

The Gainesville Cyclist

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

April 2003

CLUB HAPPENINGS

Apr 6 (Sun) Daylight Savings Time Begins

Standard ride time is still 9 am, but you'll need to get up an hour earlier to make it!

Apr 8 (Tue) Tuesday-Thursday A Rides

Meet at the GRU facility at NW 43rd St and 53rd Ave at 5:30 pm *sharp*. We may also have a group that starts at 6:30. These rides have been traditionally attended by A Rider types, but everyone is welcome to ride. The objective is to get a quick, hard workout, so don't expect to be waited for unless you form a group with that specific goal. Watch your email for possible variations in the schedule.

Apr 12 (Sat) Evinston-Micanopy area Wildflower Ride

Stray Cats ride. Ride speed about 13 mph, Distance about 32 miles. Lunch at Rocky's Villa.

Apr 12-13 Suwannee Bicycle Association Open House

Free lunch on Saturday! See page 4 for details.

Apr 19 (Sat) BHBW Gainesville Hawthorne Trail Ride

9 am. Bike, Hike, and Bus Week ride on the trail. Details on page 3.

Apr 20 (Sun) BHBW San Felasco Ride

9 am. Progress Drive trailhead. Details on page 3.

May 3 (Sat) Standard Ride Start Times Move to 8 am

But watch your email for groups who may switch earlier or later!

May 3 (Sat) Stray Cats Palatka Ride

May 3, about 35-40 miles, about 12 mph. Lunch at the Outback Crab Shack.

May 17-18 Stray Cats Ride The St. Marks Wildlife Refuge

And the St. Marks Trail, and visit/tour the St. Marks Lighthouse. Distances 24 and 34 miles respectively, speed about 13 mph. Details will be on email, or contact Rob Wilt.

May 26 (Mon) Memorial Day Picnic at Ichetucknee Springs State Park

Ride the back roads of Suwannee and Columbia counties to work up an appetite for *Sonny's* Barbeque and a need to jump in a cool spring. For full details, see page 3.

Jun 1 (Sun) Adopt-A-Road 4 pm

Meet across from the Pearl station in Micanopy. Long pants and gloves are recommended. Club subsidized feed afterwards!



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GCC Web Page
www.floridabicycle.org/gcc

Guest Editorial

by Bud Jones

Why Tour?

First of all, what's a tour? For me a tour is an organized ride of a week that includes SAG support, rest stops, baggage transport and meals. There are other variations such as the self-contained tour where you have no support and carry all of your gear with you. Or the other extreme where you ride through vineyards from one B&B to another.

You get to go new places: Places with mountains like Oregon or the coast of Newfoundland. See firsthand how the Spotted Owl has affected the lumber industry in Oregon. Learn about the cod fisheries off Newfoundland. Explore the Columbia River Gorge. One purpose of a tour is to go somewhere you haven't been before.

You have an excuse to buy new toys: Like Petzl LED headlamps, unbeatable for nocturnal trips to the porta-potty and breaking camp at 5:30 in the morning. Gore-tex jackets for riding in the rain. New lightweight wheels so you can climb better. Triples are good things. A distinctive set of lights to identify your campsite can be an indispensable aid in finding your way back to your tent after dark. Additional jerseys and shorts are needed unless you plan on washing the same set. Washing clothes only works for the fast riders who get in early enough that the clothes can dry before nightfall. The rest of us have wet clothes in the morning – not good thing when the temperature is below freezing.

You can learn new things about riding and yourself: You can pack everything you need for a week in one bag. Little plastic sponges and bath gel pack better than bars of soap. Oatmeal with brown sugar, raisins and nuts is a really good breakfast on a cold morning. Even if it is a well-supported ride you should take your own favorite energy foods – they may have your favorite Clif bars and Gatoraide but then again they may not. There are a lot of riders that are faster than you, especially up the hills. There are also a lot of slower riders. There is great satisfaction in reaching the top of a mountain pass without stopping or walking your bike. You can go downhill faster than you think you can – or should.

You can have some great experiences: Climbing switchbacks for hours to the top of a ridge only to find as you turn the last corner that there is yet another ridge to go. Discovering that even though you are descending at 40+ mph there is a tandem behind you trying to pass. Learning that your bike is stable and very controllable at speeds much faster than you ever thought you would be riding. Climbing for 14 straight miles and flying downhill for 35 miles on a smooth winding road through a National Forest. Poking your head out of your tent in the middle of the night to discover a sky full of stars that you never see in the populated areas of the east coast. Arriving at the campsite after riding all afternoon in the rain to discover your riding buddies have put your tent up for you. Thanks again guys.

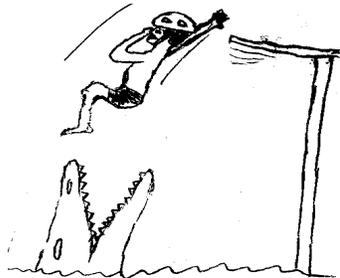
Are tours worth doing? Oh yeah!

