

Club Happenings

October 6-7 (Sat-Sun) **Gainesville Cycling Festival**



Two Centuries in Two Days! The Saturn Santa Fe Century, and our own Horse Farm Hundred. Your *personal* Gainesville Cycling Festival Entry Certificate was sent to you in the mail in August along with details. This certificate is worth \$5 off on the entry fee for the Horse Farm Hundred. *Use this certificate when registering*, either by mail or on the day of the ride, to get your \$5 discount. If you joined the club after certificates were mailed, use a brochure or the web site, and deduct \$5 from the cost of the Horse Farm Hundred or Horse Farm Tours. See our web site for more details.



October 13 (Sat) **Ride Starts Now 9 AM**

As the light continues to fade in the mornings, we move our standard ride start time to 9 AM. As always, watch your email for groups using other times.

October 13 (Sat) **Women's Beginner Mountain Bike Clinic 8 AM**

At San Felasco in Progress Park. See details on page 4.

October 28 (Sun) **Standard Time Returns**

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

November 10 (Sat) **EZ-Riders Road Trip to Withlacoochee Trail**

See full details on page 4.

November 18 (Sun) **Adopt-A-Road, 3 pm**

Meet across from the Pearl Station in Micanopy. We'll provide pick sticks and safety vests; wear clothing for tromping around in the weeds; bring a water bottle if it's at all warm. Club subsidized feed at a local eatery afterwards.

November 22 (Thur) **Thanksgiving Day Rides**

Time and place will be announced on the email list.

November 24 (Sat) **EZ-Riders Do The Hawthorne Trail**

See full details on page 9.

December 15 (Sat) **Holiday Party**

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



Bicycle/Pedestrian Advisory Board

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

President

Rob Wilt
380-0561
afn09010@afn.org

Vice President

Jan Brush
378-5003
janbikes@cs.com

**Membership
Secretary**

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

Treasurer

George Edwards
Lee Edwards
333-3184
gedwards@atlantic.net
ledwards@gru.net

Grand Poobah

Chandler Otis
377-1728
Chanbike@aol.com

**Recording
Secretary**

Carl Brush
378-5003
carlbikes667@cs.com

Photographer

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

Adopt-A-Road Director

Diann Dimitri
378-7063
diann@piercepages.com

Off Road Director

Brian Raisler
376-4730
braisler@ufl.edu

Ride Leader Coordinator

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

GCC Web Page
www.floridabicycle.org/gcc

by **George Edwards**, Chairman



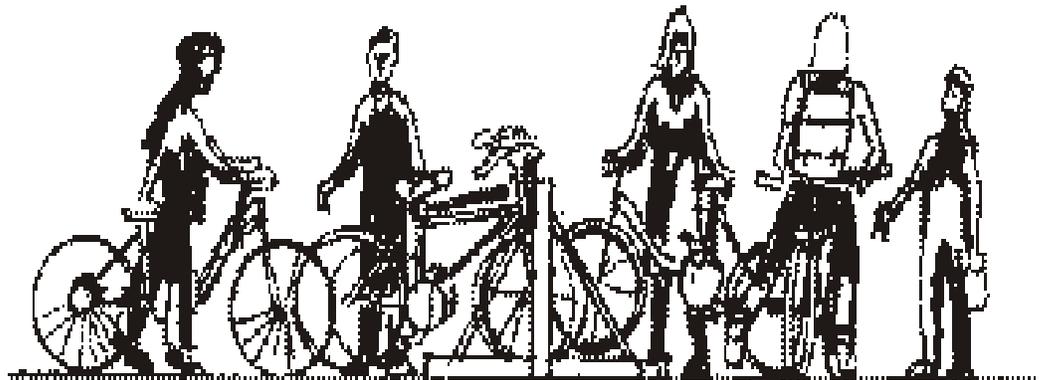
The Bicycle/Pedestrian Advisory Board cancelled its last scheduled meeting due to the attack on America. Bike, Hike, and Bus Week got launched Monday 10 September, but few activities drew any attendance that week. The main events of Friday and Saturday were cancelled due to weather (much needed but ill-timed downpours).

We did learn that Highway 241 from Newberry Road to just south of Alachua is set to be repaved (profiled and resurfaced) starting early in 2002, and the project will include 5' shoulders which will be designated bike lanes south of Millhopper Road. This will be good news to the many riders who use that stretch of road. FDOT staff have been very inflexible in response to our attempts to get designated bike lanes north of Millhopper Road.

The plans for the Depot Avenue/South Main roundabout were reviewed by the B/PAB, and we took exception to the placement of some bike/pedestrian crossings, as well as certain long turn radii which might allow excessive motor vehicle speeds, particularly in the slip lane from northbound Main to eastbound Depot Avenue.

Thanks to Staff Liaison Dekova Batey's initiative the B/PAB has received a grant to address bicycle/pedestrian safety problems in minority and low-income areas via a safety club approach with parental involvement. We were also able to purchase 29 bike helmets to be distributed to low-income kids.

The B/PAB had a complaint from a commuting cyclist who has numerous flats when he rides SW 20th Avenue. Anyone else having trouble along there? We would appreciate your feedback.



President's Message

How the President got his Courtesy

In 1993 I joined the Gainesville Cycling Club. This was about two years after I had begun to ride in a fairly serious way. I did not ride with other cyclists; I rode solo, so all I knew about bike courtesy I learned from reading various bike magazines, which wasn't much.

For about the first six months of those 2 years I rode without a helmet, as I debated the real need for such a thing. After all, I had ridden my bike for many years as a child and crashed many times and never injured my head; lots of scuffed knees, torn hands, ravaged elbows and other road rash, but no head injuries. Finally, having read a number of brochures from the local bike shops about accident statistics, I became convinced that it was probably a good idea. The recent fact that I had slipped in sand on the road and had gotten thrown over the handlebars might have had something to do with it too. In that accident I received only a badly jammed big toe, but it got me to thinking, how much worse such an accident could have been, particularly since I seemed to have so little control during the crash over the orientation of my body when I finally met the pavement. Since so many other cyclists I saw riding in Gainesville seemed to be wearing helmets too, it was a lot easier to get past the dork factor, so I got a helmet. I joined the dork group, and left the 'worrying about what other people think' group. It occurred to me at the time that the bike world is really divided into two segments, the dorks and the dummies. It's not easy to willfully become a dork, but what is the alternative. Besides, you get to appreciate being regarded as a dork after you've managed to avoid the hospital emergency room a few times.

