



# Changing Gears

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### Interim President's Message

by Barbara Anderson

After serving in the position for the past 16 months, Glenn Mounkes has submitted his resignation as president of DBC, effective May 1. At its May meeting, the board of directors accepted Glenn's resignation with thanks and appreciation for his dedication and service to the club, along with the hope that he will continue to find ways to stay connected to the DBC.

To fill out the remainder of Glenn's term, the board has appointed me, a "president emerita," as interim president. I'll chair the board meetings (but will not have a vote on any motions the board considers), and generally keep the board and the club focused on the tasks at hand.

And we have tasks ahead! The most immediate is, of course, making the upcoming Davis Double Century on May 18th (our 44th!) the best yet. Robin Neuman and Scott Alumbaugh have things well under control, but an undertaking as challenging as keeping upwards of 500 riders safe and happy over 200 miles takes a whole lotta folks lending a hand. Elsewhere in this newsletter is information on how you can do your part to make it all work. So come on out; you'll have a great time!

Another important item on the board's "to do" list is filling several board vacancies. By the time you read this we should have a new touring and safety director, and (keeping my fingers crossed) a new Foxy's Fall director. Stay tuned.

It's a tribute to the board members and to the entire club that we have such a thriving, well-run organization. And it's important to keep in mind that none of us are in it for the money (hah!). We volunteer because we appreciate what the DBC contributes to our lives, whether it be physical fitness, social connection, emotional satisfaction, or just plain fun. Your contributions of time and talent are welcome, any time.

Ride safely,  
Barbara

In an earlier edition three photos were incorrectly credited to Eric Senter. In fact these were created by Darell Dickey (EVnut) and were downloaded from his SmugMug folio of the Nevada City tour. The editor apologies to Darell and Eric for this mistake.



Photo Credit: Darell Dickey (EVnut)



## Loulier P3 in the 5's at the Sea

### Otter Circuit

By Alexis Loulier

The course - Laguna Seca raceway near Monterey - is a majestic 2.3 mile loop of perfect tarmac, a decent climb and a screaming descent. Just into the first lap, the yips in the pit of my gut start rolling (as Matt Rodriguez puts it, my nervous scale was easily up to 8.5 out of 10) and I tried not to think about the consequences of getting speed wobbles at 48mph on the corkscrew descent...

By the third lap, the peloton had begun to stretch and when the grade kicked up in the climb the field fractured. I knew I had to claw my way up and be near the front of the pack before going into the descent. After a few unsuccessful attacks, with only two laps to go, two riders broke away on the decent. The gap went out about 15 seconds but the peloton began to swarm. With under 2 km to go we finally caught them and I knew at this point that I was comfortable riding in the front. As we approached the last couple of turns I quickly moved into position behind the guy who appeared to be the strongest and give it my all. After a series of attacks from other riders we emerged from the front, hold to the line, and I find myself

Alexis Loulier stands on the podium at Laguna Seca raceway near Monterey.

Photo Credit: T. Edwards aka "big smooth"

## Looking for some additional DC Volunteers

by Various Volunteer Coordinators

DBCers, ARE YOU READY!!!!!!!!!!!!!!!!!!!!!!

The DC Committee is getting ready for the 2013 Davis Double Century, May 18. AND, we are getting set! But, are we ready to GO? NO! In order to GO, **we need a few more volunteers for first aid and corner marshals.** Then we will all be ready to GO!

Please contact us at [double-century@davisbikeclub.org](mailto:double-century@davisbikeclub.org) for details

I am still in need of **4 volunteers for the Middletown rest stop.** I can take 4 individuals in my SUV as I will be pulling a trailer. My plan is to leave W Davis Starbucks between 6:15 and 6:30. Last year Scott closed the stop and left Middletown before 2, getting back to Davis NLT 4pm. I promise nothing but fun, maid and lots of tired riders. Two other have volunteered to drive if necessary

**Bruce Warne** <[bkw50@sbcglobal.net](mailto:bkw50@sbcglobal.net)>

**A few SAG drivers** would be useful during the middle hours of DC. If you'd like to help out please contact Adam Bridge at <[abridge@mac.com](mailto:abridge@mac.com)>



Nevada City Tour Group Photo

Photo Credit: Darell Dickey (EVnut)

## My Cycle for Sight Adventure

by Shannon Ramsay

“Team Davis” was loaded up and under way to Napa at 6:30 a.m. on the morning of Saturday, April 20, to participate in the “Cycle for Sight” fundraiser bike ride. Our gang consisted of my captain, Jim, me, and Jim’s friends Andy and Robert. We had planned to stay together and do the 50-mile ride as a group, but this did not work out quite as well as we had hoped.

