

Club Happenings

May 27 (Mon) Annual Memorial Day Picnic at Ichetucknee Springs

For complete details see the April newsletter. Be at the ride start **not later than 9:15 am** to place your *Sonny's* order with Chandler; plan on arriving at 9 am.

Jun 2 (Sun) Adopt-A-Road Cleanup Party

Meet at the Pearl station in Micanopy at 4 pm (please park along CR 234 or across the street). Long pants and sturdy shoes are recommended. Afterwards retire to Tony and Pats for what many say is the best pizza in town!

Jun 8 (Sat) Hunters Crossing Pedalers Withlacoochee Trail, Rainbow

Springs Trip

Meet near the Butler Plaza Publix at 8 am to form up a caravan and carools for the trip to Floral City to ride the Withlacoochee Trail. Then spend the afternoon swimming and enjoying Rainbow Springs.

Jun 10 (Mon) Women in Cycling Seminar

6:30 - 8:30 pm in meeting Room B of the downtown Gainesville branch of the library. See the article on page 7 for full details.

Jul 15 (Mon) Women in Cycling Seminar

6:30 - 8:30 pm in meeting Room B of the downtown Gainesville branch of the library. See the article on page 7 for full details.

Jul 21 (Sun) Poe Springs Picnic

Our midsummer picnic will be held again this year at Poe Springs, an Alachua County park. Meet at 9:00 (opening time) at the park (allow up to 45 minutes driving time) which is on county road 340 west of High Springs (CR 340 runs off of US 27/41 south of the downtown area). Entry to the park is \$3 per person. Enjoy rides deep into Gilchrist county, roads too distant for

us to use regularly on normal club rides. After riding, jump into Poe Springs to cool off, then chow down on Chandler's hot dogs and burgers. Bring a side dish to liven up the meal.



TOONS by McMahon

I'll go first and break wind for you.

<http://www.afn.org/~bike/toon/toon.html>



President's Message

**Gainesville
Cycling Club Inc.
1996 Board
of Directors**

President

Linda McMahan
331-4089
lindamcm@aol.com

Vice President

Rob Wilt
375-5582
afn09010@afn.org

**Membership
Secretary**

Roger Pierce
378-7063
375-8930 fax
RCPBIKE@aol.com

Treasurer

Bill Cochran
371-4118

**Information
Director**

Chandler Otis
377-1728

**Recording
Secretary**

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

**Adopt-A-Road
Director**

Diann Dimitri
462-4580

Webmaster

Andrew Gill
338-9205
afn19888@afn.org

Member At Large

Barry Gibbons
372-1145
barry@afn.org

Riding Millhopper Road this past weekend with nine other riders from the Hunter Crossing group reminded me it wasn't always this pleasant. Just the year before most rides that included this road were an experiment in survivor skills. A bicycling balancing act performed by all participants. We were riding the white line. The white line was our designated two inches of pavement. However there were portions of Millhopper Road that this white line disappeared, chunks gone..the road was deteriorating as only a bicycle rider would know. The 3.2 miles to that safe haven of a bicycle lane seemed like ten miles filled with sheer terror. "Single file". Right, as if anyone would venture to do anything else. As we pedaled toward that safe bike lane I would think why are we doing this? We all could be killed, or worse, maimed for life...and all just to ride a bicycle.

Our group quickly learned yelling "car back" was pretty much a waste of energy, while "truck back" was like yelling "Fire" in a crowded theater. It only poured Adrenalin into systems that were already on overload. "Thanks but we really don't want to know the species of truck which is about to run us over, after all..sand truck, rock truck, timber truck, a truck is truck and we are just ants". I not only felt responsibility for our ride group but I didn't want a "truck driver" to plow into an oncoming car (another ant) because we were riding irresponsibly. 3.2 miles of terror.

We then reach the safety of the bike lane and all is forgotten. We can look under the bed now, peek into are rear view mirror. We are all safe the boogie man is gone and another wonderful morning of cycling some of the best roads in Florida begins. We return to GRU safe and happy another Saturday Hunters Crossing group ride.

One wonders what the huge brouhaha over the widening of Millhopper Road was all about. I wonder what those people who were so adamantly opposed think about it now. Motorists who have to frequent this road by car or truck must feel relieved. No more dodge the bicycle rider.

This past weekend it appeared as if Millhopper Road was being enjoyed by a much broader group of Gainesville Citizens than what I encountered 2 years ago. I see more family groups, for it is a perfect introduction into bicycle riding. I see "older" bike riders on their hi-breds ..I see joggers..all courteous to each other.

I hope the same outcome will occur regarding the paving of the Greenway. Two years later people asking now what was the big brouhaha regarding this place? Something about joggers, bike riders, kids, and nature not mixing very well?

Keep up the good work people of Gainesville,

See you cycling,

Linda C. McMahan



"A smoking section in a restaurant is like a peeing section in a swimming pool."