As I rode my bike I passed many other riders who rode slower than me, I always rode around giving them plenty of space. It never occurred to me to call out a warning, after all, barking at strangers is considered to be rather rude. And I wasn't particularly keen on striking up a 'conversation' with complete strangers anyway. At least that's how it seemed to me at the time.

Then one evening as I headed up the bike path that runs east and west from Shand's Hospital to the area where the Harn Museum now resides, I noticed a dude on a beater bike with dreadlocks sauntering along, moving in the same direction, ahead of me. As I approached him I took stock of the situation; though riding very slowly he was well to the right in the bike lane and following a straight path, so I knew I could safely pass him without a problem. I slowed down and moved to the extreme left in the bike path. Just as I moved in to a position where my front tire was about 5 feet to the rear of his, he cocked his head to the left and spit. Imagine my shock, suffice it to say his mouth had an exceptional volume, and I was square in the path of delivery. Fortunate it was, that day, that I wore glasses. As I continued to pass with my eyes wide in shock, I saw his shocked expression too, and as I pulled ahead I heard him call out. "Sorry, Mon." I wished for rain, but none came. This incident was clearly my fault, and clearly I had paid for it. It would however take a later incident to cement the need for some warning to the rider ahead.

One evening as I rode up SW 34th street approaching the Doyle Conner building, on the sidewalk, I approached a jogger running in the same direction I was traveling. When I was about 50 feet back he looked back over his shoulder just after I had shifted gears. I made the assumption that he had heard my shifting and was acknowledging my approach, particularly since he also moved from

the center to the right half of the sidewalk. So I attempted to go around him on the left. This is a wide sidewalk and can easily and safely accommodate such a passing. But as I moved around to pass on his left side, we approached a water sprinkler on the right side of the sidewalk that was spraying a stream of water into the sidewalk. The stream was about 8 inches above the sidewalk, falling in to the center. Just as I moved in to position on the joggers left, he bounded to the left side of the sidewalk to avoid the sprinkler. As I abruptly turned my handlebars to avoid collision with him, I lost control of my bike and was thrown in to the road. Fortunately, no cars were in the right lane at that time. As I slid along the pavement on my right side, listening to the asphalt crunching on my helmet, I remember thinking, "It sure was a good thing I was wearing this dorky helmet!"



The jogger stopped and helped me up from the road, I was pretty shaken, but other than some huge bruises on my right hip and shoulder and several days of being sore I suffered no serious injury. The jogger was genuinely sincere when he said "I wish I had known that you were coming up behind me." He really didn't know that I was there. I had read all the wrong things in to his movements. He had looked to the left because he was about to cross the road that enters in to the Doyle Conner parking lot and was watching for cars. He moved to the right because you have a tendency to lose your track if you are not looking ahead. He probably never heard my shifting over the rumble of traffic. He didn't know I was there. This was my fault and I paid for it. Again.

I had never heard the expression "on your left" before the Horsefarm Hundred in 1993. While riding, several people passing me called out to me, some said 'on your left', some just said 'hello'. At first I was startled that these strangers were calling out to me, but then the glorious simplicity of their purpose hit me. It wasn't just smart to warn someone as you passed, it was downright friendly and courteous.

After the ride I got a bell, then a horn (ask Rocke Hill and Bill Boyett about my horn). But it finally occurred to me that there is no simpler, more reliable way to be courteous than with the human voice. Now I call it out automatically. Half the time the rider or pedestrian being passed will actually respond with a "thank you", and the other half appreciate it too, even if they don't acknowledge it verbally. And you can be comfortable in your bike skills, knowing that you have acquired what is undoubtedly one of the most important pieces of bicycling protocol that this sport has developed.

That's the end of the story about how the President got his courtesy. If you are all very good and start using "on your left" regularly maybe someday I will tell you another story. 'How the President got over being embarrassed about wearing those tight bike shorts'. But perhaps some stories are best left untold.

"On your left!"

Rob Wilt



WOMEN'S BEGINNER MOUNTAIN BIKE CLINIC

SATURDAY, OCT 13, 2001 8 AM - 3 PM
SAN FELASCO BIKE TRAILS

Cost: \$2 park admission fee

Mark your calendars now for this exciting event! Experienced riders will be on hand to teach you the all the basics - with such topics as choosing a bike, basic maintenance, rules of the trail, riding technique, navigating trail obstacles, and proper warm-up, stretching and injury prevention. Seminars will be held in the morning, with a trail ride after lunch to practice what you've learned.

Please bring the following: mountain bike, helmet, bug spray, sunscreen, lawn chairs, and lots of water (camelbak preferred if you have one, but water bottles attached to your bike will do), as well as a sack lunch.

If you need a mountain bike for the clinic, Spin Cycle may have a limited number of bikes for rent on a first-come, first-served basis. Please call Todd at 373-3355.

For further information regarding the clinic, or to reserve your spot, please call Leslie Folkerth at 367-3856 (e-mail lesliefolkerth@hotmail.com).



I've seen mountain bike rides transform people - not just their bodies but their way of thinking. Their spirit."
Charlie Cunningham

JERSEYS HERE

Jerseys are now ready for pick up at The Bike Route (on University Avenue between Orion Fitness Center and Mildred's).

The Bike Route also has a limited number of jerseys and shorts for sale.



Jersey Sponsors:



PERRY C. McGRUFF, JR.
AGENT

Quotes of Note:

"Bicycling is the nearest approximation I know to the flight of birds. The airplane simply carries a man on its back like an obedient Pegasus; it gives him not wings of his own."
Louis J. Halle, Jr., Spring in Washington

"The grace and charm of the bicycle lend added warmth and contour to the persons of the lovers it joins." James E. Starrs

When I'm not in my right mind, my left mind gets pretty crowded.

Armstrong Boosts Postal Image

With Lance Armstrong capturing a third consecutive title in the Tour de France, the world's foremost bicycle race, his sponsors at the U.S. Postal Service are basking in the reflected glory. Armstrong is the third most-recognized American athlete after Michael Jordan and Tiger Woods, Postal Service spokesman Gerry Kreienkamp said. "Every time he's up there ... and he's wearing the U.S. Postal Service logo, that's imaging," Kreienkamp said. "That's branding you couldn't put a dollar amount on. Companies would kill for that kind of reach." From shoemakers who hire basketball stars to promote their products, to cigarette makers that sponsor stock cars, to stadiums that bear the names of dot-coms, sports has become an amazingly popular advertising venue. Sponsorship of the 21-member cycling team is part of the post office's advertising division, established since Congress reorganized the Postal Service as a semi-governmental enterprise.



The 22nd Annual *HORRIBLE HUNDRED* November 18, 2001

Features course options of 31, 71, and 102 miles along lightly traveled rural road in Lake County. The Century course includes ALL of Central Florida's 'mountains'.