Jim and I were rolling out on the road on his tandem, a well-maintained Santana from over 20 years ago, at 8:00 a.m. It was a lovely crisp spring morning in the Napa Valley. I was sure glad I brought along my pretty dark turquoise jacket to wear. I get cold easily, so I kept it on until halfway through the ride.

The first few miles of the ride took us through the smooth flat streets of Napa. It was a nice gentle warm-up for what was coming up ahead of us.

With our legs warmed up and the bike rolling merrily along under us, we began to attack the challenge known as Mount Veeder. The 50-mile version of the ride only had about 1500 feet of climbing in it, but almost all of the altitude was provided by the climb up Mount Veeder. Let me tell you, that climb provided one serious workout for me. Every time I thought we were about done because we had hit a plateau or even a slight downhill, I would begin to feel the front end of the tandem tilt steeply upward again.

After slogging up the face of the mountain, we took a very well-deserved break at the entrance to Enchanted Hills Camp. Enchanted hills, one of the beneficiaries of the funds which this ride raised, is a camp for blind children and adults. I have some very fond memories of the summers I spent there as a child.

Jim and I refueled on orange slices and bananas and some very memorable brownies while we checked in with our compatriots Andy and Robert. Before long, it was time to saddle back up again and head out for the second leg of the ride. Our next break area was located at a Veterans’ hospital at the 25-mile mark. A program for returning wounded soldiers at this hospital was also receiv-

ing funds which this ride was intended to raise.

I was reminded of just how small the world is sometimes when Jim and I arrived at this second rest stop. Two different people came up to me and said “hello.” They both recognized me from tandem rides I had done out of Berkeley. Apparently, the Bay Area Recreation Program (BORP) had a small group of riders doing the same ride I was doing.

I found this really lovely patch of grass in the shade to settle down on at the VA hospital rest stop. I decided to lie down on my back and stretch out my legs for just a little bitty cat nap. I have to say that it sure felt wonderful to lie there in the cool thick grass. I could have gone on snoozing right there for the rest of the afternoon, but no such luck. The ride did have to go on after all.

I always find riding to be more of a workout when there is a good strong wind. For that Saturday, the weather forecaster had stated that Napa Valley could expect to have a 5-mile-per-hour wind. Well, that prediction proved to be really wrong. My captain and I experienced head winds and cross winds which were definitely stronger than 5 MPH.

The last ten to twelve miles of the ride took us down Silverado Trail past a number of very lovely vineyards. I wonder if we passed the very posh country club where my brother got married almost 13 years ago. A cluster of Ferraris zoomed past us as my captain and I pedaled down this long busy road. I would have been very curious to find out who was driving those very fast fancy cars and where they were going.

I think a greater power was looking out for Jim’s and my safety on this ride. Just as we were making our turn off of Silverado Trail, a very impatient driver in a corvette barreled out into the cross traffic without looking right or left. If my captain and I had not turned right just at that moment, the car would have run

## Davis Bike Club Welcomes Our New & Renewing Members

- Rosemary and Jeff Foreman
- Bill Honeycutt
- Magnus Bush
- Margaret Aumann
- Elinor Olsen
- Linda Karns
- Spencer Kenner
- Scott Agee
- Dan Brown
- Doug Waterman
- Wil Agatstein
- David and Christine Joshel
- Janice and Adam Bridge
- Mark Stringer
- Chris Higgins
- Michael Marsman
- Ron Piña
- Alex Bury
- Rick Gordon
- Susan Gloystein Cotterel

straight into us. I guess we were meant to live to pedal on for another day!

