MEETINGS, RACES, RIDES, LES RENDEZ-VOUS

The full FLORIDA TOURING CALENDAR
Can be found here http://www.floridabicycle.org/fbtc/index.html

SAN FELASCO PICNIC
May 5, 2012
San Felasco State Park
Food and Beverage Provided by the GCC
Featuring Adam’s Rib Company
R.S.V.P. in the Members’ Area at www.gccfla.org

Mark Your Calendar Picnics
Memorial Day and July 14th, Both Locations To Be Announced

Gainesville Cycling Festival Dates Re-Set

The Gainesville Cycling Festival will be held October 27-28, 2012. The Santa Fe Century is on Saturday, and the Horse Farm Hundred on Sunday. We had originally scheduled for the previous weekend, but the Gator schedule was adjusted to make that a home game.

RIDE TO REMEMBER
May 19, 2012
Boulware Springs
Click here to sign up and for more information.
A benefit for ElderCare of Alachua County.
Supporting Al’z Place,
Alzheimer’s Day Care.

LAWS of THE LAND
(From Florida Statutes)

Roadway Position
(see Section 316.2065, F.S.)

A bicyclist who is not traveling at the same speed of other traffic must ride in a designated bike lane (see Bike Lane Law Explained) or as close as practicable to the right-hand curb or edge of the roadway. A bicyclist may leave the right-most portion of the road in the following situations: when passing, making a left turn, to avoid road hazards, or when a lane is too narrow for a bicycle and a car to share safely. (see Roadway Position Explained)

A bicyclist operating on a one-way street with two or more traffic lanes may ride as close to the left-hand edge of the roadway as practicable.

Persons riding bicycles upon a roadway shall not ride more than two abreast except on paths or parts of roadways set aside for the exclusive use of bicycles. Persons riding two abreast shall not impede traffic when traveling at less than the normal speed of traffic at the time and place and under the conditions existing, and shall ride within a single lane. (see Impeding Traffic Explained)

This one was made for the cover . . . Cabe Crisler (and his beard) at the recent 300k Brevet. If you think you have a cover-worthy “Centerfold” shot, make sure to send it to gainesvilecycling-club@gmail.com
From the Editor

Be looking for some major changes to our news and our web site. On March 18, 2012 the Board approved some very dramatic and positive changes that will move us toward a reduced-paper news production. Building on some updates that have already been made to the web site (www.gccfla.org), we will now post news in “teaser” form (short descriptions) on the home page. Members only will be allowed to actually read the news by clicking on news items and going to the Members’ Area. These updates will allow us to report news more immediately, reduce our newsletters from six to four a year, and make those newsletters smaller, since articles of major length will live on the website. This system is evolving as we speak, so there may be minor changes. As always, we will keep you informed.

The gist of all this is if you want absolutely all the news, all the time, you will need to go electronic. This doesn’t mean you have to be on the list—serve, by the way. The newsletter postings from the News Editor (me) come through a separate bulk mail. Members will be notified in some form when new news items appear, likely through the list-serve and/or the News Editor bulk mail.

We are one of the last cycling clubs to use paper. This helps us be green, as any cycling club should be.

From the President

Another cycling year is fully upon us. Our club now has now grown to more than 1,100 members. I would like to remind everyone that May is National Bike Month, with the week of May 14-18 designated as “Bike To Work Week.”

Being even more specific for those that cannot bike to work the whole week, Friday, May 18th is the official “Bike To Work Day.” The GCC has a very active advocacy arm in our Commuter Committee (Jim Funk, Chair). The Committee has accomplished quite a bit in their first year, but there is much work to be done.

If you would like to help the cause of commuters in Gainesville you can sign up for the Committee in the Members Area of our web-site. Further information can be had by contacting James Thompson, our Advocacy Director (jtexconsult@gmail.com).

I would like to again thank all of the people who have volunteered their time in various capacities to help our club. Some of the most visible volunteers are members or the GCC Board of Directors. I would like to make you aware of two changes to the 2012 Board if you have not seen them on our web site. New to the Board since our
last year’s Annual Meeting are Jayson O’Mahoney, replacing Scott Pfaff as our Ride Captain (this title replaces that of Ride Leader Coordinator) and Allen Kushner, who takes over from Dan Perrine as a member at large. I would like to personally thank Scott and Dan for their contributions while serving on the board for the last several years.

As always, the Board is here to serve our membership, feel free to contact the appropriate person if necessary. A list of the complete board members and their contact links can be found both on our website and in our newsletter.

Be Happy  Be Safe,
Bob Newman

GCC Members Take Home Field Advantage to Podium at Haile’s Trails

GCC Members took multiple podium spots at Sunday’s Haile’s Trails mountain bike race near Newberry, Florida. The race is the first in Ocala-based Gone Riding’s Southeast Race Conference (S.E.R.C.) series.

