. \$20.

Books on tape, many titles, murder mysteries, historical, comedy. In excellent condition with original packaging. For a list of titles and prices email me and I will forward you the complete list of remaining tapes.

Bush Entertainment center. Large dark oak (library oak) color with solid oak facing. Fits a 27 inch tv. Has a audio-video shelving area with 4 shelves, a storage area under the tv for records, tapes or whatever. Smoked glass doors on the audio-video shelves and the storage area. In excellent condition. Solidly made. \$150.

NEC 27 inch TV. Has a video problem that I am told can be fixed cheaply, but I am moving on to a 36 inch, so just want to move it out. If you want this tv to try and fix it, come and get it, its yours for free. Still have the remote and the manual. Other than the video problem its in good shape. FREE!

I can email a digital image of any item if this will help the decision making.



**Nanci LeVake on the Cellon Creek Trail**  
[www.sanfelasco.net](http://www.sanfelasco.net)

**Your voice can make a  
difference for bicyclists in Florida.**

## JOIN FBA TODAY

Membership includes  
the Florida Bicycle Messenger!

Name: \_\_\_\_\_

Email: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_

County: \_\_\_\_\_

State: \_\_\_\_\_ Zip: \_\_\_\_\_

Tel (H) \_\_\_\_\_ (W) \_\_\_\_\_

Bike Club Affiliation(s): Gainesville Cycling Club

Member Category:  \$50/supporting  \$20/individual  
 \$30/family  \$ /other

Ride Preferences:  On-road  Off-road  Touring  
 Racing  Commuting

May we contact you about volunteer opportunities?  
 Yes  No

Special skills or interests: \_\_\_\_\_

I am interested in participating in FBA's Bicycle Bed & Breakfast program as a host for traveling FBA members. Send me information.

My check is enclosed

Charge my  Visa  MasterCard  American Express

Card #: \_\_\_\_\_

Expires: \_\_\_\_\_ / \_\_\_\_\_

Signature: \_\_\_\_\_

**Florida Bicycle Association, Inc.**  
PO Box 1547, Orlando, FL 32802-1547

# Basic Training

*As we begin to get slightly cooler weather, many riders are “coming out of the woodwork” to join in our group rides. This article is a basic brush up on things you need to know when riding in a group.*

When you are riding in a group of cyclists, it is important to remember that you are no longer alone. Anything that you do may have some affect on your fellow riders. The more radical your maneuver, the more the likelihood of an adverse effect. We cannot emphasize enough the importance of riding smoothly and predictably when with other riders.

Maintaining proper spacing between bicycles is very important. When following another cyclist, leave at least one foot of clearance between wheels. On slower, less intense rides, you may want to leave somewhat larger gaps. On faster rides where drafting effects are being used, do not let a gap of more than three feet form between wheels.

Side-to-side placement is also very important. Even if you are not following directly behind the cyclist ahead, do not allow your front wheel to overlap the rear wheel of the cyclist forward of you. Should the cyclist ahead need to move over suddenly, you will have little chance to avoid a quick trip to the pavement. In a double pace line, you should always strive to keep your handlebars even with the rider who is next to you; this requires the cooperation of both riders.

As much as is possible, it is safer for the group when you to stay in line. An odd cyclist riding out in the road causes problems for passing cars as well as for riders dropping back to the back of the line after giving up the lead. In a double pace line (which advanced groups use out in the countryside), pair up and maintain your pairing.

When riding in a pace line, riders gradually move to the front of the line as others pull off the front. If you are struggling to maintain the pace, keep your place in the line unless you need to drop off the

back of the ride. When you get to the front, immediately pull off and drop to the back. We are more interested in you being able to finish the ride with us than in you being a “hero” and pulling when you are fried.

There are a lot of additional riding tips on our website. Point to Rides, and click on Riding Tips. Learn how to pull off the front, how to signal, how to avoid crashes, and much more.

## CLEAR

by Roger Pierce

One part of the extensive safety pledge that you must sign before starting the Bicycle Ride Across Georgia (BRAG) is that you will **not** announce “CLEAR” as you pass through an intersection. This is a common practice on the club rides of most clubs, including ours. But it is dangerous for more than one reason.

In the noise and wind conditions on a bike ride, it is easy to mistake the call of “CAR” for the call of “CLEAR.” The implications of this error should be intuitively obvious.

When YOU go through the intersection, it may be clear. But by the time the next rider gets there it may not be. By announcing that it was clear, you may even have some legal liability if something bad happens.

When proceeding through an intersection and seeing an approaching vehicle, you should definitely call out “CAR” and the direction from which it is coming, “RIGHT” or “LEFT.” If another person going through the intersection at the same time fails to see the vehicle, and calls out “CLEAR,” they may drown out your warning, or at the very least confuse the situation.

The bottom line is that you should always look before entering an intersection, whether or not a call has been made. After all, it is your skin that is on the line.