We finally arrived back at the high school in Napa from which the ride had started to find a festival in full swing. A local band was performing up on a stage, and a silent auction was going strong in a nearby tent. I filled up on some very yummy Greek food and relaxed in the sun while I waited for my little group to come together again. It was a really good ride. I had fun while helping out a couple of really good causes.

## 2013 Loop-alooza

by Stacey Winton

The 2013 Bike Loop-alooza will take place on Sunday, May 5, from 10:00 am to 2:00 pm. This year's Loop-alooza will be just as awesome as the last! We expect to bring about 200 children, with their families, out for a day of fun and exercise while educating them about the Davis Bike Loop and bicycle commuting in Davis. There will be snacks, drinks, and merchandise for sale to help cover our costs and, in addition to sales, the Bike Loop-alooza is also supported by donations from the participants. Join us for information, fun, and exercise!

### History

In 2010, the Davis Bicycles! Schools Committee held the inaugural Bike Loop-alooza on May 16 to help us acquaint families with the Davis Bike Loop as an option for commuting to school. The inaugural Bike Loop-alooza attracted 173 young cyclists and their families. These riders started the Bike Loop at one of 11 stations, mostly located near one of the seven elementary schools on the Loop and staffed by volunteers representing the schools or organizations located in Davis. The stations featured activities like bike safety checks, helmet fitting, bird-watching, super-soaker battles, or just collecting prizes. Each young participant was given a Passport when he or she began the ride and received a stamp at each station. Sixty-one of these young people completed the entire 12-mile loop, collecting all 11 stamps in their passports! Each cyclist that collected 3 or more stamps received a Clif Z-Bar donated by Clif Bar & Company. Several stations also distributed other prizes such as spoke cards and bike pins donated by Davis Bicycles! and the City of Davis.

In 2011, the Bike Loop-alooza brought more than 150 young cyclists and their families out to the Davis Bike Loop and we had our first out of town participants – a family from Santa Rosa visiting friends in Davis. Nearly 100 kids completed the entire Loop in 2011! We had a repeat performance in 2012 with 150 cyclists registering for passports and 87 completing the Loop. In 2012 we had at least three families from out of town, and all of them told us they came to Davis just to do this family ride. It seems we've found a niche and are very pleased to offer this opportunity to families throughout the area.

The Bike Loop is a 12-mile loop around the perimeter of the City of Davis established in 2007 through the efforts of Davis Bicycles. It is completely paved and largely protected from motor vehicle traffic. The Bike Loop provides a safe route to the proximity of seven of the nine elementary schools in Davis, and the Schools Committee wanted to get the word out that commuting to school by bicycle along the Bike Loop is a safe and fun alternative to commuting by motor vehicle.

To learn more:

Visit <http://www.davisbicycles.org> or

“Like” us on Facebook at: <http://www.facebook.com/Davis-Bicycles-Kids/437619076316712>

## Scott Road Bike & Walk Event

### Scenic roads closed for one day event

In support of regional 2013 May is Bike Month Sacramento County and the City of Folsom are closing a 12 mile section of Scott Road from the US 50/Scott Road interchange to Latrobe Road, including portions of Placerville Road and White Rock Road.

Scott Road is in the eastern portion of Sacramento County and is one of the most scenic roadways in the area. This road closure will provide bicyclists and pedestrians with an opportunity to travel on a stretch of road with no motor vehicle traffic that has rolling hills, lush vegetation and impressive views of the Sierra Nevada mountains.

### Time/Date:

Sunday, May 5, 8 AM to 4 PM.

### Location:

Scott Road between the US 50/Scott Road Interchange and Latrobe Road, including portions of Placerville Road and White Rock Road. These sections of roadway will be closed to all through vehicles.

### Access:

Bicyclists and pedestrians can enter from: 1) The north or south event limits of Scott Road, 2) from east or west on White Rock Road, or 3) From Placerville Road south to White Rock Road.

