

The Gainesville Cyclist

October 2005

The bi-monthly newsletter of the Gainesville Cycling Club, Inc.

Club Happenings

October 1 (Sat)

Saturn Santa Fe Century

Registration starts Friday at 6 pm at Saturn of Gainesville. Registration and breakfast open at 6:30 am at the North West Boys Club.

October 2 (Sun)

Horse Farm Hundred

Register at the Santa Fe Century, or at Morningside Nature Center starting by 7:30 am or at Flemington Community Park (for the Horse Farm Tours).

October 8 (Sat)

Standard Club Ride Meeting Time Now 9 AM

As always, check email ride announcements to ensure your group is using the standard time

October 30 (Sun)

Eastern Standard Time Returns

Fall back, set your clocks back one hour, gain an hour of sleep. If you fail to do so, you'll be way early for your ride!

November 13 (Sun)

Adopt-A-Road Cleanup

Meet at 3 pm to get organized for a 3:15 pm sharp deployment. Park on CR 234 just east of Micanopy near our sign. Please don't be late; it's hard to get you supplied and assigned after we have started. We need about 14 people for an optimal crew. Please RSVP to diann@piercepages.com or call Diann at 378-7063. The club will help pay for dinner after the cleanup.

December 10 (Sat)

Holiday Party

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



Gainesville Cycling Festival
preparations underway!





From The Editor

Roger Pierce

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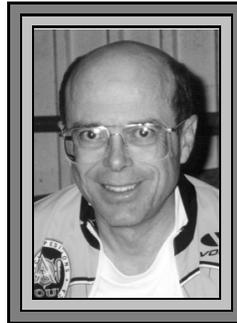
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GCC Web Page

gainesvillecyclingclub.org
gainesvillecc.org
gccfla.org



Kris Williams has checked in with the latest person to be profiled, club stalwart Leslie Folkerth. Otherwise this issue may be a



bit sparse as we put our energies into getting ready for the Gainesville Cycling Festival.

We expect to resume our bike store series with the December newsletter.

If you have something that your would like to see in print, don't hesitate to drop it into an email and send it to me: roger@gccfla.org.



Gainesville Cycling Festival

Roger Pierce, Director

Record. That is the word that is most likely to define this year's Festival.

For starters, we have a record number of volunteers helping us out, 74 at last count helping on the weekend, and a number of others helping beforehand. We can't say many thanks too many times.

Our registration count is astounding us (and wearing out Lee Edwards' fingers!).

fingers!).

We expect that the Santa Fe Century will probably break their all time record turnout (345), and put over 400 riders on the road.

The Horse Farm Hundred has seen record turnouts in the last two years (465), but this year it is possible that we could **double** those numbers!

Sounds

Roger Pierce, Gliders Group Captain

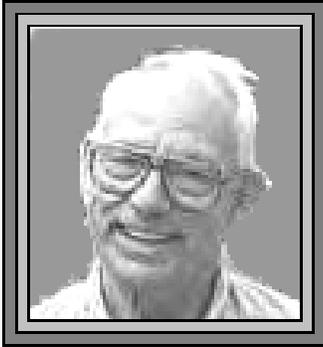
As we ride along with the wind roaring in our ears and with other sounds of nature and industry around us, you may have noticed that the spoken word is difficult to understand. Words that have clearly distinct sounds and meanings in normal conversation become sound-alikes out on the road.

The most important sound-alikes are "car" and "clear." Not knowing which of these is being called can get you killed. That is why we prohibit the use of "clear" on Gliders rides, and discourage others using it as well. The only sound we want to hear spoken when crossing an intersection is one of warning; other calls can only confuse or drown out the warning.

President's Letter

Dear Friends:

I want to thank all of you who have volunteered to work the Gainesville Cycling Festival in all its manifold jobs. Your efforts are key to making this event, and in fact all GCC programs, the successes they are.



At the Labor Day picnic many of us had a chance to put our wheels on the

new asphalt of the Downtown Connector leading from Boulware Springs Park into the center of Gainesville. By the time you read this (we hope) the bridge over the Sweetwater Branch will have been delivered, and the rest of the paving will have been completed. Now we wait for the construction of the Depot park, and the last little link on to the Depot Avenue Trail.