# How To ...

## *Find A Ride*

Most GCC rides are announced on our email list (gcc-fla@topica.com). If you are on this list, you will receive messages with the header GCCMail: beginning the subject line. To get on the list, go to the club web page, point to Members Area, and then click on Listserv. Enter your email address in the box, and click on Join. If you have not previously reported your email address to the club and/or it does not clearly identify who you are, also send an email to roger@piercepapes.com to tell the list manager that you are legit. You will need to respond to a confirmation email from Topica before being placed on the list. You can expect 7 to 10 GCCMail messages each week.

Our default starting location is the GRU facility on the northwest corner at NW 43rd Street and 53rd Avenue. The standard meeting time is 9 am during the cooler months.

If you don't find a suitable ride, announce one of your own on the email list. State the day, date, time, location, expected riding pace and distance. Don't use the words "tomorrow" or "today" as some people may not check their email for a few days.

## *Find A Member*

The membership roster is available on the club website, but it is protected by a password to ensure that your address, phone number, and email address are not available to non-members. This password is printed on the mailing label of your newsletter, in the upper left corner. It is changed each time a newsletter is published. To view the membership list, point to Members Area and click on Members. Enter the letter range you are interested in, whether that range applies to last names or first names, and the password.

## *Renew Your Membership*

About one month before your membership expires, you should receive a letter from the GCC containing a renewal form. Occasionally we don't manage to get these out on time, in which case we extend your membership until we do. All memberships expire on the last day of an odd numbered month; we are currently adjusting expiration dates in the computer to reflect this. To get a newsletter you must have renewed before we send it out (for example, if you expire on November 30, to get the December newsletter we need to have your renewal by sometime around November 23). If we have a good email address for you, we usually send a warning when you get down to two weeks to go.

If you misplace your renewal form, use a new member form from the web site or get one from The Bike Route.

Please consider renewing for more than one year. This saves us the time and money needed to process a membership, and saves you money since we give you a break on those additional years. This price break only applies to the second and subsequent years that you renew; if you take the break on a one year renewal, we can only renew you for 8 months.



**League of  
American Bicyclists**

## Club Jersey

Jerseys and shorts from the current order are now at the Bike Route. If you haven't picked yours up yet, go on down and get it.



The Bike Route has a full selection of unisex club jerseys for sale. If you missed the order, get yours while the size selection remains good. They also have size L and XL men's club shorts.

The club has size medium women's jerseys available in both sleeved and sleeveless versions. We only have four, so if you're interested don't wait too long. Cost is \$54.95 plus tax.

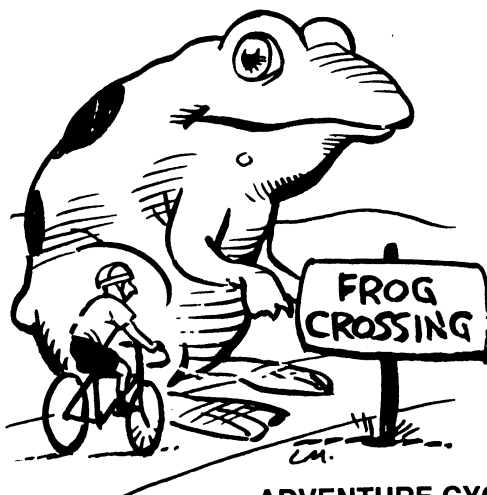
Thanks to our jersey sponsors who have kept the cost of the jerseys low:



PERRY C. McGRUFF, JR.  
AGENT



**SATURN** of  
**GAINESVILLE**



-ADVENTURE CYCLING

## Brian's Fresh Salsa

by Brian Raisler

*As enjoyed at many GCC parties and picnics:*

1 – 28 oz. can crushed tomatoes (must be crushed)

1 – 28 oz. can chopped tomatoes

- Can substitute or add 1-2 cups of fresh, blanched, peeled, seeded tomatoes

2 Medium onions, finely diced

1-2 Tbsp crushed garlic

1 tsp oregano

1 tsp ground cumin

1 tsp ground coriander

- The above dried spices can be dry-toasted in a non-stick pan over medium heat to fully release flavor

½-1 tsp cayenne pepper (more if you want it hotter)

½ tsp freshly ground black pepper

¼ cup lemon or lime juice

3 Tbsp apple cider vinegar

2 Tbsp pickled jalapeno peppers (from jar) chopped

½ cup finely chopped fresh cilantro

3-6 fresh hot peppers – finely diced (add only to desired heat)

- Remove seeds if less heat is desired

- Try different varieties: jalapeno, finger hot, datil, serranno, scotch bonnet

Mix all ingredients together in a non-metallic bowl. The salsa is best if left in the refrigerator for more than one hour.

This recipe makes about 2 quarts of salsa. It should keep well refrigerated for at least a week if you don't eat it up before then. I haven't tried freezing it, but if anybody has success with it let me know.