Sheldon Brown, West Newton MA

Gliders

Our newest and fastest growing riding group, the Gliders, has another healthy list of led rides in the schedule again this issue. Remember, if you want to go on a Gliders ride every weekend, you may need to be one of the persons who volunteers to lead a ride! So far a dedicated core of four persons are leading all of the rides, but there are still holes in the schedule. Call Barry Gibbons [372-1145] and fill up those holes for August and September! (It's best to call Barry during the week since he is out of town most weekends.)

With almost two months of experience under our belts, we can tell you that Gliders rides are usually around 50 miles in length (maps will be available for those wanting to do shorter distances, and the average speed is normally 17-19 mph (the larger the group, the higher the average). This speed is not difficult to maintain in a group of moderately strong bicyclists. Most 70-100 mile per week riders can hang in, if not thrive. If you have come out to A Rides and found them too fast or too intimidating, give the Gliders a try.

A word to real A Riders. If you go out with the Gliders, remember that you are not on an A Ride! While the early pace will be about the same as an A Ride (and the way the A Rides are starting out these days, maybe faster!), don't expect sign sprints or the traditional race back to Gainesville. Do expect a steady, moderate workout in an orderly pace line where you may need to make some allowances for riders new to pace lines.

New on the Homepage

Text from the 1992 through 1995 Yearbooks is now online (1995 is only available online!). There is a special page that will lead you to all of the Veloschmooze articles by Kerry Duggan. And you can catch up on the cartoons you have missed on the Toons by McMahon page.

Frames Online

If you have a frames-capable World Wide Web browser, such as Netscape 2.0, our Gainesville Cycling Club homepage will now appear in frames. If you do not have one, you will get an index page that will lead you to our online information.

What's Your Group?

The enclosed membership Roster lists the riding group(s) of each member who has specified one or we could place in one knowing where they ride. There are a whole lot of you out there without a group!

Not that we don't have plenty of groups to select from. If you like to ride easy and stop and see the countryside, check out the Hunters Crossing Pedalers. If you need to get up early to ride at a moderate pace (most any day of the week) call Bill Cochran and ask about the Bee Line. If you need a ride that you can take your kids on, the Newnans Lake Riders stop for gummy bears at Mrs Wigglesworth's. If you like to ride fast and steady, the new Gliders group is growing in numbers. Swift long distance types should check out the Centurians. And if you are into all-out riding, try an A Ride.

With all of those groups, we must admit we do have a hole. If you like to ride at an easy moderate pace (15-16 mph) with only one planned stop along the way we do not currently have a group for you. So you need to contact Roger Pierce and get one going! To set up a group, you need to make a few decisions.

- (1) Are you going to meet at the same time and place every week, or move around to different locations?
- (2) Are you going to have ride leaders, or just show and go?
- (3) How fast and how far are the rides expected to go?

The key to getting a riding group going is to have a dedicated group member who will *always* be at the announced start for each ride. The Hunter's Crossing Pedalers got off the ground because Linda McMahon always showed up, so people would know they would not be riding alone. The Gliders have become a success because there is a designated ride leader who *will* be there for each scheduled ride.

We've got 216 members in the GCC, and counting! If you come up with a riding group that is in demand, there will be people who will ride it!

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.

Two-bicycle Yakima car rack with security locks for gutter-type roof. Good condition. \$225. Dan 336-1535.

Two-bicycle Yakima car rack with security locks for gutter-type roof. Used only twice. \$150. Mike Hoffmann 331-0996, 372-5753 after Jun 1.

BIKE - Men's Ross 6 spd. Cruiser, Blue, in very good condition, mountainized with rack & pack, bottle cages & 2-28 oz. bottles, computer, pedal clips and straps, new tires, new chain and sprockets, extras. Would be a good general purpose or commuter bike. \$ 150. Rob Wilt 375-5582.

TIRES - Avocet Cross 700 (27 inch) x 35c, less than 100 miles of use, pair will cost \$ 60 retail, these \$ 30. Rob Wilt 375-5582.

SHOES - Nashbar bike shoes, size 43 (9 & 1/2) Red and Gray leather and nylon, for casual biking, have firm sole, but easy to walk in. In good condition and clean. Orig. \$35. now \$10. Rob Wilt 375-5582.

CYCLE COMPUTER - Vetta C-20, brand new, never used, complete, Red body. Has speedometer, clock, stopwatch, average speed, tripmeter, maximum speed, odometer, speed comparator, auto start and stop, plus CADENCE. Also waterproof. \$ 29. Rob Wilt 375-5582.

ZEFAL FENDERS - Snap-on, Snap-off, high impact black plastic fenders for 27" road or hybrid. Rear fender is adjustable in total length. \$ 10. Rob Wilt 375-5582.

Airless bicycle tires for when you absolutely cannot afford a flat. Recommended for commuter bikes. Many sizes and styles. Half price. Roger Pierce 378-7063, RCPBIKE@aol.com

□□ **Road Watch** □□

□ CR 232 (NW 78th Ave) from CR 241 (NW 143 ST) to US 27/41 will be widened and repaved starting sometime this summer.

□ US 301 is FINALLY finished from Island Grove to Citra. Shoulders are in place all the way.