### Parking:

Parking will be available at the Latrobe Road (south) end of Scott Road and to the north in the Palladio shopping center parking lot at the north west corner of Iron Point Road and East Bidwell Street.

### Light Rail:

Bicyclists can also take Light Rail to the Folsom Boulevard/Iron Point Road Station and cycle east on Iron Point Road to East Bidwell Street south or to the Placerville Road undercrossing to White Rock Road.

### Detours

Detours are listed on this map [www.saccounty.net](http://www.saccounty.net) Bicyclists and pedestrians can enter at locations indicated in red on the map. [www.saccounty.net](http://www.saccounty.net)

### Water

Please bring your own water.

### Contact Information

**Dan Regan**, Sacramento County Phone: 916-874-7056  
Email: [regand@saccounty.net](mailto:regand@saccounty.net) <http://www.sacdot.com>

**Jim Konopka**, City of Folsom Phone: 916-351-3516  
Email: [jkonopka@folsom.ca.us](mailto:jkonopka@folsom.ca.us) <http://www.folsom.ca.us>

## DBC March No Fools Tour

by Marsha Arnold

The Deweys have done it again. They planned yet another tour with attention to every last detail. This year's tour in-



Photo Credit: Dan Barcellos

cluded 2 train rides, with the tickets purchased in advance by the Deweys. The tour had excellent support from **Pat and Bob Gonzalez**. They took great care of us from start to finish. There were logistical details that would give me a migraine, but the Deweys and Gonzalez managed them easily and things went very smoothly. The other riders were **Lisette Walker, Linda Bernheim, Carol Bourne, Barry Bolden, Dan Barcellos, Jack Berger and Roger Willmarth**.

We started from their house in Davis on Monday morning, made a quick stop in Winters to collect one of the riders, then rode over the Benicia Bridge to spend our first

**We started from their house in Davis on Monday morning, made a quick stop in Winters to collect one of the riders, then rode over the Benicia Bridge to spend our first night in Concord. The ride was the longest for the week- 63 miles, with a nice little**

The Hilton Hotel in Concord was an excellent choice; it had a hot tub, internet business center comfortable beds and was right across the street from great restaurant choices. Bob and Pat had our luggage unloaded by the time we arrived, which was a nice touch. Our dinner

was at the Elephant Bar, which was a short walk from the Hilton. The food was good and reasonable. Spying a nearby REI, some of us had to see if we could spend our dividends!

Tuesday there were two riding choices. Either stay on the bike trails, or ride around Mt Diablo (not up to the summit though). For those opting for the latter route. Pat and Bob got lunch orders in advance and delivered them close to the climbing summit. The ride was spectacular, breath taking in more ways than one. That evening we walked across the street for dinner again, this time heading to Claim Jumper.

Wednesday morning we took a short ride to the Martinez Amtrak station and headed south for a pleasant ride. Bob and Pat met us at Amtrak with our luggage, and we traded the bikes for our bags. The train took us to San Jose, where we took a bus to get us to Salinas. Bob and Pat met us in Salinas, where we exchanged our bags for our bikes. Then we took a short ride to a great café called First Awakenings. In Salinas Bruce pointed out the Steinbeck museum, which would be a destination for some of us when we returned on Friday. After lunch we took a 20 mile ride to San Juan Batista,

via San Juan Grade road. The views were amazing during the ascent, but the descent was a bit harrowing on a rough road. (I'm glad I still had all of my teeth when I reached the bottom.)

The inn was very nice. The town is charming, and had a Mission that was right next to the El Camino Real (which was



Photo Credit: Dan Barcellos

part of the original path that connected 17 missions in early California). That night, Bruce arranged for dinner at a Basque restaurant which was served family style. It was great fun.

On Thursday, we headed to Monterey by way of back roads. We had a some challenging climbing, went through a wildlife preserve, and then on a long stretch of bike trail. It was an enjoyable ride with ample support from Pat and Bob. Fresh strawberries were a big hit. A special treat for me in Monterey was to rent a kayak for a couple of hours. I really enjoyed watching a single Sea Otter being lazy in a kelp bed, and later a family of Otters playing and being thoroughly entertaining. Others meandered around that

very scenic town. Our hotel was right near the beach. Bruce and Marilyn arranged for our last dinner to be at a Seafood restaurant with window views from every table. The dinner was delicious and very reasonable, thanks to Bruce's negotiating skill!!