Memorial Day Picnic

Ichetucknee Springs State Park

Ride the back roads of Suwannee and Columbia counties to work up an appetite for *Sonny's* Barbeque and a need to jump in a cool spring. To partake, you must be at the ride start **not later than 9:15 am** to place your order with the Grand Poobah; plan on arriving by 9 am.

WARNING!! IF YOU ARRIVE AFTER 9 YOU CAN COUNT ON WAITING IN A LONG LINE OF TUBERS TRYING TO GET INTO THE PARK!!



Depending on where you are coming from in Gainesville, it can take up to an hour to drive to the north entrance to the Ichetucknee Springs State Park on CR 238 (from US 27 at Ft White take SR 47 north and turn left onto CR 238). It costs \$3.25 to get a car into the park (bikes \$1) so get some buddies together and carpool. Park in the area past the little fence on the far end of the parking lot; the regular lot will see lots of coming and going by tubers, and your car could be damaged (tubers will be long gone by the time we finish riding).

You must be a club member to participate in the feast. We will sign you up on the spot if you're not a member (\$15 or \$20 for a whole family). Bring deserts and salads to complement the Sonny's fare.

GCC TO LEAD RIDES AS PART OF GAINESVILLE'S "BIKE, HIKE AND BUS WEEK, APRIL 19-26, REFRESHMENTS INCLUDED

As part of Earth Day celebrations, The City of Gainesville will sponsor "Bike, Hike and Bus Week (BHBW)." BHBW will feature alternative transportation events, including bike rides, free bus rides and walking events.

GCC will host two bike rides, a family ride on the Gainesville/Hawthorne Trail and a family trail ride at San Felasco Hammock. The City will provide refreshments as part of the ride.

The family ride on the Gainesville/Hawthorne Rail Trail will be Saturday, April 19, starting at 9 a.m. at the Boulware Springs trail head. Chander will lead the ride, and all club members are urged to attend to help introduce families to the joy of bike riding. The City will provide light refreshments, soft drinks and snacks.

The family ride at San Felasco Hammock will be Sunday, April 20 starting at 9 a.m. at the trailhead at Progress Drive, near Alachua. Leslie will lead trail rides and club members are asked to attend. Chandler will cook goodies provided by the City, either hot dogs or perhaps spagehtti. Kitchen helpers would be appreciated, and imput on the menu is always welcome.

Other events during BHBW Week include: Fare Free Monday, free bus rides on Monday, April 21; events at UF and Santa Fe, a walking nature tour of the Hogtown Greenway on Thursday, April 24 at 5:30 p.m. at the Loblolly Center, 500 NW 34th Street; and a walking history tour of the NE Historic District on Friday, April 25 at 5:30 p.m. at the Matheson Museum on East University Avenue.

If you have questions, please E-mail me.

Chandler Otis
Chanbike@aol.com

PJ's Cafe & Catering

Hitchcock's Square • US 301

Hawthorne, FL
(352) 481-4801

Owners: John & Lois

Weekday Lunch Specials • Breakfast Served All Day

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**SUWANNEE BICYCLE ASSOCIATION
OPEN HOUSE APRIL 12-13**

Free Lunch for GCC Members

The Suwannee Bicycle Association (SBA) will have an "open house" on Saturday and Sunday, April 12 and 13. All cyclists are invited to visit the SBA Clubhouse in White Springs.

On Saturday, Chandler will lead a 27 mile road ride and feed GCC members a nourishing lunch in an effort to entice GCC members to help with the Suwannee Bike Festival. Contact Chandler with menu suggestions!

Club members who volunteer for the Suwannee Bike Festival can receive free or 1/2 price entries to the event. The fabled Dixie Grill caters the Festival and the food is the best of any bike event in the world!

SBA hosts road rides and off road rides and maintains more than 100 miles of off-road trails along the Suwannee River. The Suwannee Bike Festival has both road rides and off-road rides. Volunteers are needed to lead road rides.

If you would like to help at the Suwannee Bike Festival, contact Chandler at Chanbike@aol.com or Lys Burden at Suwanneebicycle.org

The Suwannee Bike Association clubhouse is in White Springs, which is near the intersection of US 41 and State Road 136. If you take I-75, exit at the SR 136 intersection and head east (SR 136 is one exit north of the I-10 crossing). If you take US 441, follow US 441 north, in Lake City, continue on US 41 north to White Springs.



NatureFest Bike Tour Report

by George Edwards

Saturday, March 22nd saw the first running of the NatureFest Bike Tour on the Nature Coast Trail, starting at the NatureFest in Fanning Springs State Park. The 130 entrants from as far away as Minnesota chose their own routes over the "Y"-shaped Trail, and could visit any or all of the villages of Trenton, Chiefland, or Cross City, with a stop near the old railroad bridge at Old Town, at each rest stop receiving a small sticker for their neon green "Rider" buttons.