This is the 22nd Anniversary of the fabulous Horrible Hundred. The Florida Freewheelers invite you to participate in one of the oldest continuous rides in Florida, encompassing the 'mountains' of Central Florida with names like "Buckhill", "The Wall", "Citrus Tower Hill", and of course, "Sugarloaf Mountain".

Registration on the day of event will be from 6:00 a.m. to 8:15 a.m. Registration fees are \$20, whether on the day of event or pre-registered

The 8:30 a.m. start of this year's Horrible Hundred will be at Waterfront Park on Lake Minneola in Clermont, 25 miles west of Orlando. There will be rest stops approximately every 20 miles providing water, sports drink, fruit, and snacks. Fruit and bagels will be available before the ride start, and hot dogs and soft drinks will be served at the finish. The last rest stop will close at 4:00 p.m. and all ride support will cease at 5:30 p.m.

This is a recreational ride. Cyclists of all abilities are invited to participate in this challenging event. For more information: call (407) 788-BIKE, fax (407) 788-RIDE, or visit www.floridafreewheelers.com.

Port Orange SPIRIT OF CYCLING Century

Sunday, November 11, 2001 8:30 AM

20, 30, 40, 70, & 102 Miles

Sponsored by the City of Port Orange

Start, Finish, Post-ride Picnic & Live Music at Port Orange City Center, 1 mile east of I-95 at exit 85

\$20 Entry Fee til Nov 1, \$25 after Nov 1 & day of event

**5 scenic, bike-friendly routes
Clearly marked routes, Maps,
Route sheets, SAG support,
Mechanical support,
Well stocked rest stops,
Post-ride Picnic & Live Music**

**E-mail SpiritofCycling@aol.com
Phone 904/767-4526**

www.geocities.com/portorangespiritofcycling

Hoki-Koki 2001 Cycles, Inc. - Market Research Survey

Hoki-Koki 2001 Cycles, Inc. poised to launch range of bicycle tools and luggage in Europe and North America continece in the 2002 year. In order to help us understand better our market, we would be grateful if you could spear a few minutes on the attached survey. If you have difficult problem with any questions, please to get a grown-up to be helping you.

1. You are riding your bicycle and suffer a puncture. Do you:

- a. wait for the team car to provide you with a new wheel
- b. rip the tyre off with your bare hands, patch the tube with a secret herbal mixture of roadside plants handed down from the Ancestors and reinflate using lung power
- c. remove the tyre with tyre levers, install your spare tube, inflate with a pump, mend the puncture at your leisure
- d. phone your Mum and get her to come and rescue you

2. Your are riding your bicycle when your front derailleur cable snaps. Do you:

- a. wait for the team car to provide you with a new bicycle
- b. spin at 150 rpm all the way home
- c. replace the broken cable with one carried in your tools-'n'-spares bag
- d. phone your partner and get him or her to come and rescue you

3. You are riding your bicycle when a rogue plastic bag turns your rear derailleur into overcooked tagliatelle. Do you:

- a. wait for the team car to provide you with a new bicycle
- b. break the chain apart with your bare hands, shorten to bypass the rear mech and rejoin with your teeth
- c. break the chain apart with your chain tool, shorten to bypass the rear mech and rejoin with the chain tool
- d. phone your Dad and get him to come and rescue you

4. You are riding your bicycle when it starts to rain. Do you:

- a. weep piteously and get into the broom wagon
- b. totally fail to notice
- c. put on a waterproof jacket OR hide in the pub until it stops
- d. phone your brother and get him to come and rescue you

5. You are riding your bicycle when the Col de Tourmalet appears in front of you. Do you:

- a. weep piteously, produce a note from your Mum which says you're allergic to mountains, go home
- b. ride over it without noticing
- c. change down into a comfortable gear and ride over it
- d. phone a friend and get him or her to drive you to the top

Answers:

Mostly a: Congratulations! You are Mario Cipollini.

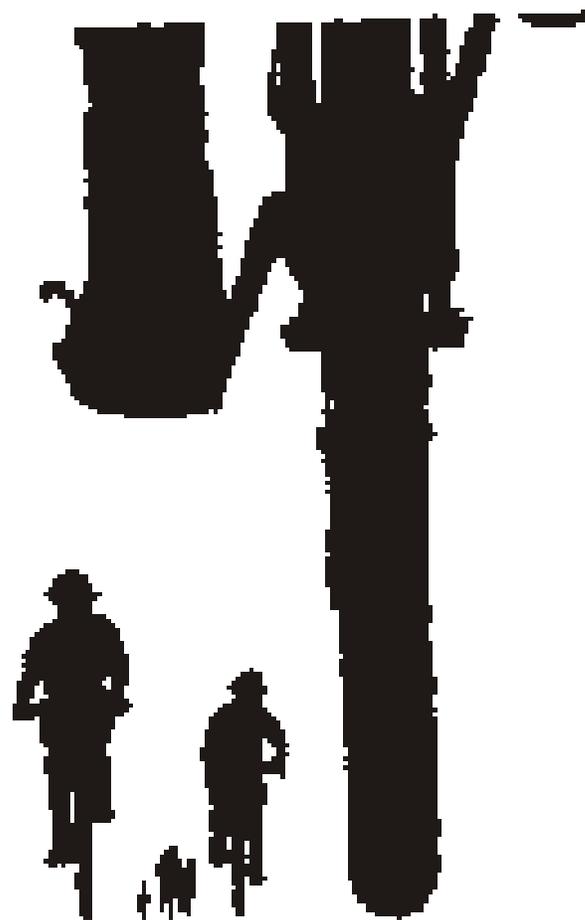
Mostly b: Respect! You are Well Hard. Your next goal in cycling is to complete Paris-Brest-Paris on a unicycle. Non-stop. Backwards. Carrying a sack of spuds under each arm. Blindfolded.

Mostly c: Nice one! You are normal.

Mostly d: Ooh Crikey! Have you considered taking up chess?

(c) Escobar-Camorra-Kray (deceased) Marketing Ltd, 2001

by Dave Larrington - <http://www.crosswinds.net/~legslarry/>
(used by permission)



Family Memberships

With our new dues structure, members now have the opportunity to purchase a Family Membership in the club. This entitles them to sign up all other persons living in their household as club members for no additional cost. **IMPORTANT:** Others in your household are **NOT** automatically members of the club! They must join to be members (even though this does not cost any additional dollars). Each person in the family must fill out an application and send it in. Applications are available on our web site (<http://www.floridabicycle.org/gcc>) and in local bike shops.