□ Construction continues on SW 34th St. Bikelanes continue to be available, and for the most part, are about as clean as others in town. Watch out for construction debris that may pop up overnight at any point.

□ Dungarvin Road is closed at I-75 due to interstate bridge construction. The road has been removed and replaced by soft sand.

Support Your Local Independent Bicycle
Retailers
They Support Your Bicycling Events

World Wide Web
<http://www.afn.org/~bike/>

E-Mail

Membership: gcc-fla@cyclimg.org

Officers: bike@afn.org

Individual Officers: see sidebar on page

2

Cross Florida Report

Perennial Cross Florida first finisher Carl Westegren edged RAAM Champion Rob Kish at Pine Island to conclude the 167 mile Cross Florida ride. Three GCC Centurian riding group members all finished in the top twenty, Ralph Schlieff at 4th, Roger Pierce at 12th, and Shannon Woodruff around 17th (the organizers don't try to keep an accurate tally, so some guess work is involved in determining exact placements). Support driver Sean Nickerson did yoeman duty in keeping the Centurians hydrated.

Burt Silverstein and Skip Choate also completed the ride in the top third of participants. We believe that Mark Fuller also did the ride, but we have not had a report from him.

As usual, the ride started out fast. GCC riders were 1-2-3 in the 300+ rider field going into Meritt Island, where a stop light consolidated the field. From there a pace tandem grabbed the front, and except for a couple of futile attempts by single riders, held a steady 25 mph into Oviedo, where they stopped. A more sane pace yielded a century time of 4:28. Then Rob Kish went sailing off the front, and the race was on. Carl Westegren's attach just past Center Hill shattered the remainder of the field, setting up his eventual one-on-one dual with Kish.

June-July Ride Schedule

FOR CURRENT INFO, Call The GCC RIDELINE 538-8100 (courtesy of ALLTEL Mobile)

RIDING GROUPS

A Riders. (no Group Captain). Will usually choose a middle or long distance ride. The route may change without notice at any time. The group will frequently split into two or more groups. These rides can be very fast, and do not necessarily make rest stops. On the weekends, these rides are usually joined by riders from the Revolution Sports Society racing team, and frequently by Team Florida and other miscellaneous racers.

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

Gliders. Barry Gibbons, 372-1145. Rides with ride leaders in the B range (17-19 mph average). Meeting times and places vary; see the schedule on this page. Rides will normally be around 40 miles in length.

Newnans Lake Riders. Chandler Otis, 377-1728 (leave a message). A family and beginners group that meets Sundays at the Plaza of the Americas to do a 15 to 25 mile ride usually going out to Lakeshore Drive along Newnans Lake. See the Near East ride map.

Hunters Crossing Pedalers. Linda McMahon, 331-4089. Meets at the GRU facility on NW 43d St just north of NW 53d Ave, most Saturdays for a slower paced ride. On one Saturday of most months the group meets at an out-of-town starting location--see newsletter articles announcing locations or call the RideLine. This group also meets at the Plaza of the Americas on some Sundays for an extended version of the Newnans Lake ride.

GATORS. Gainesville Area Tandem On Road Society. Craig Lee 376-6934. This group does not currently have a riding schedule. If you're interested in starting one, call Craig.

REGULAR STARTING TIMES AND PLACES

GRU FACILITY RIDES

(On NW 43rd Ave, west side, just north of NW 53rd St)

SATURDAYS

Hunters Crossing Pedalers meet at 8 am.

TUESDAYS & THURSDAYS

A Riders meet at 6:30 pm.

PLAZA OF THE AMERICAS RIDES

(University of Florida campus in front of Library West under the walkway)

Rides meet at 8 am leaving after 8:15.

SATURDAY

A Riders meet at 8 am.

SUNDAY

A Riders, Newnans Lake Riders, and Hunters Crossing Pedalers meet at 8 am.

Centurians Ride Schedule

Jun 1 Sat	5:45 am	The Beach Double Century, Kernersville NC
Jul 14 Sun	8 am	Plaza, Century, bring Camelbacks

Centurians. Roger Pierce, 378-7063. Hundred mile rides and up. We do many out-of-town invitational centuries. See the schedule on this page.

Limerock Moonlighters. Dave Forbes, 371-3124. Rides on limerock roads, many after dark, usually in the spring and fall. Call for more details and directions.