Because of the technical expertise required, single-speed podiums are considered especially prestigious in the off-road world. Local fast-man and club member Ben Smith (Bikes & More/352 Racing) took 4th in this category.
Riding for Bike Works in Gainesville, Chris “Bilo” Bilowich took second in the Sport 30-39 age group. “The course was more challenging this year,” said Bilowich, “since they ran it opposite from last year. The first mile and a half was especially challenging. Without doubt Haile’s Trails is the most demanding course in the state, with technical climbs and fast single-track.”

Also mixing it up were Lukacs Ziemba (Bike Works) with a 6th place in the Expert 30-39. Everyone’s favorite Belgian, Lambert Vaes (CycleLogic/Bike Works), was also seen cutting the trails.

Haile’s Trails is private property and is open twice a year for bike racing.

More results can be found at www.GoneRiding.com.

(The above is an abbreviated version of a Gainesville Sun submission including non-club members. The Sports Desk at the Sun has ignored my attempts to write copy for local cycling. The Sun rarely publishes articles from the wire about major races other than the Tour de France. If you want this to change, write a letter to the editor by clicking here. If your teammates do not appear here, it is because they are not club members. Disclaimer--riders from my employer’s team are over-represented because they are required to join GCC. I have requested other teams to do the same in the past. --Ed.)

Why Many Motorists are Haters: What We Can Change, And What We Can’t
by
James Thompson

What We Can Change . . .

It happens almost every day, at every bike shop in town. A bike-riding, Earth-loving, pedal commuter comes in with their fifteen year old helmet, rolled up right pant leg, and rusty-but-trusty trail-bike with bald street tires--and they complain.

They aren’t complaining about cars, but about other cy-
clists. And it’s not just those “kamikaze cyclists” around UF campus, about whom a member of the Bicycle Pedestrian Advisory Board (who shall go un-named), blurted out at a City Commission meeting last year. It’s also us, the members of the performance and recreational community. Allow me some examples.

By far the biggest complaint is that we break the law, especially by riding well into the roadway three and four abreast when it is unnecessary to do so. From experience, I know this happens quite often when faster groups of performance-level riders are in the double pace line formation. Some lolly-gagger inevitably spends two minutes falling back to the end of the group after taking a pull, even though the maneuver can be done in fifteen seconds in most packs.

In the same formation, riders from the old days (when we had 200 club members and only a handful of official rides and Gainesville had much less traffic) continue to pull off both sides of the double pace line, which creates a four abreast situation except among the most experienced packs (A riders). Many of the 900 riders that have come into our club since 2001 do not have the proficiency to do this safely, but they are fit enough to be on those rides where it is done. Once taught pro-actively to newer riders, the three-abreast pull-off is safer and less offensive to motorists. In this maneuver, the left-front rider pulls off and travels to the back. When he is far enough back, the right-front rider executes the same maneuver.

The “many abreast” problem also occurs when competitive rides sprint for County and City Limit signs. I was very proud a few weekends ago to see the A/Haile/Sunrise/Advanced Developer ride forego such a sprint when the pack was notified by yelling in the back that cars were coming from behind. This is the kind of defensive behavior we need to practice.

There will always be those big ride days where it is impossible for us to enjoy the ride without earning a few honks and middle fingers (the non-GCC-sanctioned Battle of Olustee comes to mind). The point is to be safe and polite the rest of the time so that motorists, many of whom are cyclists themselves, will give us a little extra room during “big pack” days.

Probably the second biggest complaint I hear, even way out in the Jonesville shop I work at, is that we are terrorizing people on the Gainesville-Hawthorne Trail. A few weeks ago, some performance riders scared a woman into a wreck. She is in a wheelchair for several weeks. They were going so fast they didn’t notice her wreck, or chose to ignore it and flee. Roger Pierce and I had a debate about this in a past newsletter--him for riding safely on the trail, me against it at all. The compromise I suggest when I speak to riders in the shop or in the world is to only ride the trail South of the oak hammock (big climb and descent). The trail from here south to Hawthorne is wide open and straight, with almost no blind corners.

Of course there is no way to know if the frequent H-T riders are GCC members, but many of us have been guilty of riding a little too fast in the dangerous sections (myself included). Let’s try to avoid any terrible headlines like “Club Rider Maims Child, Dog On Morning Ride.”

Some of our ride groups are actually built around riding the H-T trail. Most of these groups are not competitive, and are among our less fast (and still awesome!) riders. Just please ride single file, keep the brakes covered and keep it slow during corners and descents. Even at slow speeds, you are a vehicle. No one else on the trail has this designation, or your momentum.