And for even more good news, there is word of progress on the right-of-way for the long-discussed 6th Street Trail. The Office of Greenways and Trails and the Trust For Public Land recently met with the Gainesville Police Department to discuss the routing of this trail around GPD headquarters. With some luck, and a lot of hard work, this trail may also become a reality.

Thanks to Craig Lee you are up-to-date on the starting of construction of the Palatka-Lake Butler

Trail. This new rail-trail may see paving start as early as next year.

Bicycle/Aviation Trivia Department: Tom Crouch, Superintendent of Collections at the Air and Space Museum of the Smithsonian and major historian of the Wright brothers, once said "their orientation to bicycles probably gave the Wrights the insight to aircraft control, which was their great contribution". The Wrights are often credited with inventing the powered airplane (they didn't), but their real contribution (and their main patent) was the three-axis control system, which is what keeps the airplane on an even keel. Drop that one in your next cocktail party conversation.

Cheers,

George H. Edwards



4th Annual TOUR DE FELASCO

January 14, 2006

Registration forms available
around October 1 at www.sanfelasco.net

Get your registration form in early!
For more info, contact info@sanfelasco.net
or call Leslie at 352-367-3856

Leslie Folkerth

Riding the switchbacks of San Felasco Hammock under the light of the full moon, Leslie Folkerth is enjoying the 20 miles of the "best single track in the United States." Off-road riding at night gives Leslie, on her Gary Fisher Procaliber, an opportunity to see the park's nocturnal wildlife and escape the heat. She supports the San Felasco trail system a number of ways-as a board member and webmaster for www.sanfelasco.net, volunteer with the fundraising tour and general park advocate.

One can understand why-the hammock provides beauty and the opportunity to visit unique ecosystems while challenging one's fitness and coordination. From a one-mile beginner's trail (the Cotton Tail) to the four-mile intermediate level Cellon Creek Trail, to the eight-mile Tung Nut Loop that features hills, log bridges and spectacular prairie views, San Felasco Hammock provides an outstanding place to ride. Connectors to other trails provide an extraordinary opportunity to host the Tour de Felasco-in 2005 over 400 people, riders and volunteers, turned out to make the event, and its fifty miles of

trails, a big success.

Leslie Folkerth is uniquely qualified to support the Park. She started riding her bike as a child on the country roads near her home, graduating to racing mountain bikes in Indiana and Ohio. She met her husband, Doug, through the Ohio State Cycling Club. Instead of an engagement ring, she received a proposal and a tandem road bike. They've covered thousands of road and off-road miles together, from cross country jaunts to racing events.



Mountain Bike Park. Look her up on www.USACycling.org and you'll see her excellent standings. Now Leslie has left the racing circuit for a while, but she still rides, especially in the early mornings and on weekends. She sets her own hours as a fundraiser and database manager for a consulting firm supporting Greek (sorority and fraternity) foundations-allowing her time to ride, read, go boating, play the occasional game of ice hockey, and enjoy inline skating. She is enthusiastic about GCC, especially for the new rider starting out, as a way to find people of similar interests and speed, creating friendships while enjoying the sport.

Leslie and Doug moved to Gainesville five years ago to retire, but that never really worked out. Both found jobs and places to race. Leslie has competed in the "Gone Riding" circuit sponsored by the Razorback

Leslie likes off road riding because she doesn't have to worry about traffic, it's more laid back than road riding, and she can challenge herself and have a good time at it. Next time you see her email across the GCC list inviting you to a night ride at San Felasco, give it a try!



PJ's Cafe & Catering

Hitchcock's Square • US 301

Hawthorne, FL
(352) 481-4801

Owners: John & Lois

Weekday Lunch Specials • Breakfast Served All Day

Hours: Wed. - Mon. 8 a.m. - 4 p.m. • Closed Tuesdays

Kudos

With the "Share The Road" Rally coming to Gainesville this year, it's time to recognize those GCC members who have reported having a "Share The Road" license plate on their car. There are 81 of you here!

Now, if we can get the other 400 plus of you to get a plate, we will have really done something in this town.