Gliders Ride Schedule

Date	Time	Ride Leader	Phone	Start Location
Jun 1 Sat	8 am	Margaret Raynal	371-2868	Plaza of the Americas
Jun 2 Sun	8 am	Margaret Raynal	371-2868	Albertson's at 2323 NW 13th St
Jun 15 Sat	8 am	Barry Gibbons	372-1145	Roadside park in Hague on US 441, about 5 miles north of Highway Patrol station
Jun 16 Sun	8 am	Barry Gibbons	372-1145	Micanopy, Angle Road at US 441
Jun 22 Sat	8 am	Tim Strauser	375-3612	Office Environment Center, 4805 SW 34th St
Jun 23 Sun	8 am	Tim Strauser	375-3612	Office Environment Center, 4805 SW 34th St
Jun 29 Sat	8 am	Evelyn Hinson	331-3549	Publix at Tower Road and Archer Road
Jul 7 Sun	8 am	Tim Strauser	375-3612	Office Environment Center, 4805 SW 34th St
Jul 13 Sat	8 am	Margaret Raynal	371-2868	Plaza of the Americas
Jul 14 Sun	8 am	Margaret Raynal	371-2868	Albertson's at 2323 NW 13th St
Jul 20 Sat	8 am	Barry Gibbons	372-1145	Roadside park in Hague on US 441, about 5 miles north of Highway Patrol station
Jul 27 Sat	8 am	Evelyn Hinson	331-3549	Publix at Tower Road and Archer Road



FLORIDA

Florida Bicycle Touring Calendar (ABRIDGED)



See the complete calendar on the World Wide Web at <http://www.afn.org/~bike/fltours.html>

June 1-8
Florence AL

BAMA 96
Bike Across Magnificent Alabama. BAMA, 2117 Rothmore Drive SW, Huntsville, AL 35803-1693. (205)881-8032. E-Mail:morton2@traveller.com.

June 1 (Sat)
Kernersville NC

2nd Annual To The Beach Double

June 2 (Sun)
Mt Dora FL

Tour de Sun
Meet at Donnelley Park between 6:30 and 8 am for 25/40/60 mile rides. Fee \$15 until May 25 then \$18 includes Tank Top, post ride picnic. CFT/Sommer Sports, PO Box 121236, Clermont FL 34712. (352)394-1320 fax (352)394-1702 cftsports@aol.com.

June 7-10
Millersville, PA

GEAR (Great Eastern Rally)
League of American Bicyclists (410)539-3399, Bikeevent@aol.com.

June 8-15
Atlanta GA

Bike Ride Across Georgia (BRAG)
Seven day ride to Savannah. Bike Ride Across Georgia (BRAG), PO Box 87111, Stone Mtn. GA 30087-0028. fax (770)935-1918. Email: bragHQ@aol.com.

June 29-July 5
Daytona Beach FL

Bike Florida
6 day, 300 mile coast to coast tour. Carry the torch for the Florida State Games on the last day of the tour. Registration \$85 before June 11 (child \$60), Bus from Gainesville to Daytona Beach on June 29 \$35, Meal Plan \$60. Bike Florida, 1330 NW 6th Street, Suite D, Gainesville FL 32601. (352)392-8192. Full info at <http://www.afn.org/~bike/florida.html>.

July 3-7
Dayton, OH

National Rally
League of American Bicyclists (410)539-3399, Email: Bikeevent@aol.com.

July 14 (Sun)
Boca Raton FL

7th Annual Frank Stark Celebration Ride
30/68/100 miles up scenic A1A. Bike jersey and lunch included. Call (407)451-3211 for details. Boca Raton Bicycle Club, PO Box 810744, Boca Raton FL 33481-0744.

Aug 2-4
White Springs FL

Dog Days Pedal & Paddle
Suwanee Bicycle Association, PO Box 247, White Springs FL 32096. (904)878-2042. Email WPburden@aol.com.

Aug 24-30
Tallahssee FL

Habi-Talla-Lanta300
Tallahssee to Atlanta. 1(800)HABITAT.

Aug 31-Sep 2
Sebring FL

Tour of Sebring
Kenilworth Lodge; various tours, 10-100 miles, rolling. West Palm Beach BC, Linda Leeds, 913 Sumpter Rd E, West Palm Beach FL 33415. (407)683-2851.

Sep 1 (Sun)
Savannah GA

Historic Savannah Century
25, 50, 100 miles. Benefits Drug Abuse Resistance Education (D.A.R.E.). Coastal

Sep 8 (Sun)
Baldwin FL

Bicycle Touring Club, PO Box 14531, Savannah GA 31416. Paul Kersey (912)964-5033. Fax (912)925-6953.
Endless Summer Watermelon Ride
(904)260-1126.

Sep 8 (Sun)
Clermont FL

Annual Assault on Sugarloaf
112/56/31 miles. Meet at Clermont Waterfront Park starting at 6:30 am. 112 miler starts at 7 am, other rides later. Fees \$15 (\$18 for 112) until Sep 1, then add \$3, includes T-shirt, post ride picnic. CFT/Sommer Sports, PO Box 121236, Clermont FL 34712. (352)394-1320 fax (352)394-1702 Email cftsports@aol.com.

Sep 15-Oct 31
Anaheim CA

Disneyland to Disney World
3000 miles. (800)433-0528.

Sep 21-22
Jacksonville FL

PGA Tour MS 150
Overnight ride from the Jacksonville Zoo to Jekyll Island. (904)725-6800.

Sep 28-29

MS 150 Gulf Coast
For info contact Kelly Glenn, 200 S Hoover Blvd Bldg 219 Suite 120, Tampa FL 33609. (813)287-2939.