Even if you only ride the safe portion of the trail, keep in mind that passing kids, walkers, bird watchers, and dogs at even Hoakie Poakie or Saddle Tramp speeds can be terrifying to pedestrians and animals. Mandatory equipment for riding the rails-to-trails: a very loud and piercing metal bell. I recommend the Origin 8 “Time Clock” brass bell. To my knowledge, every bike shop in town has an account with J & B distributors, whose house brand is Origin 8, so you can pick up one from any of our ten (Count’em!) locally-owned shops. Commuter Christian Abrens (shop staff at Bikes & More) reminded me of a similar treasure in Incredibell’s “Brass Duet.”

One last thing. It goes without saying that we shouldn’t run lights, stop signs, and pass dangerously close to parked or moving cars. Let’s be the better rider and not give angry motorists any excuse to be mean.

Keep Reading!
What We Can’t Change

Most club cyclists are fairly well-educated. Industry data tells us that about 80% of shoppers at independent bicycle retailers own their own homes. Many studies link higher education to liberalism in political and social thinking. Put all these together and you get a demographic that, when making arguments about our rights on the road, tends to use logic, legal facts, and statistics to make its points.

But as we know from the debate over the 16th/23rd Avenue corridor repaving last year, logic is rarely the foundation or impulse behind the passion of bicycle haters. Anti-cycling folks don’t care about statistics, laws, or history. They tell us we are unsafe, that we get in the way, that we are obstructing the road, and we have a right to do so as quickly as possible--bikes keep us from making a living.

What they truly fear is something deeper—that they will have to radically change their behavior in a world where gas is expensive, traffic unreparable, the economy in tatters, or oil is virtually depleted. It does no good to remind them that the World War II generation radically altered its lifestyle to achieve victory over tyranny—they were the greatest recyclers in our history, and they lived under rationing and scarcity without sacrificing fundamental American institutions. This is history. It is logic. It can be proven. And it doesn’t matter to the haters.

Cyclists are seen by the anti-bike crowd as part of the conspiracy to forcibly change our lifestyle. We are all car-hating, non-tax-paying, dangerous people. We are, in short, a threat to the American Way of Life (AWOL). We also remind society, unintentionally, of its general unhealthiness, stress during commuting, lack of time to spend outdoors. We represent an ideal that seems always unattainable, and that for many, is unattainable.

We can’t help it if someone looks at us in hate, as a threat, because of their own insecurities. It is when we intentionally remind society of its faults, when we are self-righteous, that we do society and cycling a disservice.

We know from the Civil Rights Movement that it can be easier to change what people do than what they believe. A generation of privileged whites was forced to desegregate public services and schools, but it took decades for our society as a whole (and with notable exceptions) to truly acknowledge that race has no merit in evaluating character.

Without trivializing the struggle for racial equality, the same may be true of the Bicycle Rights Movement. Don’t let any sand settle in your shoes if you are up against a true bicycle hater. They feed off of your failed attempts to convince them—it is only confirms their self-righteous image of themselves. Instead, let’s continue to work with reasonable governing bodies, like our County Commission (which unanimously approved bicycle infrastructure on 16th/23rd and the same with the Multi-Modal Traffic Mitigation program last year, across party lines) to change laws, improve infrastructure, and make compromises, where necessary.

First Time Trial in the GCC TT Challenge a Big Hit

The first installment of the Gainesville TT Challenge came with more than its fair share of wind, giving each of the challengers something to work against. However, they persevered and
pushed on, and suffered, and felt pain, and pushed harder still. At the end of the day, the series leaders for 2012 were crowned and each given a commemorative water bottle courtesy of the Gainesville Cycling Club.

**Merckx Category (No aero equipment)**

1. Andrea Tosolini, 22:33 (Dustin got your water bottle, stick around a little longer next time!)
2. Dustin White, 23:06
3. Mike Something or another, but he looked like Rob Robins, 23:24
4. Justin Runce [sic], 23:41
5. Todd Leedy, 23:55
6. Shannon Woodruff, 24:53
7. David Bello, 26:53
8. George Rojas, 27:52

Honorable Mention: Greg Farrone, who put out so much torque he broke his rear hub almost immediately after he launched from the starting line (better luck next time).

**Aero Category (standard road or triathlon bicycle with aerodynamic equipment)**

1. Derek Schanze, 20:26
2. Tom Cox, 21:32
3. Kevin Grogan, 23:14 (atta boy Kevin!)
4. Graham Partain, 23:42 (w00t!) *(Was he on his ‘cross bike? Never seen him ride anything else! --Ed.)*
5. Terry Marquard, 24:53 (great job for your first TT!)
GCC Members Conquering Haile’s Trails (Clockwise from Top): Robby Lester’s first trail race; Chris Bilowich unpacking his soul from his suitcase on his way to 2nd Place in Sport 30-39; Part-time trail-head, full-time grinder, Lambert Vaes; A double-plus intense Ben Wilson took 4th in the much-revered Single Speed category. So, where are the ladies? Good question, ladies!
And this month we had a taker in the "Anything Goes" category. Looking "Just Fabulous" with his fixed gear, yellow chain driven Quintana Roo, complete with tassles and Tri-Bottle, Mark Kiester ran away from the competition with a time of 25:26.