Trenton really put out the welcome mat, with banners around town proclaiming "Welcome Bicyclists", and providing all with bottled water. Mayor Pete Randolph presented the first riders to make it to Trenton with cloisonné enamel pins commemorating the Tour. The weather was perfect, and everyone involved agreed this should be an annual event. We do note that GCC has jumped from doing one big event in the Fall, to taking part in a major Winter off-road event, and now a Spring Tour on the Nature Coast Trail, and that three major events is probably all we can organize - we certainly need more members to come out and work these events.

Generous sponsorship was an important factor in helping us make this event go, with The Olde Boarding House and Mulberry Square Antiques in Trenton, and the Suwannee Bicycle Association providing major cash support, and the City of Trenton and Greenway Subs in Chiefland giving bottled water. Winn Dixie stepped forward with gift certificates which helped us by the bananas for the rest stops. Our thanks to them all.

Off Road



by Leslie Folkerth

Spring is in the air! Although we've been having lots of rain, for the most part the trails are in great shape, so now's the time to get out and ride!

There are many opportunities for off road riding, all within an hour's drive of Gainesville. Of course, my favorite on the list is our very own San Felasco, just 10 minutes north of town (www.sanfelasco.net). With 20 miles of great singletrack (and more to come), there are trails to please everyone from the novice to the experienced. There's also a monthly full moon ride, as well as volunteer opportunities for trail maintenance on the 2nd Saturday of every month.

Santos Bike trails just south of Ocala (www.omba.org) offers a great variety of trails, from flat long easy singletrack out to the "critter bridge", to technical climbs, steep descents, and rocky quarries. Razorback MTB Park in Reddick (45 minutes south of Gainesville) is open every Saturday and Sunday from 9-5, and you'll have great fun here with challenging climbs, exciting downhill, and great singletrack for intermediate to advanced level riders. There are beginner and kids loops as well. Check out their web site at www.goneriding.com.

Additionally, don't forget the variety of trails in White Springs, north of Gainesville, the majority of which are great for beginner to intermediate riders. These trails are very scenic and diverse, and trail descriptions and maps can be found at www.suwanneebike.org.

Our regular ride is 8 am Sundays (now that it's Daylight Savings Time) at San Felasco bike trails. I usually send something around on the listserv when I will actually be "leading" a ride, although I'm usually out there, and there's always a group of people to ride with at this time. I'll also be planning a couple of Saturday rides this spring and summer to Santos and Razorback, and the occasional evening ride at San Felasco when the days get longer. Watch the listserv for further details!

See you on the trails!

Leslie

Gainesville Cycling Club Annual Meeting Minutes

Sunday March 9, 2003 (Sun)
Sheridan Hotel
Gainesville, Florida

- I. Call to order 7:05 PM.
- II. Determination of quorum performed.
- III. Agenda approved for filing.
- IV. Minutes of March 2, 2002 Annual Meeting presented and approved for filing.
- V. Treasurer's Report – Lee Edwards
Cash in bank: \$3633.76, no liabilities. The Horse Farm Hundred was a financial success. We were able to remit most of the receipts (\$7367) from the Santa Fe Century to the Boys Club and absorb joint expenses from Horse Farm Hundred revenues, with money left over.
- VI. President's Report – George Edwards
Spring Picnic April 19, 2003 proposed for the Nature Coast Trail in Trenton. (*a different event is now planned, ed.*)
2002 Year Recap
GCC helped conduct a bike orientation safety class for RTS bus drivers.
Participated in the Tour de Felasco with special note given of the major roles played by Leslie and Doug Folkert in the ride's conception.
September's Gainesville Cycling Festival was a big success.
Adopt-A-Road cleanup is now held three times yearly.
Weekly club ride will hopefully expand under the leadership of George Hecht.
Looking forward to another year of good cycling, good times, and good eating!
- VII. Slated of candidates for the GCC board presented and approved
President George Edwards
Vice President Rob Wilt
Recording Secretary Bob Newman
Membership Secretary Roger Pierce
Treasurer Lee Edwards
Adopt-A-Road Director Diann Dimitri
Off-Road Director Leslie Folkert
Ride Leader Coordinator George Hecht
Member-At-Large Maureen Peterson
Member-At-Large Bud Jones
Grand Poobah Chandler Otis
- VIII. Report on the Ride Leader Program – George Hecht
Proposed use of GCC web site in addition to emails for ride information.
- IX. Other Business
Purvis Bedenbaugh proposed collection old tee shirts for donation to the Tacackle Center.
Doug Folkert thanked the GCC for it help in the Tour de Felasco, January 10, 2004 is a probable for next year's tour with possible overnight camping added.
- X. Meeting adjourned at 7:37 PM



Florida

Bicycle Touring Calendar

(VERY ABRIDGED)