Gainesville Cycling Festival

Oct 5 (Sat)
Gainesville FL

Santa Fe Century
4th Annual

Oct 6 (Sun)
Gainesville FL

Horse Farm Hundred
16th Annual. 5015 NW 19 Pl, Gainesville FL 32605. RCPBIKE@aol.com. Full info now on the web page.

Oct 6 (Sun)
Coral Gables FL

Skip Jarrett Memorial Century
SASE Everglades Bicycle Club, POB 430282, South Miami FL 33243-0282.

Oct 7-11
Ft Myers FL

Florida Cruiser
An Adventure Cycling Association loaded camping tour to Orlando. Stops in Port Charlotte, Zolfo Springs, and Lake Wales. Adventure Cycling, PO Box 8308, Missoula MT 59807-8308 Email: acabike@aol.com.

Oct 10-13
Sebring FL

18th Annual Southern Tandem Rally
STR-96, 224 SW 180th Ave, Pembroke Pines FL 33029. Email: Joshua@polaris.ncs.nova.edu.

Oct 18-20
Mt Dora FL

Mt Dora Bicycle Festival
Mt Dora Chamber of Commerce, PO Box 196, Mt Dora FL 32757. (352)383-2165.

late Oct
Interlachen FL

Sleepy Hollow Century

Nov 1-3
Ft White FL

Florida Fat-Tire Festival
Suwanee Bicycle Association, PO Box 247, White Springs FL 32096. (904)878-2042. Email WPburden@aol.com.

Nov 2 (tentative)
Miccousukee FL

Spaghetti 100
100 mile, 100 kilometer, 50 kilometer. Jim Mann (904)422-0302.

WOMEN IN CYCLING

A free workshop series offered by Margaret Raynal and other women cyclists.

Please join us on June 10 and July 15, 1996 from 6:30 - 8:30 pm in meeting Room B of the downtown Gainesville branch of the library for the first two meetings in a series of workshops about and for women who bike or who want to begin cycling. We will bring together women who bike for a variety of reasons (touring, fitness, commuting, recreation, family activity, racing); those who ride a wide range of paces (8-24+ mph); and a range of distances (1-100+ miles). We will address both on and off road issues. We will meet others who share our interests and may want to join us for rides. We'll discover ways to enhance our riding enjoyment and improve our fitness levels.

Margaret Raynal will conduct the first couple sessions. She is the State Trainer for the Florida Traffic and Bicycle Safety Education Program and volunteer coordinator for Bike Florida. She is an avid cyclist and daily commuter with a background in Health Promotion and Fitness. She has great interest in promoting activity for everyone and has noticed that many women could benefit greatly from workshops such as these.

The June 10 session will focus on networking (meeting others to ride with), sharing resources for more information (organizations, books, journals), and updating your calendar of cycling events. Also at this session, we will discuss good meeting times and locations. Finally, we will brainstorm for issues/topics that we would like to cover in the future.

The July 15 session will cover purchasing a bicycle or retrofitting an old one to make it more comfortable, and recommended accessories including safety equipment and clothing. We may have time to discuss safe riding tips and rules of the road.

Announcements regarding future "Women in Cycling" meetings will be placed in the Gainesville Cyclist and announced via the GCC email group. Topics we will cover in the future include (but are not limited to) basic maintenance, how to use your gears, how to overcome bike shop intimidation, health issues, fitness, touring, commuting, and racing. We hope that many of these sessions will be hands-on. They may include trips to bicycle shops, trails, and tours around Gainesville. Please bring friends and join us for any or all the workshops that fit your needs. Call Margaret at (352)371-2868 if you have ideas or if you are interested in leading a session on a particular topic.

BUSINESS SPONSORS

These businesses provide discounts to club members who present their yellow 1996 membership card:

Bike Route	15%
Campus Cycle Works	15%
Chain Reaction	10%
Gator Cycle	10%
Gator Frame Painting	10%
Ominski Massage	\$10 off
Primo Bicycle Works	10%
Recycled Bicycles	10%
Streit's Schwinn Cyclery	10%
Water World	5%

Some restrictions apply, ask for details at the store.

From the Gainesville Sun

Gary Kirkland, the Gainesville Sun's University & Main columnist, has written several columns detailing his introduction to bicycling over the last couple of months. He jumped into the organized cycling scene with both feet as one of the over 700 persons attending the Suwanee Bicycle Festival in Live Oak in early May. He has given us permission to reprint this last tidbit of his writings from that event:

Finally, one more story from the Suwanee Bike Festival of a near-death experience on the highway. One elderly man was explaining his struggle to make it up his very first hill on his new 10-speed at an event in Georgia. The sweat was flowing freely and his breathing was coming with great difficulty, when a young man on an old-fashioned, low-tech one-speed passed him so effortlessly he barely had time to read the "Gears are for wimps" insult on the boy's shirt.

"If I could have caught him, I'd have killed him," the storyteller said.

Gary Kirkland, umainguy@aol.com

Operating a bicycle is more like driving than riding.
Operating an automobile is more like riding than driving.