Friday morning-our last day.

I wanted to soak in the beauty around me. The ride that day was spectacular, meandering along the ocean and then going on the 17 mile drive. After a coffee and snack stop, we headed back to Salinas by way of the bike trails.

Another bit of climbing kept things challenging. Some of us had lunch at the same café we went to on Wednesday, while others checked out the very interesting Steinbeck museum. Then we gathered at the bus station and again swapped bags for bikes. Pat and Bob headed for home with our bikes and we waited for the bus to take us to San Jose, and then boarded the train to bring us back to Davis. We arrived in Davis late Friday evening. The Gonzalez's had already delivered the bikes to the Dewey's garage. It was a week that flew by; great rides, great company, excellent planning and outstanding support. Kudos to the Deweys and Gonzalez's for another wonderful trip!



Photo Credit: Marilyn Dewey

## Memories of the DC

by Doug Barnett

I hold fond memories of riding the DC as a freshman in the spring of '73. I finished 34th that year. In 1974, I rode with Bruce Hartsough and came in 7th overall. Our 'team' of 4 placed first that year. The next year I served as DC chairman with J.F. Scott as club adviser and, with the help of Jeff and Nancy Hall, had a great time organizing the event. We cleared the grand sum of about \$1,000 for the bike club. Liability insurance was not an issue then. Oh yes, during that time, I wrote a few funky and probably misinformed articles about cycling around Davis for the Cal Aggie press. I went by the pen name of R.U. Riding. I still dream of rolling through Pope Valley with all of the spring flowers in bloom.

In fact, cycling was such a big part of my life as a college student that I 'rode' myself right out of medical school. While away from campus and riding up Cantalowe a few too many times, my Organic Chemistry class grades went down in the other direction. Had I had a little more maturity, the outcome might have been different. Instead, with no regrets, I settled on a graduate degree in Agricultural Economics and spent the next 30 years working on development projects in Africa, where I am today. My time on this continent will soon to draw to a close and in 2-4 years after returning to the US, I may yet ride one more DC as an imitation Foxy Grandpa. I hope that Bruce will join me.

Go Cal Aggies,

# Short Cycles: Meditations on cycling in 100 words (or less)

## Team Vintage

by Barbara Anderson

I bought my first road bike, a blue Trek Elance, in 1987. Some 26 years and tens of thousands of miles later, I'm still riding it. It has a freewheel, and downtube shifters. It's steel, and compared to newer bikes, on the heavy side.

Sometimes I think about buying a new bike. But my Trek still works. It gets me down the road and up the hills alongside my companions on their newer bikes. It's like an old friend—familiar, comfortable, like the friends I ride with. New can be good. But vintage is irreplaceable.

## Excuse the staring

by John Hess

I'm not staring AT you. Whether I pass you or you pass me, don't mind me, I'm looking at your bike. Custom or big box bike, I'm just looking: color, style, add-ons. If we're going the same direction, that means longer viewing and I can notice if your wheels are true or if a brake is not quite right. Sometimes they're maladjust, sometimes, just disconnected. Some folks have quick release levers in the open position but screw tightened. Rarely I'll say something like "do you have the key for the fork lock?" but mostly it's silent observation. Please excuse the staring.



Photo Credit: Barbara Anderson



The spring Nevada City tour saw Larry Burdick celebrate his 75th birthday. Here Larry blows out the candles with support from his wife Dee.