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

- April 5-10 **23rd Annual Florida Bicycle Safari**
Live Oak FL Florida Freewheelers, PO Box 916524,
Longwood FL 32791. (407)788-BIKE fax
(407)788-RIDE.
- April 11-13 **BRAG Spring Tune-Up Ride**
Eatonton GA Bike Ride Across Georgia (BRAG), PO Box
87111, Stone Mtn. GA 30087-0028.
(770)921-6166 fax (770)935-1918.
- April 12 (Sat) **Savannah Cardiology Earth Day Ride 2003**
Savannah GA Dave Sanderson, POB 766, Rincon, GA 31326,
912-826-1843.
- April 12-13 **22nd Annual TOSRV South**
Quincy FL Capital City Cyclists, TOSRV South
Coordinator, 974 Park View Drive, Tallahassee,
FL 32311. Larry Pushor (850)878-7473
- April 12-13 **Brevet Series 2002: 600 km**
Gainesville FL 372 miles. Jim Solanick (561)433-8796 or Jim
Wilson (352)373-0023.
- April 13 (Sun) **Bike Across Florida (BAF)**
Cocoa Beach FL To Crystal River, 170 miles.
- April 13 (Sun) **Halfway Across Florida**
Cocoa Beach FL Point to point almost Century (85 Miles)
- April 13 (Sun) **Boll Weevil 100**
Enterprise AL Enterprise Lions Club, P.O. Box 310598,
Enterprise, AL 36331-0598. (334)393-0802.
- April 26 (Sat) **4th Annual "Ride for the Red" Cycling Tour**
Melbourne FL 100/62/33/10. Joann or Kevin Gulliver
(321)752-0618
- April 26-27 **17th Annl MS 150 "Breakaway to Key Largo"**
Miami FL To John Pennekamp State Park in Key Largo.
(954)731-4224.
- April 26 (Sat) **5th Annual Fenner McConnell-Matt Wantz
Memorial Ride**
Loxley AL 30/65/100 miles. West Florida Wheelmen
Bicycle Club P.O. Box 9321 Pensacola, Florida
32513.
- April 27 (Sun) **Tour de Forts**
Neptune (Jacksonville) Beach FL
38, 49, 58, 76, 89, and 100 miles. Tour de Fort,
P. O. Box 4994, Jacksonville, FL 32201-4994
(904)721-5870.
- May 1-4 **Suwannee Bicycle & Adventure Fest**
Live Oak FL 5-100 miles. SBAF Registration Coordinator,
2461 95th Drive, Live Oak FL 32060.
(800)428-4147.
- May 3 (Sat) **Sweet Onion Century**
Vidalia GA 31, 50, 63, 100, 125 miles Libby Kimball at
912-538-0270 or Lamar Martin at
912-526-9179.
- May 3 (Sat) **3-State 3-Mountain Challenge**
Chattanooga TN (706)820-1157.
- May 3-4 **Athens To Lake Hartwell Tour**
Athens GA (706)227-0774.
- May 4 (Sun) **Bike-A-Thon Pedal for Paws**
Sarasota FL Ron Klein, Event Director at 941-374-5739.
- May 4 (Sun) **Cheaha Challenge Century+**
Piedmont AL 110 miles. Northeast Alabama Bicycle Club.
- May 16-18 **Helen Fat Tire Festival**
Helen GA Woody (706)878-3715.
- May 16-18 **Georgia Tandem Rally**
Statesboro GA Roger Strauss (770)565-4150.
- May 17 (Sat) **Sarasota County's 5th Annl Bicycle Street Fest**
Venice FL Held with the second annual Suncoast Sundown
Criterium Bicycle Race.
- May 17 (Sat) **26th Annual Assault on Mt Mitchell**
Spartanburg SC 102 miles, extremely challenging. Spartanburg
Freewheelers, PO Box 6171, Spartanburg SC
29304.
- May 17-18 **Jekyll Island Challenge Century & Sunset Ride**
Jekyll Island GA Sunday rides of 25, 50, 64 and 100 miles.
Bicycle Savannah LLC, PO Box 60533-0533,
Savannah, GA 31420. (912) 351-RIDE.
- May 18 (Sun) **Tour De Cure**
Atlanta GA [Fundraiser] American Diabetes Association.
(404)320-7100.
- May 24-25 **2nd Annual Sarasota Century/Tour**
Sarasota FL 100, 65, 35 miles.
- May 24 (Sat) **10th Annual Jim Kruse Century**
Statesboro GA 25, 50, 65, 100 miles. Southern Cyclists, PO
Box 2554, Statesboro GA 30459,
(912)871-7905 (day) or (912)871-7905.
- June 7-15 **Bicycle Across Magnificent Alabama (BAMA)**
Dauphin Island AL To Dothan. A. Morton Archibald, Jr., P.E.,
Executive Director, 2117 Rothmore Drive SW,
Huntsville, AL 35803-1431 (256)658-5189
Fax: 256-881-8032.
- June 14-21 **Bike Ride Across Georgia (BRAG)**
Bainbridge GA Bainbridge to St. Marys. Bike Ride Across
Georgia (BRAG), PO Box 87111, Stone Mtn.
GA 30087-0028. Phone (770)921-6166, fax
(770)935-1918.
- June 22 (Sun) **The Gulf Coast Classic**
Dunedin FL 35/65/100 miles. Karlee Knowles
(407)831-5142.
- June 23-29 **Cycle South Carolina**
Walhalla SC 40 to 50 miles per day. To Edisto Beach, South
Carolina.
- Sep 20-21 **The 2nd Annual Great Coconut Grove Tour**
Homestead FL
- Sep 27 (Sat) **Saturn Santa Fe Century**
Gainesville FL
- Sep 28 (Sun) **Horse Farm Hundred**
Gainesville FL
- Oct 5 (Sun) **9th Annual Rails To Trails of the
Withlacoochee Bike Ride**
Inverness FL
- Oct 16-19 **BIKE FEST 2003: The National Rally
For Cyclists**
Madison FL
- Oct 26 (Sun) **Lake Weir Kiwanis Tri-County Tour**
Weirsdale FL
- Oct 31-Nov 2 **Southern Tandem Rally**
Tallahassee FL
- Nov 9 (Sun) **South Broward Wheelers 19th Annal Century**
Cooper City FL