John P. Serafin

jps@netcom.com

Bike Computer Calibration

by Rob Wilt

Did you ever wonder about the accuracy of your bike computer? At the end of the ride does everyone ask everyone else what they got for mileage, to see if their computers are in near agreement? As you approach the end of your century, does your computer's mileage reading seem to drift further and further from the listed turn point mileages? Well, now you can address this question of accuracy.

A recent call to the county road department revealed the existence of a calibrated mile on a road right here in Alachua county. You will find this calibrated mile in the town of Hague, at the intersection of 25A and CR 237. Immediately after you cross over the railroad tracks that parallel 25A, going north on CR237, about 25 feet past the tracks, you will see markings painted in florescent orange in the middle of the road. These markings are two dashes with a dot between them. Below these markings are the numbers "0+00". Above the dashes and dot are the words "1 MILE" with a squiggly arrow pointing the direction in which to travel; this is the start point for the calibrated mile. As you head north, up CR237, you will see another set of orange markings in the middle of the road that says "½ MILE"; continuing you will finally come to the last set of orange markings that says "END" and "1 MILE". Between these words is another set of dashes with a dot between them. The dashes and dot at the beginning and end of the calibrated mile are the exact start and stop points. You may see, at various points along the mile, other markings of other colors, some faded and some readable; just ignore these.

OK, so how do you use these markings?

At the side of the road, line your handle bars up even with the start mark (the first set of dashes and dot). Now zero the trip meter on your computer, so it reads "00.00". Take off and ride as straight as possible up CR 237 to the 1 mile marking. Slow down as you approach the end mark, walk your bike the final feet to the mark if you like, but in the end your handlebars should be even with the dashes and dot at the 1 mile markings. Now look at your computer trip meter. If your computer is very accurate it should read exactly 1 mile, such as "01.00". More than likely it will be greater or less than one mile in its reading. The difference

"How greatly does cycling enoble one's spirit,
heart and frame of mind!
When the cyclist roams freely on his steely
steed in the godly world of Nature ...
his heart rises and he bewonders the splendor
of Creation."

Quote translated from Wilhelm Wolf's "Fahrrad und Radfarer," published in 1890.

between 01.00 mile and the reading you have is the error, which can be expressed as a percentage. In the case of my computer, my first reading at the end of the calibrated mile was 00.97. This is a 3% error from the actual mileage. This is an error, in practical terms, of 3 miles of error per 100 miles of travel. So for each 100 miles my computer said that I had traveled, I had, in fact, ridden 103 miles. This is not a lot of error and is probably typical of bike computers, but knowing what this error is gives you the information you need to reduce the error, if you so desire.

So how do I reduce the error?

What I did is multiplied the wheel circumference factor (the number that you are required to input to the computer for the size of the wheel) by .03, and then added this product to the original circumference factor. This gives a new circumference factor corrected for the 3% error. When this new factor was put into the computer, I again rode the calibrated mile from one end to the other. This time when I moved up to the end of the calibrated mile my trip meter rolled up to "01.00" mile just 10 feet before the mile mark on the road. Naturally, this still represents some error, because the perfectly calibrated computer will just turn over from reading 00.99 to reading 01.00 mile as you roll the bike that last inch to the dashes and dot. But these computers aren't really made to be all that accurate anyway, and even if you did get it to roll over to read "01.00" exactly at that point, many factors may weigh against higher accuracy than this in real use; in any case, 10 feet of error per mile will only be an error, in practical terms, of about 1 mile of error every 528 miles, or the computer will read 529 miles when I have actually traveled 528 mile. In spite of this unresolved error, it's easy to see that the simple act of correcting the circumference factor by 3%* improved the accuracy of my computer by a factor of about 16, which is a dramatic improvement.

It should be noted too, that substantial errors in your computer's distance accuracy will noticeably affect your speedometer and average speed readings, because this

information is derived from the distance traveled with respect to time (the distance being provided by the rotation count of your wheel and the time being provided by the computer). For instance a 3% error would make a difference of about 1 mile per hour reading if you were doing 30 mph. Not much admittedly, but most people want to be able to claim every mile and mph that they have honestly earned!

There are some things you can do to reduce the error even more, but most of these are a bit esoteric, and too difficult to explain, for a discussion here. However, you will want to be sure to have your tires inflated to your normal riding pressure and be riding with the bike set up as on a typical ride, this will help provide a reasonably accurate calibration for everyday use. Until they build a GPS** unit for bikes, we will just have to live with a minor degree of error.

* (3% of a mile is 158.4 feet)

** (GPS) Global Positioning Satellites also have some error; ultimately, no measurement is perfect!

Note: And of course, all of the accuracy of this calibration method is ultimately dependent on the accuracy of the road markings, but I'm betting that Alachua's highway engineers are exceptionally careful.