Ackerman, Caitlin
Ackerman, Jim
Agosto, Gloria
Atkinson, Lisa
Avila, Tony

Boland, Brenda
Brush, Carl
Brush, Jan
Copp, Jay, M.
Cosner, Krin
Crider, Linda
DeKrey, Tane
Decker, David
DiPietro, Joe
Dimitri, Diann
Eckert, Jim
Folkerth, Doug
Folkerth, Leslie
Funk, Jim
Gauthier, Suzanne
Gill, Andrew
Giro, Ralph

Jones, Clare
Kirkland, Gary
Kristan, Justin
Kverneland, Jennifer
Kwon, Sooyeon
Lasseter, Nancy
Livingston, David
Livingston, Elizabeth
Mahaffey, Jim
Mahaffey, Lynne
McDougall, Mikki
McMahon, Linda, C.
Milanes, Jorge
Mills, Rennie
Mills, Robert
Mincey, Talmadge
Neukam, Pleta
Newman, Bob
Newman, Suzanne
Omer, Richard
Pagel, Erika, L.
Phelps, Leta
Phelps, Rhea
Pierce, Roger
Pollard, Jim
Pool, Bill
Roberts, Roy, E.
Rose, Dorian
Roseman, Don
Ross, Lee
Ross, Tony
Rowley, Dianne
Sagastegui, Rodrigo
Sandow, Caroline
Sansbury, James
Spiller, Mark
Thomson, Ewen
Wagner, Dave
Wilson, Gregory
Wohl, Michael
Yates, Velvet



Baker, Julie
Barry, Pamela
Barry, Walter
Bates, Barbara
Bergin, Barbara
Bialosky, Joel
Bietenholz, Josh
Bietenholz, Katie
Birdsall, James, E.

Hall, Ronald
Hallam, Laura
Hartigan, Karelisa
Herr, Richard
Hetrick, Susie
Higgins, Bruce
Holcomb, Phillip
Hone, Carol
Jones, Bud

Seminole Power

Tallahassee's Leon County has sold more Share The Road plates than have been sold in Alachua County. Next renewal, head down to the tag office and pick up one for yourself! Proceeds from the plate help fund the educational initiatives of the Florida Bicycle Association and Bike Florida. By law the tag proceeds benefit (1) Education and awareness programs for bicycle safety and motorist safety, with emphasis on sharing the roadway by all users (2) Training, workshops, educational materials, and media events, and (3) The promotion of safe bicycling.

A Brief and Biased History of Velodrome Racing

by James Thompson, Ph.D.

At the turn of the century, velodrome racing was the most popular spectator sport in the United States. Fans and citizens were generally fascinated with the clean and inexpensive form of transportation known as the safety bicycle (versus the "unsafe" high-wheelers of antique fame). At wooden velodromes across the country, and in Europe, fans could watch the new-fangled inventions racing at 40 plus mph. Families traveled for miles in wagons and trains to see the races.

Athletic competition has often been about heroes and their fans, and American velodrome watchers were no different. There were American/European rivals, Italian-American/Irish-American rivals, and of course "race" competitions. In fact, the most popular racer was a black rider by the name of Major Taylor. Taylor was a great celebrity in the early 1900s and widely acknowledged as the fastest man on the bike. He was a great draw for audiences of all colors, most especially white ethnics who showed up to see the latest "Great White Hope" give Taylor a run for his money. Like many black talents of the early twentieth century, Taylor found greater fame, tolerance, and fortune in Europe, but it was always understood that he was an "American" racer. Taylor crossed the color line in other ways, leveraging his celebrity and wealth to cement an otherwise unacceptable marriage to a white woman with whom he was deeply in love. Velodrome or "track" racing is still the most diverse arena of cycling competition.

Taylor was arguably the last great cycling celebrity in the popular imagination until the road racer Greg Lemond captured the imagination of the U. S. public with Tour de France wins in the 1980s. Velodrome racing died off not, as popularly believed, because of the automobile. It was boxing, an even bloodier sport, that killed it. Madison Square Garden, originally built with a velodrome (the "Madison" race is named after it) was

turned into a boxing venue after bookies and the mob became disappointed with their ability to "fix" races in such large fields as cycling can draw. The bottom line was, well, the bottom line. It was easier to fix a fight between two men, and to play up the character of the individuals involved, than to promote a race between twenty men, some of whom were unknown or unpredictable.