# Florida

## Bicycle Touring Calendar

(VERY ABRIDGED)



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

- Oct 4-6 **2nd Anl George L. Smith State Park Bike Fest**  
*Twin City GA*
- Oct 4-6 **BRAG Georgia Bikefest**  
*Newnan GA*  
60 miles SW of Atlanta Bike Ride Across Georgia (BRAG), PO Box 87111, Stone Mtn. GA 30087-0028. Phone (770)921-6166.
- Oct 5 (Sat) **10th Annual Saturn Santa Fe Century**  
*Gainesville FL*  
100, 56, 27, 18 miles. 8:30 am at North West Boys Club, 2700 NW 51st Street.
- Oct 5 (Sat) **Tropical Island Century**  
*West Palm Beach FL* Part of CycleFest.
- Oct 6 (Sun) **22nd Annual Horse Farm Hundred**  
*Gainesville FL*  
100, 55 miles, 8:30 am at the Morningside Nature Center at 3540 East University Avenue. 45, 30, and 25 miles 8:30 am in Irvine.
- Oct 6 (Sun) **Sunshine Metric Century**  
*West Palm Beach FL* Part of CycleFest.
- Oct 6 (Sun) **8th Annual Rails to Trails Bike Ride**  
*Inverness FL*  
1-100 miles. Rails to Trails of the Withlacoochee, PO Box 807, Inverness FL 34451-0807.
- Oct 11-13 **Mt Dora Bicycle Festival**  
*Mt Dora FL*  
Mt Dora Chamber of Commerce, PO Box 196, Mt Dora FL 32757. (352)383-2165
- Oct 18-20 **Southern Tandem Rally**  
*Diamond Head MS*
- Oct 19 (Sat) **Brandon Ramble - Ride for Sight**  
*Brandon FL*  
12, 25, 50, 100 miles. Ken at (813) 685-4222, or Charlie at (813) 689-5677
- Oct 19 (Sat) **19th Annual Spaghetti 100**  
*Tallahassee FL*  
100/62/31 miles. Capital City Cyclists, P. O. Box 4222, Tallahassee, FL 32315. (850)539-9598.
- Oct 19 (Sat) **2nd Annual B & E Tour de Ware**  
*Waycross GA*  
100/62/50/25/15. Debra Hipps (912) 338-8899.
- Oct 19 (Sat) **Lumpkin to Louvale "Loop Ride"**  
*Lumpkin GA*  
20 miles. Gail Lynch, 1619 17th Ave., Columbus GA 31901-2052, (706)327-9015.
- Oct 20 (Sun) **2002 Freewheeling Hilly 100**  
*Dade City FL*  
18, 34, 62, 100 miles. Richard Johnson (813) 238-2464.
- Oct 26 (Sat) **BikExpo 2002**  
*Cape Coral FL*  
Booths and displays. Charlie Leibold 239-772-3720.
- Oct 26 (Sat) **2002 Cycle For Charity Ride with a USPS Pro**  
*Jacksonville FL*  
4, 30, 40, and 61 miles (904) 858-6504.
- Oct 27 (Sun) **Intracoastal Waterway Century**  
*Cocoa Beach FL*  
100, 62 miles. Spacecoast Freewheelers, PO Box 320622, Cocoa Beach FL 32932. (321) 784-4686.
- Nov 1-3 **Florida Fat-Tire Festival**  
*White Springs FL*  
50 miles of off-road riding. Suwannee Bicycle Association, PO Box 247, White Springs, FL 32096. 386-454-3304
- Nov 1-3 **21st Annual North Florida Tour**  
*Live Oak FL*  
Camp Weed. Margaret Joffre (770)972-6610 or (770)498-2453. 1956 Kensington High Street, Lilburn GA 30047.
- Nov 3 (Sun) **Ocean To Lake**  
*Stuart FL*  
10,32,54,78,100 miles. Treasure Coast Cycling Association, PO Box 2559, Stuart FL 34995-2559. Brenda(772) 287-8902 Kirk( 772 ) 221-1000
- Nov 3 (Sun) **South Broward Wheelers 18th Anl Century**  
*Cooper City FL*  
25, 62, 100 miles. Brian Piccolo Park, 9501 Sheridan Street, Cooper City FL. South Broward Wheelers, POB 290723, Davie FL 33329.
- Nov 3 (Sun) **Sarasota-Manatee Bicycle Club's Annual Gulf Coast Cycle Fest**  
*Sarasota FL*  
15, 31, 62, and 100 miles. Tom Chiotti (941)342-0758 Sarasota-Manatee Bicycle Club, Box 15053, Sarasota, Florida 34277-11053.
- Nov 8-10 **Cruisin' In the Country Century Weekend**  
*Claxton GA*  
Sat. 100, 65, 30, 18 miles. Sun. 30 and 45 miles.
- Nov 8-9 **Coastal Cruisers Bicycle Club's Annual Pasta Bash**  
*North Port FL*  
66, 33, 16 miles. Dave Warren (941) 497-5170.
- Nov 9 (Sat) **6th Annual Diabetes Challenge**  
*Tampa FL*  
100K - 8 AM, 50K - 8:30 AM, 25K - 9 AM, Family Ride - 9:30 AM. Lynn 1-800-741-3730.
- Nov 10 (Sun) **14th Annual Lake Okeechobee Lark**  
*Belle Glade FL*  
120 miles around the lake, or 62 mile option. Carol and Jim Corbitt, 561-622-9909.
- Nov 15-17 **Alafia Fat Tire Festival 2002**  
*Brandon FL*  
813-689-5109.
- Nov 17 (Sun) **23rd Annual Horrible Hundred**  
*Clermont FL*  
31, 71, 102 miles. Florida Freewheelers, PO Box 916524, Longwood, FL 32791. 407-788-BIKE.
- Nov 24 (Sun) **1st Annual Ride for the Angels**  
*Ormond Beach FL*  
Tomoka State Park. 25, 50, 75 miles.
- Dec 1 (Sat) **Salute To Freedom Century**  
*Sanford FL*  
100, 66, 33 miles. Fort Mellon Park. 407.841.9839 (ext. 31). CENTURY RIDE, Boys & Girls Clubs of Central Florida, P. O. Box 2987, Orlando, Florida 32802
- Dec 7 (Sat) **2nd Annual Winterfest Clean Air Ride**  
*Ft Myers FL*  
20, 35, 62 miles. Charlie Leibold, 239-772-3720.
- Dec 7-8 **Secret Santa Weekend**  
*White Springs FL*  
Saturday rides to Live Oak, Sunday Century Ride. Suwannee Bicycle Association, PO Box 247, White Springs FL 32096. 386-454-3304.
- Dec 13-15 **Highlands Bicycle Festival**  
*Sebring FL*  
Daily 62, 30 and 12 mile rides, century on Saturday. Linda Leeds (561)683-2851.
- Dec 14 (Sat) **A Bicycle Ride Through Christmas Fantasy Land**  
*Casselberry FL*  
6:30 PM at Don Pablo's Restaurant on 436.
- Jan 5 (Sun) **Orlando Road Club Pace-Led Century**  
*Clermont FL*
- Jan 11 **Tour de Felasco**  
*Alachua FL*  
50-mile Off-Road Ecotour!
- Jan 25 (Sat) **IDIDARIDE**  
*White Springs FL*  
ENTRY DEADLINE JAN 15. ENTRY LIMIT 250. Suwanee Bicycle Association, PO Box 247, White Springs FL 32096. 386-454-3304.