We have had several people purchase family memberships without sending in applications for any additional family members. The club is not a charitable organization in need of donations, so we do not encourage this. If you are one of the persons who has a family membership but have not signed up your family, you can send in their applications at any time.

GCC Odysseys

or Trips I Wish I'd Taken...

Two down and One to Go! (By Jim Merkner)

Some years ago I identified three areas I wanted to see and ride through, but not necessarily on a bicycle. Because of opportunities and logistics a bicycle became the best choice and am I glad of that.

My first ride, Baja, Mexico was done in the 80's. The second goal was the Cabot Trail on Cape Breton Island, Nova Scotia. I rode this in July. The opportunity was Gary Conrod, (www.atl-cycling.com) who conducted a tour of the trail as part of his schedule of rides.

Gary runs well organized but hands off tours that should have the motto "take care of yourself". He trucks your luggage, arranges for campgrounds, and supplies a simple route sheet. The rest is up to you. The cue sheet gives one word directions (left, right) at local landmarks. One day he used an actual sentence... "Left, Listen! We Said Left! Don't Go Up The Hill". You get the idea. A unique feature of the cue sheet is that it locates the first and last restaurant of the day and a likely stop for lunch (if they are open). And for those eating in camp, the location of a store where you may put your bagged purchase in a bin provided. Gary will then pick it up and bring it to camp for the end of the day. Ice cream is not a good purchase.

New Email List Subscribe Procedure

Our mail list server, Topica, no longer allows me to directly add you to the email list (apparently some managers were abusing this capability). I will send an invitation to all new and renewing members who are not currently on the list to join gcc-fla. If you do not want to be on the list, simply delete or ignore the invitation (Topica may send a followup, ignore that also).

We believe that all active members of the club should be on the email list. We average around ten messages a week, which is not a great deal compared to some other lists. These messages keep you up to date on club activities; without them, you might find yourself standing alone at the normal ride point while your group is starting from a remote location. Many rides and activities are announced only via the mail list. Don't be left out, reply to the invitation.

To get an invitation now, send email to roger@piercepapes.com from the address to which you want your gcc-fla mail to go.

I could have taken Gary's shuttle from Halifax to Port Hastings, but one can read Adventure Cycling magazine only so long before you think, "I can do that." So I packed for 14 days, 8 of camping, and set off on my bike from Halifax for the 3 day, 200+ mile trip each way to and from the Cabot Trail.

The first day to Truro, N.S. was a nice rolling, twisting ride on mostly smooth, but always clean roads. The 65 miles went easier than I expected. I had loaded my bike correctly. The next day involved country roads and plenty of hills. The most notable was Nutly Mountain, a high plateau with broad, green meadows running down to the surrounding woods.

The I made a mistake. I meant to stop for the night in New Glasgow but got on the road leaving town instead. Because Nova Scotia is so sparsely populated, the next developed area was the University town of Antigonish. That made a 98 mile ride with a loaded bike. The third day was quick 35 mile ride of giant rolling hills alongside St. George's Bay. Decent speeds were almost 40 MPH only to be followed by granny-gear climbs up the next hill, but the view from the top was spectacular. Then a nervous ride across the windy and narrow Canso Causeway into Port Hastings. That evening I met the 40 (mostly Canadian) riders that I was to spend the next eight days with. (To be continued...)



Florida

Bicycle Touring Calendar

(VERY ABRIDGED)