Derailleurs, better tires, and nicer roads later made road racing more popular in the U. S. than track racing, but cycling in general didn't recover its popularity as a spectator sport until the 1980s. Riding the coattails of 1980s racers like Greg LeMond, Alexi Grewal, and Eric Haydn, 1990s-era American

Team Florida is currently competing in the 2005 Collegiate Track Championships in Chicago. In 2003, they placed 2nd overall in the nation and won the Italian Pursuit event.

upstarts like Lance Armstrong, George Hincapie, and Tyler Hamilton have returned the sport to its former glory. But it is still difficult to "watch" cycling on the road and off, at least without sophisticated cameras, helicopter views, and satellite feeds.

Despite the popularity of the long Tour de France, track cycling is still the most accessible discipline of bicycle racing for young people and urban dwellers. The bikes are relatively cheap (most velodromes rent them or lend them for free to children). There are no dangerous cars or pedestrians on the track. Velodrome racing retains a strong coaching element, essential for young riders, that has only lately resurged in road racing. Steel is still an acceptable material (whereas expensive materials have become the

norm in road racing). Spectators don't have to wait for riders to wind up a hill or turn a corner every mile or two. Two or three riders can make a strong team, whereas you need at least five on the road. And, yes, there is a lot of physical contact. Often called "boxing on bicycles" (at a rough track like Trexlertown, PA) or "bicycle racing in three dimensions" (because of the g-forces and sprinting dives from high on the banked turns), velodrome racing provides more chills and thrills per kilometer than any cycling discipline. Except, perhaps, BMX or downhill offroad racing. Oh yes, and, best of all, the riders are stuck together in a small "infield" after each race, so like all good athletes should, trackies are often models of sportsmanship, even while providing dangerous entertainment in the turns and "on the rails."

The diversity of races is suited to a wide variety of physical characteristics. Brains and experience can often make a mediocre rider into something special. There are a host of races geared to the fast-twitch tendencies of the sprinter ("Keirin," or motor-paced, racing and the cat-and-mouse delight known as the "Match Sprint"). But roadies and stamina-fiends fare well at the longer events (the "Miss-and-out" covers several laps at a high sustained speed, and some "Points Races" can actually be as long as amateur road criteriums). There are also a host of individual and team time trial events (from one kilometer solo to the elegant four-rider team pursuit). Track cycling is also the sport in which you will most likely see mixed-gender racing, as women sometimes elect to race in the men's category appropriate to their speed and skill.

The majority of the velodromes in the U. S. are of cement construction, and hover at around 333 meters (a convenient one-third kilometer), although you will find in the upper midwest and west coast several indoor and wooden tracks, usually shorter, steeper (to let riders avoid the need to corner), and more aggressive on the

European model. American 'dromes were built during prosperous times and suburban ballpark expansions, usually during the 1970s in areas that now seem out of the way, semi-rural, or downright inaccessible. The "new" velodromes of the 1970s often fell into disrepair during the last quarter of the century as urban-spending priorities leaned toward glamour projects like football and baseball arenas.

Unlike during its inception as a professional sport, the best track programs now have a strong grassroots, junior rider, and children's focus, with Trexlertown, PA being the model in this arena. Over the decades, the children's program at "T-Town" has produced world-class and olympic medal talent. Other tracks are catching on. Its fate almost sealed as a retention pond just a few years back, the Dick Lane velodrome in Atlanta now has a bustling kid's program. Located in a less-affluent Atlanta neighborhood, Dick Lane harkens back to an early period of velodrome glory, as kaleidoscope of young faces cross the color line to enjoy competition in the cement bowl. To honor the devotion of the kids and the racers, Atlanta promoters and enthusiasts have learned the age-old art of politics, leveraging the themes of "family" and "urban renewal" to draw big money, big crowds, and even the mayor out to watch a sport that still has to be explained to the vast majority of Americans.

James Thompson, Ph.D., as posted on the Team Florida Training List Team Florida/UF Cycling Alum. and Indefatigable Trackhead



UF Bike Repair

Velvet Yates Reporting





Florida

Bicycle Touring Calendar

(VERY ABRIDGED)



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

October 7-9

Mt Dora FL

Mount Dora Bicycle Festival

31st Annual. Attracting 1500 cyclists, this is Florida's oldest and largest bicycling event! With rides of varying lengths skill levels, cyclists of all ages come and see why Lake County is recognized as one of the best places in the world to ride (Bicycling Magazine, March 1998). Sponsored by the Mount Dora Chamber of Commerce, P. O. Box 196, Mount Dora, FL 32757. Phone (352)383-2165.