## Adopt-A-Road

The GCC recently completed their tri-annual Adopt-A-Road cleanup of CR 234 near Micanopy, along the route to be used by the Horse Farm Hundred. We welcomed back the direction of the "Queen of Garbage" Diann Dimitri.

Also participating were George and Lee Edwards, Roger Pierce, Leslie and Doug Folkerth, Bud and Clare Jones, Purvis Bedenbaugh, and Clint and daughter Carolyn Collins. Amongst the tall grass, we managed to pull out four bags of pure garbage and four bags of recyclables. Even with the minimally sized crew, we were able to complete the entire two mile stretch in just under two hours.

To save money on fuel, Alachua County's roadsides are on a drastically reduced mowing schedule this year. As a result, we were working in a "delightful" natural environment rather than the typical scalped roadside. With mixed emotions, we found what we could in the grass and other native flora. We expect that by the time we go out again (in January) the mowers will have revealed what is left.

To wrap up the day, the club subsidized our pig out at the Chuckwagon Restaurant on Williston Road. Chicken and dumplings, pot roast, all you can eat catfish, Gainesville's best southern fried chicken, fried green tomatoes, sweet tea, Yum!

## Kish Awarded

by Jim Pitre, Managing Director, Race Across America

The votes are in for the first "Ultra Cyclist of the Year Award" sponsored by Race Across America, Perimeter Bicycling Association of America and El Tour de Tucson.

Not that it is a big surprise, but approximately 75% of these votes were cast for the "enduring" Rob Kish of Port Orange, Florida, 17-year veteran of the Race Across America -- can you imagine completing 17 consecutive RAAMs? And winning 3 times? Rob finished RAAM 2002 as a strong second so he is still the man to beat! Rob will be introduced and honored at the 20th annual El Tour de Tucson as the "2002 Ultra Cyclist of the Year".

He will be included in the "El Tour Dedication Dinner" celebration on Thursday, November 21st which honors The World's Greatest Woman Cyclist, Jeannie Longo of France, and will receive the "Ultra Cyclist of the Year Award" at El Tour's Grand Cycling Award Ceremony on Saturday, November 23rd. Greg LeMond is also expected to be in attendance, so Rob will take his place with the other exceptional cyclists and athletes who have made their mark. In addition, Rob will ride his first "El Tour" on Saturday, November 23rd.

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# Road Tires 101

by Roger Pierce

## Size

Most road tires today come in 700c sizes. There may be some 27 inchers still around, but finding a replacement is becoming difficult.