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

- Oct 6 (Sat)
Gainesville FL
- 9th Annual Saturn Santa Fe Century**
A tour through the lush forest and pasture land north of Gainesville up through the Santa Fe River valley. Rides start at 8:30 am from the North West Boys Club at 2700 NW 51st Street in Gainesville. Enjoy a 100 or a 55 mile road ride, or the 18 or 28 mile Millhopper Ramble family fun ride, with well stocked rest stops. \$30 includes a T-shirt, IHOP breakfast, and Domino's pizza.
- Oct 7 (Sun)
Gainesville FL
- 21st Annual Horse Farm Hundred**
The Gainesville Cycling Club's tour through the picturesque horse farms of northern Marion county. We have the best stocked rest stops in Florida! The 102 mile ride (and a 55 mile option that doesn't get into horse farm territory) starts at 8:30 am at the Morningside Nature Center at 3540 East University Avenue. Bagels and muffins will be available before the start. The 45, 30, and 25 mile touring rides start at 8:30 am in Irvine (northernmost I-75 exit in Marion county). \$15 until Sep 23 then \$20. T-Shirts are \$10.
- Oct 5-7
Newnan GA
- BRAG Georgia Bikefest**
60 miles SW of Atlanta. Bike Ride Across Georgia (BRAG), PO Box 87111, Stone Mtn. GA 30087-0028. Phone (770)921-6166.
- Oct 6 (Sat)
West Palm Beach FL
- Palm Beach Schwinn Tropic Island Century**
Part of CycleFest.
- Oct 6 (Sat)
Replap AL
- Covered Bridge Century**
PMVFR Century, 932 Valley Grove Road, Replap AL 35133-3160. 800-393-7856 Ronnie.
- Oct 7 (Sun)
West Palm Beach FL
- Ray Howland Memorial Metric Century**
Part of CycleFest.
- Oct 7 (Sun)
Inverness FL
- 7th Annual Rails to Trails Bike Ride**
1-100 miles. Withlacoochee Trail. Rails to Trails of the Withlacoochee, PO Box 807, Inverness FL 34451-0807.
- Oct 12-14
Mt Dora FL
- Mt Dora Bicycle Festival**
Limited to first 1500 applicants. Mt Dora Chamber of Commerce, PO Box 196, Mt Dora FL 32757. (352)383-2165
- Oct 12-14
Clemson SC
- Southern Tandem Rally**
Cliff & Lisa Davis, 244 Meadowood Dr, Salem, SC 29676. (864)944-2629.
- Oct 13 (Sat)
Alpharetta GA
- Sharon's Ride/Walk for Epilepsy**
404-527-7155 or toll free in GA 1-800-527-7105.
- Oct 14 (Sun)
Mobile AL
- Sharon's Ride.Run.Walk for Epilepsy**
St. Paul's Episcopal School.
- Oct 20 (Sat)
Brandon FL
- Brandon Ramble**
12/25/47/63 miles. Ken at (813) 685-4222, or Charlie at (813) 689-5677.
- Oct 20 (Sat)
Micosukee FL
- 18th Annual Spaghetti 100**
100 miles, 100 kilometers, or 50 kilometers, or a 66 mile dirt road ride through the plantations of North Florida and South Georgia. Dick Durbin at (850)668-4336
- Oct 20 (Sat)
Gainesville FL
- Tour de Cure**
Gainesville-Hawthorne Rail Trail.
- Oct 20 (Sat)
Waycross GA
- Tour de Ware One Hundred**
14, 25, 50, 62 (100k) and 100 miles. (912) 338-8867.
- Oct 21
Dade City FL
- 2001 Freewheeling Hilly 100**
18, 34, 62, 100 miles. Richard Johnson (813) 238-2464.
- Oct 26-28
Lake Wales FL
- Lake Wales BikeFest 2001**
(863)676-3445.
- Oct 28 (Sun)
Cocoa Beach FL
- Intracoastal Waterway Century**
100, 50 miles. James Roland, 5650 N Banana River Blvd #2, Cocoa Beach, Florida 32931. (321)723-3435.
- Nov 2-4
Plant City FL
- Alafia Grand Opening and Bike Fest**
Fat Tire Festival.
- Nov 2-4
Live Oak FL
- 20th Annual North Florida Tour**
200 Rider Limit. Margaret Joffre (770)972-0718 or (770)498-2453; (770)498-2453. 1956 Kensington High Street, Lilburn GA 30047.
- Nov 3 (Sat)
Tampa FL
- 5th Annual Diabetes Challenge 2001**
100k, 50k, or 25 kilometers.(813) 855-5007.
- Nov 4 2001 (Sun)
Stuart FL
- Ocean To Lake**
10,32,54,78 & 100 miles. Treasure Coast Cycling Association, P.O. Box 2559, Stuart FL 34995-2559. Brenda Boland (561) 287-8902 Alan Friedrich (561) 221-4603
- Nov 4 (Sun)
Cooper City FL
- South Broward Wheelers 17th Annual Century**
Brian Piccolo Park. Escorted 25 family ride, 62 and 100 miles. South Broward Wheelers, POB 290723, Davie FL 33329. Jose A. Hernandez @ 954-846-0126.
- Nov 4 (Sun)
Boca Raton FL
- Tour of Boca**
A police-escorted tour of Boca. Arnie Wenzloff (561)742-0070.
- Nov 4 (Sun)
Sarasota FL
- Sarasota-Manatee BC's An'l Gulf Coast Cycle Fest**
15, 31, 62, and 100 miles. Tom Chiotti (941)342-0758. Sarasota-Manatee Bicycle Club, Box 15053, Sarasota, Florida 34277-11053.
- Nov 6-9
Altamonte Springs FL
- Survivor's Ride**
Mark Davis, 175 Newburyport Ave., Altamonte Springs, FL 32701. 407-571-8248.
- Nov 9-11
White Springs FL
- Florida Fat-Tire Festival**
Suwannee Bicycle Association, PO Box 247, White Springs, FL 32096. 904-454-2768.
- Nov 9-10 (Sat)
North Port FL
- Pasta Bash 2001**
17, 34, 66 miles. Dave Warren (941) 497-5170.
- Nov 10-11
Claxton GA
- Cruisin' In the Country Century Weekend**
100, 65, 30, and 18 miles.
- Nov 11 (Sun)
Belle Glade FL
- 13th Annual Lake Okeechobee Lark**
120-mile road ride around Lake Okeechobee. Optional 62-mile metric century (out and back). Carol Corbitt (561) 622-9909.
- Nov 11 (Sun)
Port Orange FL
- Port Orange Spirit of Cycling Anniversary Century**
20, 30, 40, 70, and 102 miles. Brenda Kish, Spirit of Cycling, P. O. Box 290044, Port Orange, FL 32129. Phone: 386-767-4526 Fax: 775-402-3354.
- Nov 18 (Sun)
Clermont FL
- 22nd Annual Horrible Hundred**
31, 71,102 miles. Florida Freewheelers, P.O. Box 916524, Longwood, FL 32791. 407-788-BIKE (2453) fax (407)788-7433.
- Dec 1-2
Haines City FL
- Share the Road Rally & Bicycle Summit**
RESCHEDULED FROM SEP 15-16. Grenelefe Golf and Tennis Resort. Rides Friday, Saturday and Sunday. Evening socials. FBA Annual Meeting and Awards Banquet. Bike Florida, PO Box 451514, Kissimmee, Florida 34745. (407) 343-1992 FAX (407) 343-1997.
- Dec 7-9
Sebring FL
- Highlands Bicycle Festival**
Linda Leeds, Event Director, (561)683-2851.
- Dec 8-9
White Springs FL
- Secret Santa Weekend**
Suwannee Bicycle Association, PO Box 247, White Springs FL 32096. Call (904)397-2347.

Coordinators Corner

UP COMING EVENTS

Thanksgiving Day Ride

*Join us as we bring back a club tradition. I'll run an email survey as time draws nearer to get input on speeds and distance, but mark your calendars to work up an appetite on Thurs.11/22.

EZ Riders

George has the following rides planned:

*October(date TBA after the cycling festival)
Geology ride with Lys Burden.

*November10
Withlacoochee Trail Ride from Inverness
Arrangements are in the works for accommodations for those who want to go down the day before.

*November 24
Gainesville/Hawthorne Trail ride
This is a reschedule of the ride we lost because of TS Gabrielle.

Watch your email for announcements and details for all of the above rides.

Final Thoughts:

We still have a vacancy for the Hunters Crossing Pedalers group captaincy. Is there anyone out there who can devote some time to revitalizing this group before we lose it completely? This does not mean you would be leading every ride. I have had people show an interest in leading rides but need that one person to coordinate.

Look for the return of the Family-Beginner ride after the cycling festival when Chandler comes down from the Alps and back across the ocean.

Finally:

My two suggestions for a successful Gainesville Cycling Festival.
1) Start slow.
2) Eat and drink often.

See Ya on the Road!! Z-MAN

STARTING TIMES AND PLACES

(check email for changes and updates)

GRU FACILITY RIDES

*(NW corner at NW 43rd St and 53rd Ave)

Saturday

*All groups meet at 9 am

Sunday

*LoBees meet at 9 am

Tuesday and Thursday

*Gliders meet at 9 am

BOULWARE SPRINGS PARK

(3300 block of SE 15th St, second entrance)

Sunday

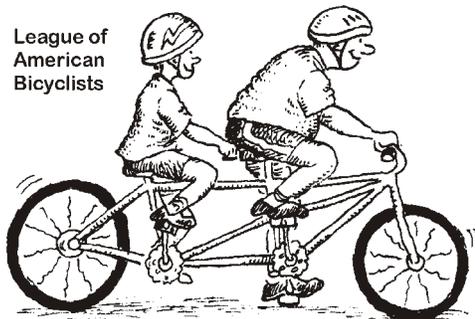
*Family-Beginner ride meets at 9 am

SAN FELASCO TRAILHEAD

(Progress Park, Alachua)

Saturday

*Off Roaders meet at 9 am



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RIDING GROUPS

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

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

Gliders Andrew Gill, 338-9205, centurycyclist@yahoo.com Fast (18-19 mph) steady paced rides normally from 50 to 70 miles in length. Group will stop for flats and mechanical problems.