Brevet Report

by Barb Bergin

Several GCC members (Jim Wilson, Tom Wells, Andrew Gill, Linda Crawford, Dan Cochran & myself) participated in the 400 km brevet on Saturday March 15 at 5:15 AM. The start/finish was the Inn on the Green in Tavares.

Tavares is located in central Florida west of Orlando with many hills; the Horrible Hundred route, my friends, ~250~ miles!

There were 50+ riders from several Florida clubs; also attending were riders from Ohio, New Jersey, South Carolina, and Georgia. Helmets and lights are mandatory. Jim Solanick of the West Palm Beach Cycling Club is the Randaneour Brevet Administrator for Florida who checks us in and sends us off with his blessing and words of caution.

He is the last rider to start, but finishes first with the lead pack which includes GCC member Tom Wells.

With a weather prediction of 60% rain/t-storms I expected and prepared for the worst. The route consisted of 2 loops – the first loop had us ride 153 miles which brought us back to the Inn. Each time I do a brevet I tell myself to stay in the middle of the pack yet somehow I end up closer to the front following the lead riders who missed a turn within the first 7 miles (the route is not marked we have cue sheets with distance and streets listed). Along the route there are 6 controls (which included the start and finish) where we check in and have our cards timed and stamped.

Our first major climb was Sugarloaf at mile 23. This is the hill we climb from the front and the back four times, with a run up that includes Buck Hill. Cumulative climbing 7,920 feet in FLORIDA!!!

It was rather cool at 5 AM, so I started with a Capilene long sleeve shirt, short sleeve jersey, and arm warmers. I decided not to use my generator hub wheel with the 2 Lumotec lights; instead I used the 2 Cateyes for lights. My rack was loaded with rain gear, extra batteries, food and drink supplies.

I did well for 123 miles but for some reason (brainfart) did not take off the arm warmers or long

sleeve shirt until it was in the 80's. I was overheating and dehydrated out of fluids with only 3 miles to get to control #3. It was not a good feeling; the legs were hurting; not much energy left; still had to climb Sugarloaf three times; 125 miles to the finish. Though I felt very nauseous Tums seemed to help.

My riding partner Dan patiently waited for me while I passed the stage of delirium got back on my bike minus the long sleeve shirt & arm warmers.

When we got to the control, which was at a 7– 11, we shared a sandwich, chips, and plenty of fluids; stayed about 30 minutes.

Only 27 miles were left to finish the first loop, which took us back over Sugarloaf to the Inn on the Green. Here we had another sandwich, chocolate chip cookies, chips, and loaded on the fluids. Also took a quick shower, changed into clean shorts and jersey, unloaded the rain gear and anything else that would lighten my ride for the second loop.

Dan and I stayed for about 1 1/4 hours. We both felt better but we missed a left turn as a dog came at us from the right out of nowhere. It was pitch black out except for the stellar sky. We rode 3 more miles when it dawned on us that we missed our turn so we headed back which gave us 6 extra unwanted miles. At control five (a Chevron station) Dan had a mini pizza and I had four chicken wings. We still had 55 miles to the finish. It really was a nice night to be out riding a 400 km bike ride:-)

Along Route 27, a dark, busy road, Dan decides to have a flat tire. After replacing the tube it flatted again!.