Your primary choice is in width, 20, 23, 25, or 28. Larger sizes are available for specialized

applications. The larger the width of the tire, the more air it can hold. The combination of air volume and pressure is what holds you up – the heavier you are, the more you need.

Width 20 tires may provide you the winning edge in a flat, dry time trial at the professional level.

Otherwise you should not use this width. Because their air volume is so low, you must run the highest rated pressure to avoid pinch flats. This leads to early wear, increased vulnerability to penetration flats, and a very uncomfortable ride.

Better choices for normal road riding are width 23 or 25 tires. The increased air volume of these tires allows for lower inflations, which provide longer wear, better traction, and a more cushy ride. Size 28 tires are good for loaded touring and for somewhat heavier riders.

## Inflation

The maximum inflation rating of a tire is a warning, not a directive. You should inflate your tires to the point where you don't get pinch flats, and no more. Uncle Al (of roadbikerider.com) is 210 pounds. He rides 23c tires inflated to 85-90 psi front and 90-95 psi rear and does not have pinch flats. If you weigh less, you can use lower pressures (but you probably should not go below 80 psi); if you weigh more, you will want a bit more pressure or a larger tire size.

Cycling guru Sheldon Brown

(www.sheldonbrown.com) states the following:

“An underinflated tyre will have more rolling resistance, be prone to pinch flats, and will tend to wallow and may even come off the rim during

cornering. A correctly inflated tyre will have negligible rolling resistance, will not get pinch flats in normal use, will absorb minor surface irregularities, improving rider comfort, and will absorb surface irregularities without bouncing and losing traction. An overinflated tyre will have slightly less rolling resistance, is more prone to damage from sharp rocks and similar road hazards,

will give a harsh ride on anything but the smoothest pavement, and can bounce on surface roughnesses, [causing] dangerous interruptions in traction, particularly if it happens during cornering.” Remember that

proper inflation is what is needed to avoid pinch flats, NOT the maximum pressure rating of the tire.

**Most GCC road riders overinflate their tires.**

## When To Pump

A tire will lose 5 to 10 pounds overnight. If you pump up to 90 psi Saturday morning, you may be OK for the Sunday ride, but don't go a second day without pumping up again.

Since the rear tire carries more weight than the front tire, it needs more air than the front tire to support at the same level. A difference of around 5 psi should be about right.

## Rolling Resistance

The energy that a tire absorbs as it rotates is called rolling resistance. This energy expenditure tends to slow the bicycle. In tests with a solid bicycle tire with high rolling resistance, a coasting bicycle came to a halt in 20 feet from a 10 mph start. With pneumatic tires at 100 psi, the same bike went well over 200 feet.

Rolling resistance is affected by the tire inflation and the tire construction. A tire must deform as it contacts the road surface to do its job. The more energy needed to accomplish this deformation, the higher the rolling resistance. Lighter tires will have lower rolling resistance because it will take less energy to deform their lightweight casings. They will also not last very long and will be prone to road hazard punctures.

Uncle Al says “Tires are for way more than minimizing rolling resistance. They provide traction, cornering stability and what amounts to suspension for unsuspended bikes.”

There is little measurable change in resistance between 80 and 110 psi in a standard road tire. There are small fractional gains as you go higher, but they are not noticeable in normal riding. As you drop below 80 the increase in resistance becomes very noticeable.

## Tread

Road tires do not need tread since it is impossible to hydroplane them. Tread patterns on road tires are for cosmetic purposes only. Any tire will become slippery on wet surfaces (which often also have some oil on them); tread will not help.

## Price

Generally, the higher the price of the tire the more supple the casing, meaning that it will take less energy to deform it, which means a lower rolling resistance. Additional price may also get you additional belts under the tread to better ward off cuts and punctures. Better rubber compounds on higher priced tires usually lead to longer tire life. But beware of ultra light weight, expensive racing tires. These tires are meant for use in racing situations where there is a mechanic in a follow car with a spare wheel. If they last 500 miles count yourself lucky!

## Wear

Inspect your tires often to check for wear and damage. It's bad enough when you're out alone with a blown out tire, but when you're with a group there'll be ten or twenty others standing around waiting for you to try and fix the problem. Look for deep cuts and for patches where the casing is visible. If either of these conditions exist, trash the tire – don't go out on a club ride with it! Over time, your tires will accumulate small cuts; the ones to worry about are deep enough that the tube may try to poke out, or are on the tread and large enough to pick up a piece of glass.

## Flats

Because bike road tires are so much thinner than auto tires, a part of bicycling is flat tires. A flat can be caused by a sharp object penetrating the tire (glass, nail, wire), a sharp object cutting the tire (usually glass), a pinch flat, or by a problem on the rim.

According to Uncle Al, “A pinch flat happens when a sharp impact squeezes the tube between the tire and the rim, punching two little holes in it.” Potholes, curbs, railroad tracks, a rock in the road are standard culprits. It also usually means your tires are underinflated.