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

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

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

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

Family-Beginner Ride Chandler Otis, Chanbike@aol.com Slow paced rides in the 10-12 mph range with distances of 10-20 miles. This is our “introductory” group.

Off-Roaders Brian Raisler, 338-4594, braisler@ufl.edu Off-road rides on local trails and area mountain bike parks. Regular ride meets @ San Felasco trailhead on Saturdays @ 9am. Other rides and locations announced via email.

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

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

EZ Riders George Edwards, 372-8974, gedwards@atlantic.net Leisurely rides (well, glacially slow) with frequent stops to look at flora, fauna, rocks and what have you. Distance varies with the seasons and the whims of the group. Rides are

usually out of town and often on a mix of pavement and forest trails. Rides are announced via email.

Wannabe

Sage advice from the decidedly amateur ranks of cycling

The Rules of the Road

1. You'll only ever crash wearing brand new shorts. Buy your shorts used.
2. A squall line will appear magically over Paynes Prairie every single summer evening you forget to check the Doppler radar before heading out for a ride in the lovely sunshine.
3. Talking of rain, the bad news is that the surface is slick and your chances of crashing increase exponentially. The good news is that the surface is slick and therefore marginally less abrasive.
4. Speed of thought is faster than speed of legs. Much better to predict the gap than to have to close it.
5. Stop lights are fitted with magnetic sensors that can detect when you are wavering nervously in a track-stand. The light will not turn green until you have lost your balance and unclipped.
6. It's not how you ride, it's how you look that really counts.
7. It is a good idea to carry a couple of bucks for an emergency phone call and a Snickers bar. It is a better idea to carry a cellphone and order pizza when you're 20 minutes from home.
8. The North American alligator has evolved over millions of years to mimic large fragments of truck tire lying on the side of the road. The first time you assume the black lump is rubber it will turn out to have teeth at one end.
9. Your front wheel produces a gravity wave which distorts the 4D space-time continuum, causing road-crossing squirrels to be hurled towards you regardless of their prior direction or any evasive manoeuvre you might attempt
10. The Laws of Physics trump the Rules of the Road, period. You can only sue if you live.

Anonymous

Gators Take Third in Track Nationals

Indianapolis, IN- The University of Florida cycling program took another step in September, coming ever closer to a team collegiate national championship. Ten UF athletes traveled to Indiana to compete in the National Collegiate Track Cycling championships. The championships were held on the 30 degree banked 333.33m Major Taylor Velodrome in Indianapolis.

At the conclusion of the three days of competition, the gator cyclists earned enough points to win bronze medals in the team overall. The overall standings are compiled by accumulating team points in each of 11 events: Sprints(men and women's), 500m(women), 1000m(men), 2000m(women), 3000m(men), points races(men and women's), Olympic Sprint(women's team), 4000m(men's team) and the Italian Pursuit(men and women's team).

The UF women, led the team scoring with top rides in the 2000m, 500m and sprint events. Rebecca McClintock earned two individual medals by placing fourth in both the 2000m(2:45.0) and the Sprint competition and while earning 5th place medals, Andrea Martin and Michelle Woomer placed in the 500m(41.1 seconds) and Sprints respectively. McClintock and Martin led the lady gator's individual scoring in 7th and 8th overall .

The ladies team did face some difficulty early in the competition however, when Andrea Martin suffered a fall in the first team event of the championships. Similar to a track and field relay race, the women compete in a three lap timed race called the Olympic Sprint where each rider takes the lead for a single lap of the track. In the opening session qualifying and shortly after their start, Martin accidentally collided with her teammate and crashed to the concrete at nearly full speed. Martin was taken to the hospital for examination but was soon released and cleared to ride in the evening session of racing. Fortunately, Woomer and McClintock had managed to continue and complete the distance to qualify the team for the evening's ride for 3rd place. Despite damage to her helmet and heavy road rash, Martin was able to regroup and help the team handily win the bronze medal in a time of 1:21.1 for the 1000m.

The Gator men's individual scoring came primarily in three events as well. Cody Ward earned 9th and 6th place finishes in the 3000m(3:48.8) and points race, while Alex Rodriguez finished 17th overall in the Sprint tournament qualifying with a 12.5 second 200m ride. In the men's only team event, the 4000m pursuit, Ward joined with Erik Dekold, James Thompson and David Suarez to ride a time of 5:06 for an impressive 6th place.

The championships culminated with the final team event that includes both men and women riders. Similar to the Olympic Sprint, the Italian Pursuit is a type of relay event that calls on each rider to contribute a one lap "pull" to the team's overall time. In this case, it showcased 2 women and 4 men from each college team in a six lap race. Martin, McClintock, Rodriguez, Dekold, Suarez, and Ward represented UF in this event and rode to a time of 2:25.8 to earn another team bronze medal. The team actually suffered a slow start in the 3rd place final and came back with a late charge that sealed

both the medal win and the team's 3rd place position in the overall standings.

All told, the team earned 23 medals and opened the 2001-2002 season with a solid 3rd place ranking . This team performance ties the 1998 UF Road nationals team for best UF team overall placing at a national championships. Track cycling is the first of the three disciplines used to rank collegiate cycling programs. Mountain biking and road racing will constitute the remainder of this year's ranking. The mountain bike nationals are next and will be held in October, and then the road nationals will close the collegiate season in May.

CLASSIFIED

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

The following items are offered by Rob Wilt, 380-0561, afn09010@afn.org. For a picture of any item, send an email request and some digital images of the item will be forwarded.

*GCC club jersey. Original first club issue Pearl Izumi. Men's XL, fits like other manufacturer's large. Excellent condition, clean \$35.

*JC Penneys Compact Zoom Strobe Thyristor Flash Adjustable flash head, active hot shoe with carrying bag \$25.
*Camera bag, padded blue nylon with adjustable internal compartments \$15

*Airwalk Chaos walking shoes. Black, dark gray, light gray. Very clean, worn only a couple of times. Size 10, but fits more like a 9D. \$20

*Books on tape, many titles, used once, \$2.50 - 5.00 per tape. For a list of the titles please email me a request (klattu2051@aol.com) and I will send it to you.