Further along we took a right on Independence Boulevard, where we briefly stopped to water the bushes. Diane Goodwin, RBA NJ from Manhattan and Fixed Gear, AKA Single Speed Tom from Ohio went by us. We caught up with them, finishing the last 34 miles together at 1:30 AM Sunday morning.

254 epic miles; scents of orange blossoms everywhere.

57 riders, 7 females, 5 DNF's (Did Not Finish), last rider checked in at 6 AM.

3 brevets completed; one (the 600 km) to go to qualify for Paris-Brest-Paris!

Endurance Training: Getting Started

by Pete Penseyres

Training for endurance is straightforward, but not easy. You simply identify your target event on a calendar, back off six to eight weeks, and do weekly long rides building up to 75% of your target distance. If your target event is a century the first of July, you reserve one day a week in May and June to do rides up to 75 miles. This 75% rule works for any cycling event up to 24 hours. In the latter case, you'd build up over six to eight weeks to an 18 hour training ride! If your target event is longer than 24 hours (e.g., RAAM), then a 24-hour ride every week or two over the last six to eight weeks may be the best preparation.

Let's assume that our goal is a century ride by July 1 — but it's March. What now? We need to build a base so that by May we're ready to ramp up the distance. There are no good shortcuts to putting in base miles. If you try to build up too fast, the risk of injury or burnout increases. A good rule of thumb is to only increase total riding by 10-15% per year and to also limit monthly increases to 10-15%.

Building this way should allow us to ride for decades with smiles on our faces!

By the end of base training, the goal is to comfortably ride 1/3 to 1/2 of the target distance. Since we'll be riding a century in by July 1, our base preparation goal is to ride 50 miles by the end of April. We live in San Diego, so this much riding is possible; if you live in Minnesota, you might only ride 1/3 of the target distance (33 miles). If you're training for something longer, like B-M-B or RAAM, then by the end of your base, you should be able to ride 1/2 of the daily riding time, e.g., 12 hours if training for RAAM.

Since we're training primarily for endurance and not for speed, the most important ride is the weekly long ride. The purpose of the long ride is to train your muscles and cardiovascular system, and also your digestive system. A secondary benefit of this ride is

psychological. If the long rides can be done comfortably, then our confidence in completing our target event will increase.

The long rides should increase by 5-10% every week, at the same rate as the weekly total. You might try to build up a little faster, but then throw in an easy week every four to six weeks, to allow yourself to recover. The long ride should be about half of your total weekly training volume. This works for long rides up to about 200 miles. The long ride should simulate the planned event as much as possible.

For example, if you're planning a tour, with rest stops every couple of hours and a break for lunch, then ride that way. If you're targeting a race, than train with minimal stops. Only riding time counts, so deduct the time spent at breaks, fixing flats, etc. If possible, simulate the terrain and weather conditions you expect for the event on the weekly training rides.

Pace yourself on the long rides so that you feel good at the end. You may want to do these with other riders to make them safer and more fun, but please don't try to "half wheel" or hammer each other. If you can't carry on a continuous conversation at any time during the long ride (including the climbs) then you are going too hard. The primary

purpose of this ride is to have the slowest rider feel good at the finish. Each rider will get the desired benefits, even if they feel that they are "loafing" through most of it.

These rides should also be used to identify the limiters (i.e., "show stoppers") that could stop you from completing the event comfortably. For example, there may be problems with pain or numbness at any one of the places we contact the bike: hands, feet and seat.

This is the time to find (1) a saddle that fits your unique anatomy, (2) a comfortable aerobar position so that you can spend most of your flat and downhill riding time in it, and (3) shoes/inserts that keep your feet and knees happy. Knee, neck, back, or ankle problems could also show up for the first time on these long rides. When you identify a potential show-stopper on a long ride, fix it before the next weekend.

Pete Penseyres won the Race Across America twice (1984 and 1986), holds the RAAM men's average speed record of 15.40 mph (1986), with Lon Haldeman holds the tandem transcontinental record (1987, 7d 14h 55m), was a member of Team Lightning that won HPV RAAM (1989, 5d 1h 8m), was a member of Team Bicycling which set the 50+ RAAM record (1996, 5d 11h 21m) and is a national champion road racer.

For more information on training, equipment and nutrition for long-distance cycling, go to www.ultracycling.com

Use the long rides to experiment with eating and drinking. There are many good articles on nutrition in UltraCycling — figure out what works for you. Do you ride better with pastries and Pop Tarts? Or with Hammergel and Spiz? When you find something that works for you, use it for the rest of your training rides and especially for your target event.

It helps to do these long rides in one loop or one out-and-back. Then, if you are at least halfway and start to tire, the fastest way home is to keep going. This is especially important as your longest rides approach 24 hours. When I was training for solo RAAM, several of my 24 hour rides started near home on Friday nights and went around the east side of the Salton Sea. At about the halfway point I almost always rode through a low point but managed to continue because every pedal stroke took me closer to home.