A good rim strip is important to prevent rim side flats. Cloth tape by Velox is the gold standard. Occasionally a burr on a new rim will also get you (check the joints to ensure they are smooth).

## Spin

by Ralph Maurer

I just recently realized why high cadences are easier with short cranks. For some reason I thought it just had to do with body mechanics. In fact, it's just a simple physics problem:

If you take a point A (the pedal) and rotate it about another point B (the bottom bracket) at a given rate (your cadence), point A will have a higher velocity the farther it is from B.

You literally have to move your feet faster to spin a given cadence with longer cranks.

Get weekly tips from Uncle Al as well as Fred Matheny and Gainesville's own Ed Pavelka by subscribing to the newsletter at [www.RoadBikeRider.com](http://www.RoadBikeRider.com).

# HEALTH SENSE

## When drinking too much water means disaster

By Judy Foreman, Globe Staff, 6/18/2002

**K**elly Hall, 34, was in fantastic shape, routinely biking 100 to 200 miles a week in preparation for last year's AIDS Ride from Boston to New York. Usually she trained with other riders, who made it a point to take food and hydration breaks. But one day last June, Hall, a strategic planner at Partners Community Health Care in Needham, decided to ride alone, despite the 95-degree heat.

The first 50 miles, around Concord, were a breeze. "I thought I'd do another 25," she recalled. She drank a little Gatorade, the sports drink designed to restore normal blood levels of electrolytes, but relied mostly on water, constantly sipping from the 70-ounce Camelbak water supply on her back.

Halfway through the last loop, hyponatremia, a relatively rare but potentially fatal condition in which blood levels of sodium sink dangerously low, "hit like a ton of bricks," Hall said.

She finished her ride "really, really slowly," got back to her car, threw up, drove home and threw up again. She made it to Brigham and Women's Hospital, where she had a grand mal seizure.

Nearly the same thing happened to Sarah Snyder, 45, a Globe editor, who was training with friends for another long benefit ride. She, too, was in good condition, and she, too, dutifully sipped water for 56 miles. "What a good do-bee I'm being," she remembered thinking.

But after her ride, she threw up violently and was rushed to the hospital, where she drifted in and out of consciousness for 18 hours. "You drank too much water. You screwed up your sodium," the doctors told her. When asked to say her name, "It came out like Swahili."

Full-blown cases of hyponatremia (sometimes called water intoxication) are relatively rare, roughly 1 to 4 percent of people who sweat steadily for hours in grueling, long-distance events, said Scott Montain, a research physiologist at the US Army Research Institute of Environmental Medicine

in Natick. The incidence of hyponatremia appears to be highest in events lasting more than four hours, especially at high temperatures.

But the prevalence of warning symptoms is much higher - up to 27 percent of athletes who seek attention in a medical tent during a long race - and appears to be rising.

Typically, conscientious athletes get in trouble because they adhere too diligently to one recommendation - drink lots of fluids - but ignore another - keep electrolytes up. (Electrolytes are charged particles such as sodium, potassium, calcium and bicarbonate that must be kept in near-perfect balance.) Indeed, for most marathoners, Montain noted, the real problem is drinking too much water, not failing to take in enough sodium.

Women in particular may be at risk, some researchers say, in part because they may be too dutiful about drinking water.

Some studies suggest that certain drugs also may increase risk, among them ibuprofen and other NSAIDs or nonsteroidal anti-inflammatory medications, acetaminophen, some cancer drugs, nicotine, diuretics, narcotics and some antidepressants and antipsychotic drugs. On the other hand, data presented recently at the American College of Sports Medicine meeting suggest that ibuprofen and other NSAIDs may not increase risk after all.

"When you sweat, you lose both water and salt," said Dr. Soheyla Gharib, medical director of the women's health center at Brigham and Women's Hospital. "If you replace only water, the salt level in the blood gets diluted."

And that can be disastrous. Normally, the body tries to keep positively and negatively charged electrolytes in balance to keep cells electrically neutral, said Dr. Ronenn Roubenoff, associate professor of medicine and nutrition and director of human studies at the Jean Mayer USDA Human Nutrition Research Center at Tufts University. Though sodium is probably the most important electrolyte for endurance athletes to worry about, he said, "an imbalance of any one of the electrolytes can be harmful."

Normally, sodium is plentiful in the blood and relatively low inside cells. But when the concentration in the blood gets too low compared to the amount inside cells - either because a person drank too much water, took in too little sodium, or both - water rushes into cells. "Water follows sodium as day follows night," Roubenoff said.

The result is dangerous swelling, particularly in the brain, that can lead to brain damage, coma and death.

Curiously, hyponatremia can occur whether a person is dehydrated, normally hydrated or overhydrated because any of those conditions can happen while blood levels of sodium are too low, Roubenoff said. Further complicating things is that the symptoms of hyponatremia can be easily confused with those of heat stroke and heat exhaustion. With heat exhaustion (also called exertional heat injury), people feel ill, get nauseous, have muscle cramps and may feel dizzy standing up quickly.