Offered by Leslie Folklerth, 367-3856, lesriefolklerth@hotmail.com.

*Thule Hitching Post, 2" receiver hitch, holds 4 bikes, barely used. \$100

*Womens 1/4" dive suit, size 8, good condition. \$40

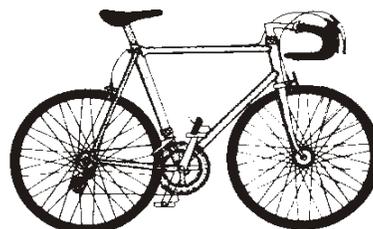
*K2 Inline racing skates, 5-wheel, low cut boot with support, Womens 8 / mens 6 1/2, good condition. \$75

*Bauer ice hockey skates, mens 6 1/2, fair condition. \$20

Offered by Jim Merkner, 372-6379, jmerk@gru.net

*Paramount Series PDO Bicycle, 56cm, Mavic Hubs & Rims, Continental Tires, Downtube Shifting. \$295.

*GCC Club Jersey, Pearl Izumi, original issue, Men's Med. (fits small), Worn twice, in excellent condition. \$25.



Off Road

by Brian Raisler



At last! The trails at San Felasco Preserve are now open for mountain biking. The path to the opening of these trails was not a brief or simple one. Many hours of volunteer efforts went into making this trail system a reality. Certainly all of our most heartfelt thanks and congratulations go out to each and every volunteer who showed up on early Saturday mornings to sculpt another section of trail out of the land. Using primarily hand tools, these men and women created these wonderful loops of singletrack with blood, sweat, and tires. A couple of individuals have shown effort and enthusiasm above and beyond and deserve mention here. Randy Brown, a ranger for San Felasco, has shown his support for this project throughout. We appreciate his efforts to make this land available to mountain biking enthusiasts in north-central Florida. Brian McAllister truly deserves more thanks than we can offer. He tirelessly promoted and organized the trail building workdays. More often than not, he was the one towing most if not all of the tools behind his bike the several miles to where the work would begin for that day. If not for his efforts, this trail system would have taken much longer to finish if it was ever finished at all. So join me in raising your water bottles in salute to Brian for all of his hard work. He is involved with the Friends of San Felasco, the community support organization that helped open the preserve to bikes and horses.. Brian is modestly proud of what he helped accomplish. When I congratulated him recently during a visit to the newly built trail he replied, "Yeah, it's amazing what volunteers can accomplish." He is right. It is amazing!

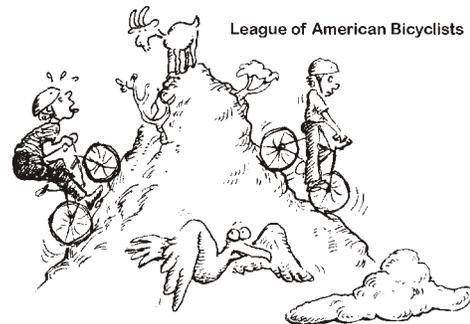
If you haven't taken the opportunity to ride the trails at San Felasco yet, I urge you to take the trip up there. Accessed from 441 behind the Progress Center south of Alachua, the trailhead starts right off into the woods from the grassy parking area. There are three loops of trail available for riding that should cater well to any level of offroad experience. A simple 1.1 mile loop that stays mostly within site of the parking area is perfect for beginners, families with children, or just for tuning up your bike or your muscles before heading out for more advanced trails. The Cellon Creek loop rolls through the forest without too many climbs or descents for about 4.4 miles. With few logs or climbs, it is an excellent challenge for the beginning rider while still keeping more experienced riders interested with some tight switchbacks. It is not to be taken lightly though, as many riders have

found themselves tired out after just reaching the halfway point. The Tung Nut loop adds another 8 miles off the back of Cellon Creek. Those 8 miles are enough to give even experience riders a good workout. Riders can enjoy a good amount of elevation change with long, sustained climbs and descents, off-camber turns, and a good number of logs and obstacles to negotiate. When you stop to catch your breath from those difficult climbs, you can take in some of the scenic vistas. On a clear day you can actually see for miles from the crest of some of the hills. Wildlife also abounds on these trails, particularly in the less visited sections. If you can manage to take your eyes off the trail as the trees slip by, you might spot some white-tailed deer, bobcat, or rabbit. With over 13 miles of trail to explore, you can spend a good half-day trip there and come home with some terrific memories.

If you are planning a trip to San Felasco, there are few things that you should have along. Be sure to bring plenty of water, preferably a Camelbak style backpack but water bottles will work. Bug repellent and sunscreen will keep your ride more safe and fun. Bring a spare tube, patch kit, and pump, and know how to use them or, at least, be with someone who can. You'll need \$2 for admission to the trails and you might want some more cash along for lunch or dinner after. You might also want to bring along a snack, either for the trail, or back in the parking lot. If you are not confident about heading out on the trails for your very first time, join one of our club rides where you can get guidance from more experienced riders. GCC member Leslie Folkerth is planning a women's mountain biking clinic in October. This promises to be a wonderful opportunity for some of our female members to experience the trail system without the "guys" around. Be sure to contact Leslie regarding this clinic (see her announcement in this issue). There will also be regular club rides at San Felasco on Saturdays at 9 AM. I will personally try to make as many of these rides as I can though my schedule can conflict at times. In any case, there should be a number of more experienced riders there on any given Saturday. So dust off that fat-tire bike, or get yourself a new one,

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Diplomacy

by John Southrey, Austin Mountain Bike Patrol

If you haven't already read the latest IMBA Trail News (Summer 2001) or in case you're not a member of IMBA, the newsletter focused exclusively on what IMBA considers the number one problem facing the mountain biking community: the lack of trail diplomacy (courtesy and respect) towards other trail users. Indeed, IMBA believes, "What happens when we meet and pass people--especially hikers and horse riders--is the most important factor in shaping trail access." IMBA's message of **BE NICE TO THE PEOPLE YOU MEET ON THE TRAIL** sounds so basic: saying a simple Hi or Good Morning as you pass by some hikers, or a Thank You to another trail user when they step aside for you to pass, or politely slowing down as you approach a hiker, etc. Yet personal experience has proven it's certainly a forgotten behavior, as evidenced by the way some mountain bicyclists ride (including my own negligence at times).

