



Changing Gears

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First Races of the Season

by Vance Russell

I wasn't really ready for it, but had to get the first races of the season under my belt. So I registered for Land Park criterium and Bariani Road races the weekend of March 16 both in the 45+ 1/2/3 category. I neglected to remember that I had 4 weeks of traveling for work prior to the races which never helps for training and always means bad food and sleep. One trip transition literally consisted of swapping out some shirts when I got home from France at 8 pm on a Sunday then awoke at 4 am to fly to Montana the next day...but that's another story for another day.

Thankfully, when the weekend came Land Park was up first since it is a short race. However, it's not usually the best criterium to do first given the sharp turns on the backside of the course. I arrived early, they didn't have my reg-

istration or number but I was able to get a long warm-up. It was a gorgeous spring day--no need for multiple wind and waterproof layers necessary for

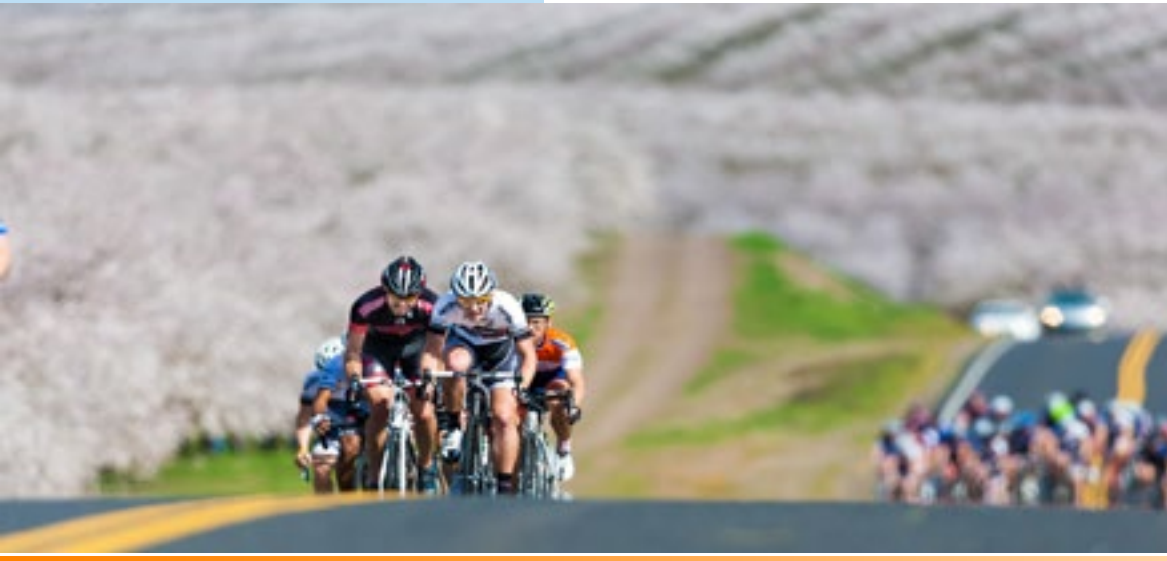
One thing immediately noticeable in my first road race of the season is how fast other riders seem to be attacking and I can never quite get in a comfortable gear.

the last couple of Land Parks. The race started and was not too quick out of the gate. One thing immediately

noticeable in my first road race of the season is how fast other riders seem to be attacking and I can never quite get in a comfortable gear. That said, it is usually not difficult to hang in the peloton (I beg all you aspiring bike writers to note: peloton is spelled peloton not peleton and while I'm at it, pedaling is not spelled peddling. Dang, now I'm going to have to be grammatically perfect!), and throw in or follow a few attacks just that the punch isn't quite there yet.

Then there's always that guy, Land Park was no different--the one that seem destined to prevent you from going back to work on Monday. There

are two types: the one that follows you around no matter where you locate yourself in the peloton or the guy, despite that he just turned 50, or maybe because of it, tries to shoulder you during an unimportant part of the race. The race always goes slowly at first--seems that you've been racing since dawn but you've only done 3 laps and are 5 minutes into the race. Then time changes and suddenly there are only 3 laps to go. I moved up to the front followed an attack but it was neutralized when one of the attackers in



front of me inexplicably sat up, despite the fact we had a 20 meter separation from the pack. The pack swallowed us, wobbly guy got in front of me and my race was done. First race done, nothing to be proud of but then again I wasn't expecting much.

Next day was Bariani and I woke up feeling the day's previous effort, plus the skate skiing session, 6 mile mountain run and all day backcountry ski several days before. C*@p, can you say weekend warrior! Nevertheless,



Fast car, Fast men!
Photo credit: not specified

I figured the race would be good fitness and I would help my teammates where possible. I followed a few attacks in the first lap that went nowhere, then Chris Bowlus got away and several teammates and I helped block for him to lengthen the break's lead. On the third lap, the pace erratically increased and decreased, which sapped me to no end. A bridge of 5 riders went up the road and I really wished I had something in the tank and the right position when they went, as they would have towed me for a free break ride.