The long ride is half of your weekly training — what do you do for the rest of the time? If you're building your base, increasing your endurance and trying to get comfortable on the bike, then just ride. You need to ride at least four days a week to get fitter, so try hard to fit in the rides. I believe the best way to get in regular rides is commuting. You might take a short route on the way to work so you don't work up a sweat and then take a longer route home. Other options are Spinning classes or riding a trainer. You're better off riding briskly for 45 minutes three nights a week, than getting out for a couple of hours only one evening.

A couple of months before your big event, you should start doing a couple of short, hard rides a week. Again, specificity is key. If you're doing a mountainous century, go out and hammer in the hills. Or hammer into the wind. If you're peaking for a fast, flat 12 hour race, do a couple of fast, flat rides a week, focusing on staying aero and maintaining a constant effort. Of course, you also need some easy miles for recovery.

If you are just getting started with distance events, these suggestions may help you complete your first long rides in comfort and a smile on your face.

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Bike Florida Report

by Dwight Kingsbury, Tallahassee, Florida

The best places on the Bike Florida 2003 ride ("Beach Cruisin'") were the major detour scenic stops. Rest stops, even major detour rest stops, almost always drew hundreds of riders. I visited all the rest stops myself, since I didn't order the breakfast plan and subsisted each day until dinner on the sandwich cookies and fruit wedges set out on tables by volunteers and support staff. One dipped these items in peanut butter and grape jelly and washed them down with Gatorade. Repeat as necessary.

I have no complaints about the rest stops. They were little oases of carbohydrates and portapotties in a desert of need. The North Florida Bicycle Club volunteers who staffed stops between Amelia Island and St. Augustine were a cheerful bunch. But the essential qualities of the northeast Florida coast--the wind, water, and sky, the salt marshes and hammocks, the dunes, the old sea island forts and plantations--were best experienced on the major detour scenic stops. Many riders made a beeline for the finish each day and skipped these stops.

There was plenty of water this year. The rain pounded on our tents one night in Hanna Park near the Mayport Naval Station. But the rain stopped by morning, and several of us turned off the route to St. Augustine for the scenic stop at the Dutton Island Preserve.

Where the paved trail ended, some people turned around. In the center of the island stood some ancient live oaks, and there were restrooms, and most of the riders who had come this far went no further. With skinny tires, it became difficult, and finally impossible, to ride on the muddy paths. I continued on foot, taking care to keep a brisk pace (it was becoming clear why the Bike Florida Handbook had advised participants to bring repellent).

On the north shore of the island a fishing pier extended into the estuary of the Intracoastal Waterway. I walked my bicycle onto the pier. Across the water, a few estates were nestled in woods along the shore. I peered into the water, trying to see fish. Within a glassy stillness that reflected the washed sky, the waters moved darkly, north toward the bay on the St. Johns River, a couple miles away.

False Security

by Roger Pierce

Mighk Wilson, Bicycle & Pedestrian Coordinator for METROPLAN ORLANDO, reports the following:

Professor Bill Moritz of the University of Washington surveyed over 1,900 cyclists in 1996 (Transportation Research Record 1636). The average respondent for the survey cycled 2,900 miles per year (55 miles per week).

When the crash experiences combined with the average distance cycled, the average cyclist in this group could be expected to ride for 11 years before having a crash." By "crash," Moritz means of any type, including a fall, a collision with another cyclist or fixed object, or of course with a motor vehicle. Only 11% of crashes in his survey involved a motor vehicle.

A rough estimate of risk of crashing with a motorist for the experienced cyclist based on type of facility would go as follows:

(Miles between crashes with motor vehicles)
Major street w/o bike facility (lanes) -- 364,000
Minor street w/o bike facility -- 250,000
Street with bike lanes -- 571,000
Sidewalk -- 14,000

This data clearly suggests that it is outrageously dangerous to ride on sidewalks. The reason that this is the case is that at every driveway and every intersection, you as a cyclist on the sidewalk do not have the right of way, but simple observation around Gainesville shows that most cyclists act as if they do. A motorist will often have significant difficulty in detecting the presence of a bicycle on a sidewalk, and often will not (or not be able to) yield when the bike suddenly appears in the crossing street or driveway. This results in a crash danger with motor vehicles more than 17 times greater than on the next most hazardous venue. And this does not even consider that the major crash danger on a sidewalk is a collision with a pedestrian (who sometimes behave like squirrels when confronted with a bicycle)!

Minor streets are probably more dangerous than major ones due to the increased turning activity (driveways) on the minor streets. Interestingly, staying on the bike lane on the major street is more than twice as safe as cutting through the quiet neighborhood streets, though the exposure is actually so small that the noise and stress reduction from using the neighborhood street may well be more important.

Remember that all of this discussion is about crashes with motor vehicles, which make up only 11% of all crashes. Most bicycle crashes occur when the cyclist falls off the bike; the number two cause is colliding with another bike; cars are only number three.