As a member of the Austin Mountain Bike Patrol for over two years, it's not uncommon for us during our patrols, especially on the Greenbelt, to be approached by a hiker who's angry and wants to complain about the "rude behavior" or indifference they've experienced with some mountain biker(s). Usually, these individuals had a close encounter with or were run off the trail by a hellbent rider near some blind curve. And, in my opinion, the main culprits are typically "newbies" who are new to our sport and don't know basic trail

As a reminder then to all of us--when we're in that rhythm and focused on riding--is to not forget to practice the following trail etiquette espoused in IMBA's six Rules of the Trail:

1. **Ride on Open Trails only** (respect private property and trail closures).
2. **Leave No Trace** (don't discard GU packets or tire tubes or cut vegetation).
3. **Control Your Bicycle** (and announce your presence)!
4. **Always Yield Trail** (right-of-way to hikers, runners, and equestrians).
5. **Never Spook Animals.**
6. **Plan Ahead** (be self-sufficient carrying an extra tube or patch kit/levers, basic bike tools, adequate water, etc.)

Thousands of miles of trails have been closed to mountain bicyclists in the U.S. The irresponsible riding habits of a few riders have been a factor. In the end, we all share in these unfortunate closures because we all have the same goal: unencumbered access to local trails. The way we ride will influence land managers and their land access decisions and policies. So the best thing we can do, individually, to ensure trail access, is to differentiate ourselves by always showing superior courtesy and respect toward other trail users. We can't change the rude behavior of other users who, for example, walk/run with their dog(s) off their leash or hog the trail, but we're entirely in control of how we ride.

Think about it.

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How to Ride in a Paceline

By Fred Matheny of www.RoadBikeRider.com

Solo rides are a great part of the cycling experience. Nothing beats cruising along and looking at the scenery, or attacking a climb at your own pace and intensity.

But riding with a small group can be even more fun. You cover ground faster, meet people, and experience the thrill of shared effort.

Paceline riding isn't difficult to learn. Here are the basic skills:

1. Riding a Straight Line

Start by learning to ride like you're on a rail. Practice by holding your line during solo rides. Put your wheel on the road's white edge line and keep it there. Relax your upper body, keep a light grip on the handlebar, and fix your peripheral vision on the line. Keep your actual focus 20 or 30 feet in front of the bike. Remember, the bike will go where your eyes go.

2. Following a Wheel

Drafting another rider saves you at least 15 percent in energy output. It's foolish to be bucking the wind all the time when you're with other riders. Share the work by drafting them and letting them draft you.

Position your front wheel 1 to 3 feet behind the rear wheel you're following. The closer the better, in terms of the draft, but closer also requires a lot more attention. When necessary, turn the cranks without putting pressure on the pedals ("soft pedal") to maintain correct spacing.

Use the brakes sparingly. Jerky braking creates chain reaction problems for riders behind you. If you need to brake, feather the levers lightly instead of clutching at them.

If a gap opens, don't make things worse by accelerating too hard, overrunning the wheel in front, then grabbing the brakes. Instead, ease back up to the rider in front. If you don't become proficient at following a wheel, you can waste more energy than you save by constant yo-yoing.

Look past the rider directly in front. Don't stare down at his rear wheel or you won't see things that may cause him to brake or swerve.

3. Paceline Pointers

First rule: Be predictable. Close riding demands that everyone be on the same wavelength. There must be a basic understanding of what is and is not expected behavior in a given circumstance. Experience helps.

Don't accelerate when it's your turn at the front. Note your cyclecomputer's mph and maintain the group's speed when the lead rider pulls off.

After your own bout against the wind, pull off to the side agreed upon and stay close to the others as you soft pedal and slide back to the rear of the paceline. This enhances the drafting effect for the whole group. It also keeps everyone as far out of the traffic flow as possible, making paceline riding possible even on busier roads.

As you come abreast of the last rider in the line, pick up speed and then slide over behind his wheel as he comes past. When done correctly you won't need an energy-wasting acceleration in order to latch back on. Once in the caboose position you can take a drink or stand to stretch without disrupting the paceline's smoothness.

Protect your front wheel. If your rear wheel is struck a fall is unlikely because it has nothing to do with steering the bike. However, if your front wheel is contacted it will often be twisted off line faster than you can react. You'll almost certainly go down. Help prevent this by never overlapping someone's rear wheel.



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):

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The Gainesville Cyclist

5015 NW 19th Place
Gainesville FL 32605-3435

EDITOR

Roger Pierce 378-7063
roger@piercepapes.com

ASSOCIATE EDITOR

Bob Newman 378-8229
bobnewman@att.net

LAYOUT EDITOR

Mary Lou Merkner 372-6379
maloumerk@gru.net

PUBLISHER

Rita Shapiro

EDITORIAL BOARD

Gary Kirkland
umainguy@aol.com

BIKE SHOP LIAISON

Jim Merkner 372-6379
jmerk@gru.net

AD GRAPHICS

Craig Lee 475-1825
thelees@atlantic.net

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; call the editor.

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

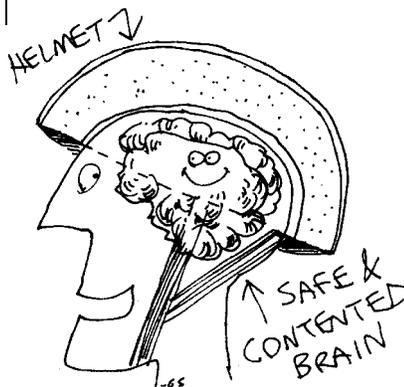
DECEMBER DEADLINES

Ad copy needing setup work Nov 9

Articles and classifieds Nov 14

Ads in GIF or TIFF format Nov 16

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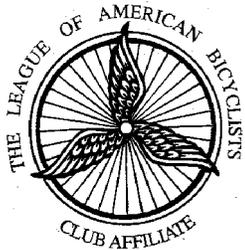
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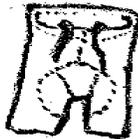


AUGUST 2001 ISSUE

Mailing label with expiration date identifies current member.

2001 Gainesville Cycling Festival - 6 - 7 Oct - SantaFeCentury - Horse Farm Hundred

Cycling Shorts



1 Welcome new members.

Joe Beane, Joan Carr, Kim Christou, Stephanie Cross, Amanda Hamley, Gary Hartge, Bonnie Johnson, Danny Lyons, Bill Marsh, Holly Mincey, Talmadge

Mincey, Paul Oppenheim, Dianne Rowley, Russell Rowley, Jane Smith, Todd Sullivan, Joel Thompson, Sandi Thompson, John Weatherwax, Samia Williams, Steedly Young, and Charles Yowell of Gainesville, Paula Bedford of Dunnellon, Kris Davis of Hawthorne, Barry Fairfield of Fort Lauderdale, and Craig Graham of Melbourne.

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