With heat stroke, people have all those symptoms plus another one - mental-status changes; that is, confusion about who and where they are and what day it is. People with genuine heat stroke also typically have extremely high body temperatures. With hyponatremia, people also feel very ill and may have mental-status changes, but don't have the high temperatures of heat stroke. They also vomit forcefully and repeatedly and, unlike those with heat exhaustion, do not feel better by resting and cooling off.

Treatment of hyponatremia may involve restricting fluid intake and promoting urine production, but some people also need intravenous salt water with a high concentration of salt, until blood electrolytes return to normal. Resetting the water-salt balance "must be done carefully and slowly," said Dr. Gabriel Danovitch, professor of medicine at the School of Medicine at the University of California at Los Angeles, because overly-rapid correction of electrolyte imbalance can cause further problems.

To protect yourself against hyponatremia, start by paying attention to how much you sweat. In general, women sweat less than men and their ability to regulate core body temperature (and sweating) also

may vary with different phases of the menstrual cycle.

Individuals also vary considerably in how much sodium they lose in sweat. You may be a heavy sodium loser if your sweat burns your eyes, tastes salty or leaves a cakey-white residue on your skin.

You can also make sure you're getting enough sodium by drinking sports drinks such as Accelerade, Cytomax, Gpush and Gatorade instead of plain water during long events. (Check the labels for sodium content; some brands have twice the sodium of others.) Sports drinks also typically contain carbohydrates as well, which provides energy and helps with water and sodium absorption.

If you don't like sports drinks, you could take salt tablets, but they may make you nauseous. At the very least, you can eat salty foods prior to and during a big event.

For ordinary mortals who work out for less than an hour, sports drinks are unnecessary and plain old water (along with the salt you normally get in food) will do just fine, said Roger Fielding, an exercise physiologist and associate professor of health sciences at Boston University.

For endurance athletes doing events longer than an hour and sweating profusely, it's probably wise to drink 6 to 8 ounces of fluid every 20 minutes to prevent both excessive dehydration and hyponatremia, said Montain of the US Army lab. But don't drink more than 40 ounces per hour: That's erring toward excess fluid intake.

Judy Foreman's column appears every other week in Health-Science. Her past columns are available on Boston.com and [www.myhealthsense.com](http://www.myhealthsense.com).

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League of  
American  
Bicyclists

# All About Hammer Gel

**From Hammer Gel developer Dr. Bill Misner, here's more info about Hammer Gel than anyone would probably ever want or need. Provided by Steve Born.**

**THE CARBOHYDRATE DIFFERENCE-A UNIQUE MALTODEXTRIN** Hammer Gel contains two sources of carbohydrates. The first one chosen for HAMMER GEL is a specific maltodextrin containing a unique saccharide profile that consists of an unusually large amount of pentasaccharides, a 5-sided complex carbohydrate. The makeup of this maltodextrin is 1.6% monosaccharides, 5.8% disaccharides, 7.8% trisaccharides, 6.1% tetrasaccharides, leaving a "MEGA" 78.7% pentasaccharides. This particular pentasaccharide carbohydrate has unique properties that allow for maximal conversion to energy. In addition, this maltodextrin is relatively low on the Dextrose Equivalent (DE) scale. The lower the DE, the quicker it will exit the GI tract and cross the stomach lining, allowing it to be more readily available for energy production. The maltodextrin used in Hammer Gel has a DE of 18 whereas sucrose (table sugar), a sweetener found in many sports gels and drinks, has a DE of 100. The pH of this special maltodextrin is 4.0-4.7 which, combined with its low DE, make it enzyme receptive, highly absorbable and potentially available for the demands of both endurance and strength events.

**THE CARBOHYDRATE DIFFERENCE-ENERGY SMART™** Energy Smart™ is a patented natural sweetener, a combination of naturally occurring fruit based mono and disaccharides plus specially developed medium and long chain dextrins derived from grain. The process of creating Energy Smart™ maintains the integrity of the fruit, grain dextrin enzymes, and naturally occurring vitamins and minerals. There is evidence that Energy Smart™ provides a much more stable energy than fructose or other simple sugars. Energy Smart™ is NOT a simple sugar or an artificial sweetener. The unique biochemistry of Energy Smart™ allows the body to enjoy an increase in blood glucose levels, similar to that of sucrose, and faster than fructose.

In an independent study, Energy Smart™ demonstrated a far superior blood glucose response as when compared to the commonly added sugars such as fructose and sucrose (contained in most energy drinks, bars, and gels). All subjects fasted 12 hours before ingesting either 60 grams of Energy Smart™, fructose or sucrose. Within 25 minutes, Energy Smart™ and sucrose spiked significant increases in blood glucose levels. Fructose failed to increase blood glucose levels above fasting baseline during the entire 2-hour test. In addition, fructose has been shown to raise blood serum cholesterol levels, blood triglycerides and fatty acid stores within the body. Within 60 minutes after consuming sucrose, each subject's blood glucose levels dropped below fasting baseline! The subjects who used Energy Smart™ exhibited blood glucose levels, which declined gently, but remained well above fasting baseline after one full hour! In fact, 120 minutes

passed before those using Energy Smart™ approached the fasting baseline. During this study, Energy Smart™ never caused an energy deficit below fasting baseline measurements. The use of sucrose or fructose-based products for energy demands of beyond one-hour event is brought into serious question by this study.