Best Ever Rum Cake

1 tsp. Sugar	1 cup dried fruit
1 tsp. soda	2 large eggs
lemon juice	brown sugar
1 cup butter	baking powder
nuts	1 or 2 quarts of Rum

Before starting, sample rum to check quality. Good, isn't it? Now proceed. Select large mixing bowl, measuring cup, etc. Check rum again. It must be just right. To be sure rum is of proper quality, pour one level cup of rum into a glass and drink it as fast as you can. Repeat. With electric mixer, beat 1 cup of butter in a large fluffy bowl. Add 1 seaspoon of thugar and beat again. Meanwhile, make sure rum is still alright. Try another cup. Open second quart if necessary. Add leggs, 2 cups fried druit and beat till high. If druit gets stuck in beaters, pry loose with drowscriber. Sample rum again, checking for tonscisticity. Next sift 3 cups of pepper or salt (really dosen't matter). Sample rum. Sift 1/2 pint lemon juice. Fold in chopped butter and strained nuts. Add 1 bablespon of brown sugar -- or whatever color you can find. Wix mell. Grease oven. Turn cake pan to 350 gredees. Pour mess into boven and ake. Check rum again and bo to ged.



TRAINING INCIDENT REPORT

On a small country road, a cyclist was rolling happily on his brand new high-tech race machine. Local rednecks have been following him in their pick-up for a few hundred meters, and decided the scare the hell out of the cyclist. So they passed him real fast and also real close to try to send him into the ditch. They all laughed as they watched the white-faced cyclist by the pick-up's rear window. But to their surprise, the cyclist began to gain speed on them and passed them on the right like a bullet.

Standing the gas pedal, the pick-up passed the cyclist again real close while the passengers were doing some impolite gestures but as before, the cyclist quickly gained on the truck and passed him on the right again. Going down a hill, the redneck slammed the gearbox into fifth gear and passed the cyclist at around 100 miles per hour. This time, the cyclist passed the truck again so fast that he flew off the road.

(As found on the internet)

The rednecks stopped their truck and found the cyclist lying in the middle of a field. They picked up the cyclist and asked him what kind of bicycle he was using.

'Never mind' replied the cyclist. 'MY suspenders were caught in YOUR rearview mirror...!'



Basic Effective Cycling

The following was posted to the labmembers mailgroup, a discussion forum for League of American Bicyclists members, by John Forester, the author of *Effective Cycling* and many other works on cycling transportation engineering:

A cyclist who is competent in traffic is one who obeys the five principles of traffic operation, who understands traffic flow so that he or she can detect when some driver is not acting normally, and who has several methods for avoiding the most frequent problems.

The five principles:

1. Drive on the right side of the roadway, never on the left and never on the sidewalk.
2. When you reach a more important or larger road than the one you are on, yield to crossing traffic. Here, yielding means looking to each side and waiting until no traffic is coming.
3. When you intend to change lanes or to move laterally on the roadway, yield to traffic in the new lane or line of travel. Here, yielding means looking forward and backward until you see that no traffic is coming.
4. When approaching an intersection, position yourself with respect to your destination direction -- on the right near the curb if you want to turn right, on the left near the centerline if you want to turn left, and between those positions if you want to go straight.
5. Between intersections, position yourself according to your speed relative to other traffic; slower traffic is nearer the curb and faster traffic is nearer the centerline.

Examples of ways to detect when another driver is failing to operate properly:

The driver who overtakes you as you approach an intersection may be just overtaking you, or he may be intending to turn right. The driver who intends to turn right may well slow down, adopt a more rightward position, and, if he does start to turn, you can see the movement start. Watch actual speed and listen to engine noise for signs of slowing down. Watch the position to see if it looks further right than for going straight. Any rightward steering movement of the right front wheel or any lateral movement of the front of the car is a definite clue. React as early as you have any suspicion and take the appropriate avoidance maneuver.

The driver from the other direction and in the center lane who slows upon approaching an intersection that is close in front of you probably intends to turn left. You have the right of way, so he should wait for you. If the car does not slow sufficiently to indicate coming to a stop, or if it swings to its left more than just to the centerline, watch out. If it crosses the centerline, unless it is going very slowly with obvious intent to wait until you have crossed the intersection, then assume that it will continue its turn and take the appropriate avoidance maneuver.

Three methods of avoiding the common problems:

1. For both the motorist right turn and the motorist left turn, it is frequently necessary to make an instant right turn, moving between the threatening car and the curb in the new direction.
2. If you have sufficient distance, it is better to stop than to turn, so you need to know how to make a maximum deceleration stop. Even if the stop won't stop you in time, it often reduces your speed enough so that once you get to a sufficiently low speed you can release the brakes and turn sharply away from the danger.
3. Always beware of parked cars with people in them, either as seen through the windows or by evidence of recent movement, backup lights, or just parked in a high-turnover location (short parking times). Leave a door's width clearance if at all possible.

John Forester
JForester@cup.portal.com
408-734-9426

726 Madrone Ave.
Sunnyvale, CA 94086-3041

THE CARBO CONNECTION



SALADS FROM THE BOARDROOM

by Roger Pierce

Southern Pea Salad

2 cans black eye peas
1 can hominy
½ good sized red onion, sliced and cut into about 1" strips
½ green pepper, sliced and cut into about 1" strips
chopped fresh parsley or cilantro
8 oz bottled italian dressing (fat-free or regular)

Drain and rinse the peas and hominy. Mix everything together well.
Chill.