Clearly the safest place to ride (with respect to crashes with motor vehicles) is in a bike lane. But even in a bike lane you must be alert. The most significant hazard to you in a bike lane is turning vehicles.

The most dangerous are those turning left in front of you. They will have the most difficulty picking you out as you travel along the curb towards them. Your defense is to stay alert to what is happening around you, to ride as far out from the curb as you feel comfortable doing, and to wear visible clothing (if you get hit while wearing a GCC jersey the driver will have NO defense). If you see a left turning vehicle coming into your path, your best bet is to turn in the same direction they are going (if you are unable to stop).

Perhaps more common is the driver who will come up alongside you even though they intend to turn right. I'll speculate they do this because they see you as a stationary object, and are surprised that you aren't when they go to make their turn. If a car comes alongside you and starts to slow, watch their front tires. If they start to turn, that will give you enough warning so that you should be able to turn with them. If they pass you and then stop, don't go by them on the right; there is no way you can guarantee that they will not turn with no notice. Either stop or go around on the left (if clear).

BUSINESS SPONSORS

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

Bike Route	15%	374-4550
Chain Reaction	20%	373-4052
Gator Cycle	10%	373-3962
Ominski Massage	\$10 off	
Recycled Bicycles	10%	372-4890
Spin Cycle	22%	373-3355
Streit's Schwinn Cyclery	10%	377-2453
Water World	5%	377-2822

Some restrictions apply, ask for details at the store.

The Gainesville Cyclist

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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.

JUNE DEADLINES

Ad copy needing setup work May 12
Articles and classifieds May 19
Ads in GIF or TIFF format May 20

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T-Shirt Design Contest

Design a T-Shirt for the Horse Farm Hundred and win two of the shirts and free entry to the Horse Farm Hundred.

Designs should incorporate both cycling and horse themes. The words "Gainesville Cycling Club" and "Horse Farm Hundred" must be included or space accounted for to accommodate them.

We may alter the font to substitute our event signature fonts.

"2003" and "23rd Annual" should also be used. Designs must be in full color (maximum of four colors), and must fit within an 11-inch box, and must be original work.

All entries become the sole property of the Gainesville Cycling Club, Inc. The Club may use the entries in any manner that will further the purposes of the Club without further compensation. This contest is open to all GCC members.

The submission deadline is June 30th. Mail to the club address or deliver to Roger Pierce.

CLASSIFIED

GCC Club jersey . Original Third issue (the one before the most recent) of the club jersey. Mens's size Large. Clean and in Excellent condition. \$35

Bush Entertainment Center AV1375. Solidly built, attractive, in excellent condition Library Oak stain with solid Oak facing on all front surfaces Intended for 27 inch TV 5 shelves for stereo-video equipment 2 shelves beneath TV for accessories/ LPs Lightly tinted glass doors on both the stereo-video and accessories areas TV slot inside space is 26 1/4 " wide by 25 " high Stereo shelves are 20 " wide inside Overall dimensions 19 " deep x 49 " wide x 47 3/4 " high 12 large glides added to base to make moving easier on carpet Original manual and adjustment tool. Will sell for \$175, similar units now sell for \$300. Email if interested for picture.

Receiver - Hitch combination Type 1. Originally on 1988 Camry. Was told this will fit the 88-91 Camrys. Probably will attach easily to other fenders on other cars too. Mounting hardware included. In good shape. A bike rack on a hitch is a great way to carry bikes, makes the trunk always accessible, even when bikes are loaded \$25.

Email if interested for picture of any item: afn09010@afn.org Or call ROB WILT 380-0561, leave message.



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APRIL 2003 ISSUE Mailing label with expiration date identifies current member.

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

Cycling Shorts



 Welcome new members Julia Bushnell, John Devlin, Ann Duckworth, Aaron Eagan, Alan Gindoff, Lisa Hodges, Anna Rose Lawless, Regina Manes, David Richardson, Marly Wilson Strauser, and Kathy Yang of Gainesville, Fred and Marion Korzec, Lynn and Mike Lawless, and the Friends of San Felasco of Alachua, Jim and Lynne Mahaffey of High Springs, and Jim Lybarger of Waldo.

 **TSHIRT MAINTENANCE:** Get out your Horse Farm Hundred t-shirt from this past fall. Find a permanent marker, and change the "1" in 2001 on the back to a "2."

 **MISSING JERSEY** – The club had a jersey (women's size medium, with sleeves) for sale at the annual meeting. It left the meeting on its own without payment. If you know where it is, please let us know.

 Former GCC member Tom Fanning is now on active duty in the Iraq area. Tom finished in fourth place in the 1993 Race Across America (RAAM). His wife and two children remain home in Pennsylvania. If you would like to write him, his address is:

Spc. Thomas W. Fanning
 Operation Enduring Freedom
 459 EN CO (2nd Bridge)
 APO, AE 09302