October 8 (Sat)

Clearwater FL

Clearwater Classic Cycling Festival

25 and 50 mile beach tours. Also two days of USCF racing. YMCA of the Suncoast, 2536 Countryside Blvd., Suite 100, Clearwater, FL 33763-1507. Phone (727)741-7250, fax (727)442-5810.

October 9 (Sun)

Glen St. Mary FL

Swampman 100

7:30 am at Baker County High School. 100/71/51/33/10 miles, very low traffic roads, very flat. Lunch after the ride. Baker County Family YMCA, 98 West Lowder Street, MacClenny FL 32063. (904)259-4987 or (904)259-0898. Fax (904)259-0731. LODGING IN MacClenny: Be sure to mention "Bike Ride". Days Inn (904)259-5400. Econo Lodge (904)259-3000.

October 22 (Sat)

Miccosukee FL

Spaghetti 100

The Capital City Cyclists are proud to present the 22nd annual Spaghetti 100. We are offering the option of a 100 mile or 100 K (68 miles) paved road ride or a 100K dirt road ride. There is also a FAST TRACK option at a reduced cost for those who wish to ride but not stop for lunch..

October 23 (Sun)

Dade City FL

Hilly Hundred

Tampa Bay Freewheelers event. Start at Pasco Comprehensive High School on State Rd 52 in Dade City. Ride 18, 34, 63 or 100 miles through the beautiful rolling hills of Pasco and Hernando Counties. Mass start at 7:30 am. All routes close at 3:00 pm. \$22.50 pre-registration (ends Oct. 11). \$25.00 day-of-ride registration. For information contact Ruben Watson by email or phone (813) 404-5721.

October 29 (Sat)

Ebro FL

12 Hours of Pine Log Bicycle Festival

Metric Century Road Ride to Ponce de Leon Springs and back. Pine Log State Forest, Sand Pond Recreation Area.

October 30 (Sun)

Cocoa Beach FL

Intracoastal Waterway Century

We offer a full 100 mile route and a 100 kilometer (62 miles) route. Both routes take riders along the scenic Indian River, through the NASA Kennedy Space Center, and down through scenic Merritt Island along Tropical Trail. Spacecoast Freewheelers, P.O.Box 320622, Cocoa Beach FL 32932. (321)868-5106.

October 30 (Sun)

Homestead FL

Speedway Century

Registration the day of the ride will start at 6 AM and the ride will start at 730am. The ride will start at the start line of the Homestead Miami Speedway. You will take a lap around the speedway and then continue thru rural South Miami-Dade. Routes are well marked and SAGS are provided. Rest stops at 20/40/60/80 miles are well stocked with the goodies you need to keep your wheels spinning. Rides are 25/62/100 miles. Registration is \$25.00 club Members and \$30.00 Non Members. If you have any questions contact Steve Klare at 305-725-3205. Everglades Bicycle Club, Miami.

November 4-6

White Springs FL

Florida Fat-Tire Festival

At Stephen Foster State Park Camping, meals, T-shirt. All skill levels, ride Guides and Sweeps. Sponsored by the Suwannee Bicycle Assn, PO Box 247, White Springs, FL 32096.

November 6 (Sun)

Cooper City FL

South Broward Wheelers Annual Century

Brian Piccolo Park, 9501 Sheridan Street, Cooper City FL. SBW's event features 62- and 100-mile rides, plus an escorted 28-mile family ride, through southwest Broward County. Roads are marked along the entire route and cue sheets are provided. Rest stops are located about every 20 miles and SAG is provided throughout the entire event. South Broward Wheelers, PO Box 290723, Davie FL 33329. (954) 424-3513.

November 6 (Sun)

Sarasota FL

Sarasota-Manatee Bicycle Club's Annual Gulf Coast Cycle Fest

Listed in Bicycling Magazine's Reader's Favorite Rides. You will ride mostly on good country roads, with excellent sags and well supported rest stops. Continental breakfast, post ride meal with home-made desserts, plenty of door prizes, and high quality bicycle socks for all. This year's start will be Lakewood Ranch High School approximately 3 1/2 miles East of I-75 exit 217A (go 2.3 miles East on State Rd 70 to Lakewood Ranch Blvd, then left on LRB 1

mile to LRHS). Contact Susan Hagerman at 941-751-6390. Sarasota-Manatee Bicycle Club, Box 15053, Sarasota, Florida 34277-1053.