**THE FOUR ACES OF EXERCISE:** L-Leucine, L-Isoleucine, L-Valine, L-Alanine Hammer Gel also contains these four amino acids. Three of these are metabolized in working muscle tissue during exercise. They are known as the Branch Chain Amino Acids (BCAA), l-leucine, l-isoleucine, and l-valine, which compose one third of all muscle tissues. They are included in Hammer Gel to extend the benefits of the carbohydrate sources while helping prevent the catabolizing of lean muscle tissue. Brilliant studies by Felig, Lemon, Young, Henderson, and Babij in the past 23 years have established that 5 amino acids, including the BCAAs are rapidly depleted during exercise. The inclusion of BCAAs in HAMMER GEL helps replenish amounts depleted during exercise and aids in potentiating action in muscle energy metabolism, tissue repair and nitrogen balance.

L-alanine, like the BCAAs, is a readily absorbed muscle assimilated amino acid. It is included in HAMMER GEL because it aids in carbohydrate metabolism and in the synthesis of Pantothenic Acid (vitamin B-5), which is also needed for protein, fat and carbohydrate metabolism.

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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%	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.

## What Happened to my GCCMail?

Those of you signed up on the club's email listserv receive seven to ten messages a week about what's happening in the club, and an occasional bike for sale.

These messages are processed by the largest internet list server, topica.com. As a provider of this type of service, most ISP's (Internet Service Providers, such as AOL, BellSouth, Atlantic.net, etc) are aware that these messages are not SPAM and let them through. They also bitch to topica when too many messages are sent that cannot be delivered (mailbox full, bad address, etc.). As a result, topica will automatically disable an individual account when a message cannot be delivered. I must reenable the account manually to get mail moving again. If this happens five times, the account is automatically deleted.

We have had a dozen accounts deleted in the last few weeks. If you are not getting your GCCMail, talk to your ISP to find out what the problem is with your account. Let me know that you have a problem by sending email to [gcc-fla@piercepapes.com](mailto:gcc-fla@piercepapes.com). If you have been deleted, you will need to go to the club website and sign up again.

## The Gainesville Cyclist

5015 NW 19th Place  
Gainesville FL 32605-3435

### EDITOR

Roger Pierce 378-7063  
[roger@piercepapes.com](mailto:roger@piercepapes.com)

### ADVERTISING MANAGER

Bob Newman 378-8229  
[bobnewman@att.net](mailto:bobnewman@att.net)

### BIKE STORE LIAISON

Brian Hetz  
[vee8@gru.net](mailto:vee8@gru.net)

### AD GRAPHICS

Craig Lee 475-1825  
[thelees@atlantic.net](mailto:thelees@atlantic.net)

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

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

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

### DECEMBER DEADLINES

Ad copy needing setup work Nov 8  
Articles and classifieds Nov 21  
Ads in GIF or TIFF format Nov 21

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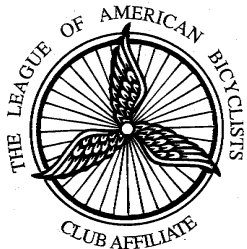




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**2003 Gainesville Cycling Festival - 27-28 Sep - Santa Fe Century - Horse Farm Hundred**

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## Cycling Shorts



🚲 Welcome new members Stephanie Beach, Bradley Bender, David Bloch, Neil Corbet, Luis Cova, Joe Dertien, David Durand, Cynthia Fallness, Lynette Figg, Rachel Gibas, Renee Gray, Matt Hintze, Kirby Jordan, Jim Joyce, Darec Piper, Art Shaffer, Jennifer Stevens, and Andy Vince, all of Gainesville.

🚲 As this issue was going to press, we finalized our new ad team. Bob Newman will keep track of ads and handle any ads from businesses other than bike stores. Brian Hetz will talk to the bike stores. Craig Lee will continue to do graphics work when a store needs our help in setting up their ad. If anyone wants to run an ad, we should be set up to put them in our next newsletter. See page 15 for rates and deadlines.

🚲 We welcome Team VetMed back again this year riding the Horse Farm Hundred to raise money for veterinary student scholarships. This will be their fifth year. New this year is Team Health Professions, raising money for scholarships for health professions students.

🚲 Our Recording Secretary, Bob Newman, is getting married to club member Suzanne McDowell on December 29.

🚲 Club member and jersey sponsor Perry McGriff, Jr., is running for reelection to the Florida House of Representatives. His district includes parts of Alachua and Levy counties, and most of Marion county.