Photo Credit: Darell Dickey (EVnut)



# BICYCLE FRIENDLY STATE

# 2013 Rankings

Key: The percent of total points available attained by each state

80-100%	60-80%	40-60%	20-40%	0-20%
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State	Rank	Scoring Criteria				
		Legislation & Enforcement	Policies & Programs	Infrastructure & Funding	Education & Encouragement	Evaluation & Planning
Washington	1	80-100%	60-80%	40-60%	20-40%	0-20%
Colorado	2	80-100%	60-80%	40-60%	20-40%	0-20%
Oregon	3	60-80%	60-80%	40-60%	20-40%	0-20%
Minnesota	4	60-80%	60-80%	40-60%	20-40%	0-20%
Delaware	5	60-80%	40-60%	40-60%	20-40%	0-20%
Massachusetts	6	40-60%	60-80%	40-60%	20-40%	0-20%
New Jersey	7	40-60%	60-80%	40-60%	20-40%	0-20%
Wisconsin	8	40-60%	60-80%	40-60%	20-40%	0-20%
Illinois	9	60-80%	60-80%	40-60%	20-40%	0-20%
Arizona	10	40-60%	60-80%	40-60%	20-40%	0-20%
Maryland	11	40-60%	60-80%	40-60%	20-40%	0-20%
Michigan	12	40-60%	60-80%	40-60%	20-40%	0-20%
Maine	13	60-80%	60-80%	40-60%	20-40%	0-20%
Utah	14	40-60%	40-60%	40-60%	20-40%	0-20%
Pennsylvania	15	40-60%	60-80%	40-60%	20-40%	0-20%
Virginia	16	40-60%	60-80%	40-60%	20-40%	0-20%
Tennessee	17	40-60%	40-60%	40-60%	20-40%	0-20%
Connecticut	18	60-80%	40-60%	40-60%	20-40%	0-20%
California	19	40-60%	40-60%	40-60%	20-40%	0-20%
Nevada	20	40-60%	40-60%	40-60%	20-40%	0-20%
Iowa	21	40-60%	40-60%	40-60%	20-40%	0-20%
Texas	22	40-60%	40-60%	40-60%	20-40%	0-20%
Vermont	23	40-60%	60-80%	40-60%	20-40%	0-20%
Georgia	24	40-60%	40-60%	40-60%	20-40%	0-20%
Rhode Island	25	40-60%	40-60%	40-60%	20-40%	0-20%
Idaho	26	40-60%	40-60%	40-60%	20-40%	0-20%
New Hampshire	27	40-60%	40-60%	40-60%	20-40%	0-20%
North Carolina	28	40-60%	40-60%	40-60%	20-40%	0-20%
Louisiana	29	40-60%	40-60%	40-60%	20-40%	0-20%
Missouri	30	40-60%	40-60%	40-60%	20-40%	0-20%
Florida	31	40-60%	40-60%	40-60%	20-40%	0-20%
Ohio	32	40-60%	40-60%	40-60%	20-40%	0-20%
Wyoming	33	40-60%	40-60%	40-60%	20-40%	0-20%
South Carolina	34	40-60%	40-60%	40-60%	20-40%	0-20%
Hawaii	35	40-60%	40-60%	40-60%	20-40%	0-20%
Mississippi	36	40-60%	40-60%	40-60%	20-40%	0-20%
Arkansas	37	40-60%	40-60%	40-60%	20-40%	0-20%
Oklahoma	38	40-60%	40-60%	40-60%	20-40%	0-20%
Montana	39	40-60%	40-60%	40-60%	20-40%	0-20%
Kansas	40	40-60%	40-60%	40-60%	20-40%	0-20%
Nebraska	41	40-60%	40-60%	40-60%	20-40%	0-20%
Indiana	42	40-60%	40-60%	40-60%	20-40%	0-20%
New York	43	40-60%	40-60%	40-60%	20-40%	0-20%
West Virginia	44	40-60%	40-60%	40-60%	20-40%	0-20%
Alaska	45	40-60%	40-60%	40-60%	20-40%	0-20%
South Dakota	46	40-60%	40-60%	40-60%	20-40%	0-20%
Kentucky	47	40-60%	40-60%	40-60%	20-40%	0-20%
New Mexico	48	40-60%	40-60%	40-60%	20-40%	0-20%
Alabama	49	40-60%	40-60%	40-60%	20-40%	0-20%
North Dakota	50	40-60%	40-60%	40-60%	20-40%	0-20%

Learn more at [bikeleague.org/states](http://bikeleague.org/states)