November 11-13

Lithia FL

Alafia Fat Tire Festival

Alafia River State Park, South of Brandon, FL. With unique topography that offers some of the most radical elevation changes in Florida, the Alafia trails are the most challenging in our riding area. The 'Moonscape' and 'Gatorback' were specifically designed for advanced level riders. The less technical 'River Loop', 'Bridges' and 'Rock Garden' provide a real adventure for any experienced cyclist. For new riders, there is 'Sand Pine', all the 2-track, plus all the trails at Boyette. Boyette's trails are forgiving enough for newer riders while still offering an exciting ride for more experienced cyclists. The diversity of single-track, technical berm sections, and hilly meadow riding will make for a fun day. Guided rides will be offered at both locations each day. 813-689-5109.

November 13 (Sun)

Dunedin FL

Diabetes Challenge

100K - 8 AM, 50K - 8:30 AM, 25K - 9 AM, Family Ride - 9 AM. Brought to you by Suncoast Cycling Club to benefit the American Diabetes Association. You'll swear and burn, but most mostly you'll smile because you will know that you are helping more than 17 million Americans affected by diabetes. Rider Amenities: Pre & Post ride meals, A "really cool" t-shirt & goody bag, Mechanical SAG support, Rest Stops with liquid and Solid Fuel, Well-marked, safe routes, Post ride entertainment and prizes.

November 18-19 (Fri-Sat)

Port Charlotte FL

The Pasta Bash is Back!

After cancelling their annual Pasta Bash last year in favor of a Relief Ride to benefit victims of the hurricanes that devastated the state of Florida, the Coastal Cruisers Bicycle Club will once again pick up the Pasta Bash annual tradition. Rides of 16, 31+ and 61+ miles - fully supported with marked roads, maps & cue sheets, well-stocked rest stops, SAG support. Wine-and-cheese social on Friday evening, continental breakfast, great rides, and world-famous pasta lunch following the ride on Saturday. Event T-shirt guaranteed if registered before October 22 - take your chances after that. For more information, contact Dave Warren at (941)497-5170.

November 20 (Sun)

Clermont FL

26th Annual Horrible Hundred

Florida Freewheelers, P.O. Box 916524, Longwood, FL 32791. 407-788-BIKE (2453) fax (407)788-RIDE (7433).

It's been great to see large turnouts on rides over the last month, but with large turnouts come riders who haven't ridden much with the group. Here are a few pointers to help keep us safe:

1) Although I think group rides are social occasions, I've noticed a lot of excessive chit chat with heads turning this way and that and riders being inattentive to what's going on up and down the road. This happens even at the front. A little more concentration on riding would be appreciated. Also, when double pace lining, people engaged in conversation are not moving up to fill in holes as they occur (*structural discontinuity in the paceline*).

2) Not everyone is taking their turn at the front. Pairs of riders are baling out early, resulting in four or more riders moving to the back at a time. This is an inherently unsafe practice. Everyone should take a turn at the front and stay there at least until the

previous rider or riders have made it to the back safely. As little as 30 seconds is all that is needed to assure a safe interval.

3) A "welfare state" mentality is developing among riders who are gapped. Although Gliders have agreed to slow down when gaps occur, I think that gapped riders should try to make an extra effort to get back on. Lately, I've noticed that after falling behind, some riders continue to engage in conversation assuming that everyone ahead is content to wait around for them to rejoin. If this continues, stronger riders will lose their sense of obligation to remain with the group.

4) At some intersections, and particularly at Rt 441 coming back into town, riders are making a mad dash across the road before it is reasonably safe for all of the group to cross. Although crossing intersections safely is a personal responsibility, it's not so important to be the first one back that

someone else gets killed. *If you enter an intersection and there is a vehicle approaching, it is your duty to call out the location of that vehicle. Remember that once one person crosses the road, "flock" mentality will compel some others to follow. Among other species, this regularly results in birdies in the grill.*

Over the years, older seasoned riders have experienced crashes and received road rash and broken bones. We know that some crashes are inevitable, however, we also know that most can be avoided if people are attentive to what's going on around them and appreciate how their actions as individuals may endanger the safety of the group. Being injured in a crash is the hard way to learn to become a better rider.