Barley Vinaigrette

1 cup Quaker Scotch Brand Quick Pearled Barley, cooked with 2
cups of water according to package directions.
8 oz mushrooms, sliced
large carrot, sliced using a grater
3 or 4 green onions, thinly sliced in the white part, larger chunks of
the green part
¼ cup vegetable oil (I use olive)
cup lemon juice
1 tsp garlic powder
½ tsp salt
1 heaping tbl mustard (I use Guldens)
½ tsp tarragon leaves, crushed
¼ tsp pepper

Mix well, chill. Can be served on lettuce leaves.

The Gainesville Cyclist

5015 NW 19th Place
Gainesville FL 32605-3435

EDITOR

Roger Pierce 378-7063
fax 375-8930
RCPBIKE@aol.com

PUBLISHER

Suzanne McDowell 372-8195

BIKE SHOP LIAISON

Jim Merkner 372-6379

AD GRAPHICS

Craig Lee 376-6934
craig@barrsys.com

The Gainesville Cyclist is published bi-monthly with cover dates of even-numbered months. The deadline for new copy is the third Friday of the preceding month. All submissions are welcome.

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

Ads are \$5 per column inch or \$25 for six column inches (which may be broken into multiple ads in different issues); the standard ad is two column inches (2" x 3", a ½" narrower than a business card).

Bicycle Commuter Study

To participate in a study seeking information on cycling and commuters send a SASE to Professor William Moritz, University of Washington, Box 352500, Seattle, WA 98195-2500, or e-mail mortitz@u.washington.edu to obtain the 2 page survey.

Mt Mitchell Report

The 21st annual Assault on Mt. Mitchell from Spartanburg, S.C., to Mt. Mitchell, N.C. (el. 6680') was held Saturday, May 18. George Meyer of Inman, S.C. won (OK, he didn't actually "win", but he did finish before everybody else) in a time of 5:24. This is the "new course" which features even more climbing (advertised at 11,000'); finishing times average about 20 minutes slower than the "old" course.

Among GCC riders participating were Ralph Schlieff and Mark Meisel.

Incidentally, for those interested in doing the Assault, which is a great ride but a logistical nightmare, contact Spartanburg Freewheelers, P.O. Box 6171, Spartanburg, SC 29304, and request to be placed on the list for a 1997 entry. When it comes in Jan or Feb., return it IMMEDIATELY to get a place. If you wait a week you won't get in.

1996
**Gainesville
Cycling
Festival**

**Oct 5
Saturn Santa Fe Century**

**Oct 6
Horse Farm Hundred**



Gainesville Cycling Club

5015 NW 19th Place
Gainesville FL 32605-3435

Cycling Shorts

1 Welcome new members Christopher Bowman, Laurence Fahrney, Yolanda Fahrney, Jessica Green, Chris Luca, Karen Luca, Ryan Luca, Jim Mabe, Cynthia Machupa, Jerry Patterson, Melanie Pfautz, David Rixx, Harry Spears, and Marcie Stenmark of Gainesville, Sherry Mooney of Orlando, and Rene Woodruff of Winona, Minnesota!

1 A letter from Jim Sanders (former GCC President), 10 Apr: Dana (Zimmel) has been chosen at NC State's vet school for the two year residency program and we'll be here till at least June of 98. We're pretty excited about the Tour DuPont coming to town and can't wait to see it in person. Was sorry to hear that Tom and Beth Ann (Fanning) moved to PA. I ran into him at the Tour de Moore Century last fall and we rode together for quite a while. Also tried my hand at the Bridge to Bridge and rode 75 miles; the first 50 miles are huge rolling hills and I got dropped at the 40 mile mark and rode alone till I finished. The course has a 25 mile loop near the finish and I left that out. What I didn't know was that I was sitting in a scenic overlook cold and exhausted and only about two miles from my car and a change of clothes. So after gathering enough energy to climb back on my bike I rode about 50 yards across a bridge and noticed a road passing beneath me so I turned around and discovered it was where the course doubled back on itself. Right now all the riding I'm doing is the occasional commute as the weather has not returned to spring yet. I have a 9.3 mile ride over suburban streets and on paved greenways with plenty of big hills. This ride takes

40 minutes on my mountain bike with my b.o.b. cargo trailer in tow. It's getting late, Jim.

1 Lisa Motter is expected to make Mark a proud papa this fall.

1 From Bruce Carnevale in Germany: Just checking out the GCC home page. Nice work. Yesterday I went riding with my girlfriend and wore long tights and a long-sleeve jersey. No summer in sight, not yet! Check out my story on the web:

<http://www.ucet.ufl.edu/~bcarneva/cycl.html>

happy reading, and tell all I said hi (if anyone remembers!) Carnevale@mbox.anglistik.uni-hannover.de