Additionally, Adrian Tyndall competed but chose the non-reported option.

We will see you guys on April 7th for the next one!

--Ken Sallot, A Rider and Alleged Member of the Committee to Avoid Responsibility.

NEW MEMBERS SINCE Jan 2012
Current Membership = 1117

Chain Reaction is offering 50% off labor.

1630 W. University Ave www.chainreactionbicycleshop.com (352)373-4052

The Gainesville Cyclist Apr 2012
2012 300K BREVET

Clockwise from top: Brev. Director Jim Wilson points his magic pen towards the future; Doug Folketh and the handlebar mounted Flux Capacitating Particle Accelerator; The “Anti-Luddite” Brevet Star Trek Technology Kit; “Regulators, Mount!”—riders clicking in at the Downtown garage.
New Members (Continued)

Tom Stevenson
Helen Whitley
Thomas Whitman
Joshua Wirth
Robert Zeidler
Justine Abram
Matthew Abram
Rachel Abram
Sus Austil
Gail Basker
Robert Bell
Robert Boblin
John Curtis Boynton
Philip Bras
Lisa Cannon
Kathy Carriker
Billie Denunzo
Curtiss Devereux
Thomas Droge
Jeff Emminger
Jeff Fricker
Chris Furlow
Greg Griffis
Jeff Hamilton
Frank Handy
Daehyun Kim
Alexander "The Great"
Kio (Ed. ;)
Mark Kovi
Jane Martin
Rich Martin
Judy McKenrick
Stephanie Meyer
Walter O'Dell
Richard Paige
Michele Polman
Jerzy Polmerski
Gonzalo Samitier
Hank Smith
Charles Thomas
Jake Vaudreuil
Riley Vaudreuil
Robin Vaudreuil

Fort Myers
High Springs
Gainesville
Gainesville
Litchfield
Gainesville
Gainesville
Gainesville
Gainesville
Micanopy
Gainesville
Gainesville
High Springs
Sprintown, PA
Gainesville
Durham, NC
Durham, NC
Gainesville
Gainesville
Agawam, MA
Charlottesville, VA
Gainesville
Alachua
Chiefland
Chiefland
Ocala
Gainesville
Gainesville
Jacksonville
Gainesville
Gainesville
Gainesville

FLORIDA FIGHTS AMATEUR DOPING
(from floridacleanridefund.com.)

The Florida Clean Ride Fund is designed to facilitate U.S. Anti-Doping Agency (USADA) testing at Florida road events and ensure fair competition at the local amateur level.

As racers, we all would like to know that our achievements in sport were the result of our training, teamwork, tactics and drive. The way to ensure all competitors are competing without the aid of performance enhancing drugs (PEDs) is through testing conducted by the USADA, and by educating cyclists about the dangers and/or side effects of using PEDs. One barrier that has kept Florida from being a clean cycling state was the lack of funding required to hire USADA to conduct testing and to build the infrastructure for an educational platform.

The Florida Clean Ride Fund has been established to eliminate these barriers. The fund will be a place where riders, sponsors, teams, and fans of true and fair competition can work together to generate the funding needed for USADA testing. The Florida Clean Ride Fund will also take on the role of coordinator between the USADA, event promoters and FRCA to ensure that every step in the implementation of testing at FRCA events runs smoothly. The fund allows those who want to support clean and fair sport to do just that. Donating sponsors, teams, and riders have the option to remain anonymous or be recognized publicly on the website and in other marketing as contributors and supporters of clean and fair sport.

The Florida Clean Ride Fund will be administered through the Florida Road Cycling Association, FRCA. Donations made through this web site will be administered and disbursed by FRCA. The USA Anti-Doping Agency, USADA, will provide all testing at local Florida events. USA Cycling, USAC, will set the rules and guidelines regarding all license holders abiding by the USADA list of prohibited substances.

The funds raised by the Florida Clean Ride Fund will pay for the expenses associated with an antidoping education and random testing campaign throughout Florida.

All USA Cycling license holders are subject to testing in the State of Florida.
Your Article Here

Got something you’d like to get off your chest? Had a great ride with friends that bears sharing in printed form? Is there an advocacy issue you’ve been working on or would like to see brought to our attention? Tell us about it! We are particularly interested in tales of yesterday. What was your first group ride in Gainesville? Remember what you rode, who you rode with, and what the weather was like during your first Horse

Business Sponsors

The following businesses provide discounts to current members of the GCC who present their yellow membership cards or their newsletter envelope with expiration date. GCC is not responsible for compliance. Some restrictions apply. Ask for details at the store.

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<td>2275 SW 91st Street, Ste 160</td>
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