Calling all cyclists!



STOREWIDE SUPER SALE!

Our annual open house returns with the best deals of the year



- Save up to 40% on all pre-2006 bicycles from Cannondale, Litespeed, Scott, Felt, QR, Jamis, Haro/Del Sol & Tomac!
- Save on components, parts, accessories, apparel & safety gear!
- We'll even try to match closeout pricing from Colorado Cyclist, Performance & Nashbar (at our discretion)

The Bike Route
www.bikeroute.net
352.374.4550

**October 14-15-16,
Friday thru Sunday**

West University Avenue
and NW 34th Street,
between Orion Fitness
and Grandy's



Over the years we have had trouble from time to time getting GCCMail delivered via the Topica service.

This past August, the straw that broke the camel's back was laid on – I couldn't get GCCMail any more.

After some research, I found an inexpensive service based in Great Britain that had all of the bells and whistles that we need, and a clean, simple interface, Simple Lists.com.

Once of the features of this new service is that I now get to actually see

all of the bounces, and thus know precisely what is causing them. With Topica, all I ever saw was a generic "It Bounced" which made it impossible to deal with properly.

If you stop getting GCCMail now, either your ISP is putting it into your SPAM directory (look there first) or it was bounced outright and I cut you off.

When I cut you off, I add your email address, the cutoff date, and the reason for the cutoff to the GCCMail page on our web site. That is the second place to look.

Once you have your email inbox operational again, request back on the list by putting your name and email address in the boxes on the GCCMail page. If your address is on the data base, I'll send you an invite to get back on.

As with Topica, you cannot get on a Simple Lists list without confirming your address, which you do by clicking on the link in the confirmation email. You will need to follow this same procedure if you want to get off the list.

Gainesville Brevet Series Dates Announced

200K Jan 14
300K Feb 4
400K Mar 11
600K Apr 1

Brevets are longer, self-paced rides ridden by randonneurs (tr: ultratourists). A sequence of four brevets of increasing distance qualifies the rider to enter Paris-Brest-Paris, the oldest bicycling event on earth. In years when PBP is not held, various surrogates (e.g., Boston-Montreal-Boston) have similar qualification requirements.

Brevets are not races; published results traditionally list the finishers alphabetically and may not even

include their times. But there is a time limit. This limit includes the minutes spent eating, fixing flats, and on the longer rides, sleeping. All but the shortest brevet (200 km/125 miles) require some night riding, and good lighting is essential.

Along the route, riders are required to stop at controls to get an authenticating stamp on their brevet cards. Each control has its own time window within which the authentication must occur to avoid disqualification. Riders should also anticipate one or more secret controls whose location will not be revealed in advance.

Unlike traditional century rides which may feature rest stops every 20 miles or so, the Gainesville Cycling Club brevets are unsagged and minimally

supported. Controls are mostly convenience stores, and riders who abandon will likely need to provide their own transportation back to the start/finish.

The course is not marked. Finding one's way is part of the fun. Getting lost is sometimes part of the experience.

Randonneurs are a hardy lot. These rides will take place rain or shine, wind or cold, sleet or snow (although the last two are extremely rare in Florida).

Our Regional Brevet Administrator is Jim Wilson. These dates have been submitted to the powers that be in France, and they almost always sign off on them.



Welcome back to a very old member (in terms of the club, not him). Tom Sheehan was one of the founders of the GCC back around 1980. For a number of years, he operated a bicycle touring company out of Wyoming (Chandler worked for him for several years). We have already put his expertise to work as Course Marshall for the Silver Anniversary Horse Farm Hundred.



Former GCC member John Lieswyn raced for the USA in the professional world road championships in Madrid, Spain, on September 25. He finished 86th at 5:19 back in the final major race of his career.



To Catch a Thief

Lifted from the Roadbikerider.com weekly email:

The next time you're having a crank cartridge installed, wrap a piece of masking tape around it and write, "THIS BIKE WAS STOLEN! Please contact (your name, address and phone number)." Then if a bad guy ever does abscond with your prized possession, a bike shop mechanic may call sometime and make your day.

For a free subscription to the weekly email, go to <http://roadbikerider.com/manage-my-account.php>

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

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

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

AD GRAPHICS

Craig Lee 475-1825
craig@craigdidit.com

DECEMBER DEADLINES

Ad copy needing setup work
November 11

Articles and classifieds
November 16

Ads in GIF or TIFF format
November 18

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C L A S S I F I E D

Giant OCR 1 with Shimano 105 group, carbon fork, new gator skin tires with tuffy strip liners, avocet computer, and speed play pedals. It's a medium compact frame which should fit anyone from 5'4" to 5'11". It has about 3,000 miles on it and is in excellent condition. \$650. I have stopped using it because of an old back injury, and now exclusively ride a recumbent. For full information and picture contact Lewis Sussman: sussman@ufl.edu

All of the following items are offered by Rob Wilt, 380-0561.

>>**GCC Cycling shorts.** Black with yellow side panels, red 'Gainesville

Cycling Club' on the yellow. Mens Large. Worn 3 or 4 times. In excellent condition, recently laundered. \$30

>>Teac V2-RX cassette tape deck, 3-heads, in excellent condition, \$100

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

>>Books on tape, many titles, murder mysteries, historical, comedy. In excellent condition with original packaging. Most used only once. For a list of titles and prices email me and I will forward you the

complete listing of available tapes. >>Panasonic KX-P1123, 24 pin dot matrix printer. In good shape, with stand, manual, and extra ribbons. \$25.

>>ScubaPro Fino Mask. High quality low volume dive mask in black. Used only a few times, in perfect condition with original protective box. Originally \$90, selling for \$50

>>Brand New **GCC polo shirt:** Quality Queensboro shirt (www.queensboro.com), featured logo is the sweaty pony on a penny farthing bike. White with gold text and red horse. Men's size Large \$20.

BUSINESS SPONSORS

These businesses provide discounts to club members who present their yellow membership card or the back page of their newsletter (with expiration date):

Bike Route	10%	374-4550	3429 West University Avenue (Westgate Regency)
Bikes & More	10%	373-6574	2113 NW 6 th Avenue
Chain Reaction	20%	373-4052	1630 West University Avnue
Gator Cycle	10%	373-3962	3321 SW Archer Road
Mr Goodbike	10%	336-5100	425 NW 13 th Street
Recycled Bicycles	10%	372-4890	805 West University Avenue
Spin Cycle	22%	373-3355	425 West University Avenue
Streit's Schwinn Cyclery	10%	377-2453	1614 NW 13 th Street (with Mattress Town)
Susan Bridges Massage	10%	262-8240	901 NW 8 th Ave, Suite A1

Some restrictions apply, ask for details at the store.



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Club Affiliate



OCTOBER 2005 ISSUE Mailing label with expiration date identifies current member.

2006 Gainesville Cycling Festival - 21-22 Oct - Santa Fe Century - Horse Farm Hundred

Welcome New Members!

Charisse Alford	Gainesville FL	F. Niles Garretson	Gainesville FL
Judy Barker	Alachua FL	Fred Hamann	Gainesville FL
Tom Barker	Alachua FL	Dawn Heron	Gainesville FL
Erik Bayard	Gainesville FL	Heather Howdeshell	Gainesville FL
Marcela Bayard	Gainesville FL	Christopher James	Gainesville FL
Brent Beam	Gainesville FL	Rebecca Jump	Gainesville FL
Terry Bicking	Gainesville FL	Andrew Kearns	Miramar FL
Trevor Bicking	Gainesville FL	Kathryn Kearns	Miramar FL
Cecilia Bidwell	Gainesville FL	Todd Kelly	Gainesville FL
Mirtha Brandenburg	High Springs FL	Erika Kerkhoff	Gainesville FL
Adraan Bruijnzeel	Gainesville FL	Tonia Lambert	Alachua FL
Dale Buffenmyer	Hawthorne FL	Sharon Lord	Ocala FL
Jamie Burns	Gainesville FL	David Low	Gainesville FL
Susan Creek	Gainesville FL	Duncan Niederlitz	Gainesville FL
Bill Elliott	Gainesville FL	Steve Omli	Gainesville FL
Randy Enos	Alachua FL	Joe Orthoefer	Gainesville FL
Bill Gair	Gainesville FL	Dorian Rose	Gainesville FL
Susan Gair	Gainesville FL	Michael Rozboril	Gainesville FL
		Amanda Tario	Gainesville FL
		Juan Toro	Gainesville FL