No such luck! I stuck in and held on. Chris ended up 6th, a great result, given the strong field. Fred Schnaars gets strong/ironman of the day as he did 100+ miles racing both the 45+ and 55+ races. 2nd race down, nothing to be proud of but the attacks and pace will translate into better results in April and May!



Mark Stringer on the podium at Bariani
Photo Credit: unknown

News from the 4's (soon to be 3's!)

By: Mark Stringer

I'd been getting a little anxious in the run up to Bariani Road Race, both in terms of the gravel we'd seen on the pre-ride, but also because I was still searching for my first points... So I took some inspiration from one Mr Cozza and decided I needed to be more badass. I had a plan... stick around the front going through the first sequence of corners and see if a break would get away. Nothing ever goes to plan though, and the headwinds made me put the badass back in the pocket for the first part. Coming round the second lap, I got my chance going through the rollers when the pack let one guy go. When a Sierra Nevada rider went to bridge, badass reared its head and off I went after them for a glorious escape. Or so I thought. Twenty minutes later we knew we were done, and thankfully DBC teammate Sam Haraway was around to pick me up and give me some shelter just as a big bunch attacked. Coming through the final lap, two guys got away near the start of the lap. Are we going to chase? Apparently not. Coming through the rollers, Sam went for a massive effort, and stayed off the front for a good mile and a half at crazy speed, but the pack eventually got him, setting us up for the sprint for third. Sitting in about 10th, I worked my way up slowly before going as hard as I could up the small roller before the finish, cresting it in the lead. I thought I was done when I saw 300m to go, but managed to keep pushing and crossed the line a very happy man!



Mark Stringer on Wards Ferry Podium
Photo Credit: unknown

When I saw the Wards Ferry Road Race course I figured that I had to go. Finally, a chance to payback all the pain dished out by the sprinters. Of course what I didn't reckon on was the sprinters not coming, so once again I found myself in a world of pain and desperately trying not to get dropped on the descent. It all seemed to be going ok; a couple of breaks had come and gone, but on the last lap suddenly two guys jumped clear and gained a bunch of ground.

When another two got clear on the descent it was time to man up. Heart in my mouth I took on the descent and chased hard. Finally, with most of the pack still hot on my heels, we got back together again for the slog to the line. It seemed simple enough though. Attack on the penultimate

Davis Bike Club Welcomes Our New & Renewing Members

- Steve Cimini
- Leo Rainer and Paula Whitton
- Beth Dillman
- Monica Rudman
- Diana Taylor and Rich Gagnon
- Barbara Anderson
- Kevin Van Gundy
- Renee Encoyand
- Jeffrey Weaver
- Rico Arquisola
- Weil Family
- Alexander Levin
- Trent Edwards
- George Hoover

roller and suffer through the dip and final upwards punch. What I didn't count on was hitting that penultimate climb only to watch two guys do exactly that to me. Legs screaming I caught onto the second bunch of two as they screamed away. Just keep in touch I told myself! Hitting that final climb, the leader of our group of three fell away and the next man was away. I watched the gap grow until suddenly he seemed to hit a wall just as I was emptying the tank. We drew level just before the line and we both lunged. Did you take it, I asked him? No, you did. He was correct, but it must have been the tiniest of margins.

Next month: Reports from the team on the latest races.

Fourth annual Bike Loop-alooza returns to Davis on May 5

by Trish Price and Russell Reagan

Half of the proceeds from DBC's April Alpinsanity hill climbing challenge last year went to Davis Bicycles!, the local bike advocacy group that works to improve bicycling infrastructure and encourage more bicycling school children in Davis. The DB! School Committee used the generous gift from DBC to help pay for its Bike Rodeos where children learn bike safety skills, and the annual **Loop-alooza** family ride around the Davis Bike Loop.

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 three! 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. In addition to sales and other sources, 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 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.

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

The stations featured activities like bike safety checks, helmet fitting, bird watching, super-soaker battles, as well as collecting prizes as participants rode around the loop. Each young participant obtained a Passport at the beginning of the ride and they received stamps at each station. 61 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; all of them told us they came to Davis just to do



Loop-alooza participants at Community Park, one of 10 stations spaced one to two miles apart around the Bike Loop.

this family ride. It seems we've found a niche and we are very pleased to offer this opportunity to families throughout the area.

The Bike Loop stretches 12 miles around the City of Davis. It was 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 DB! School 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 "Like" us on Facebook at: <http://www.facebook.com/pages/Davis-Bicycles-Kids/437619076316712> or visit www.davisbicycles.org.

Cycletar, a bicycle/guitar inspired by Davis California.

by Harrison Phipps

I have built and repaired guitars and other fretted instruments since 1975 and have lived in Davis since 1988. After years of bike riding around Davis and working with many of the local guitar players, it seemed natural that Davis should have a guitar made with recycled

The curves of some popular electric guitar bodies closely match the radii of gear sprockets...



bike parts. The curves of some popular electric guitar bodies closely match the radii of gear sprockets and a bike chain wrapped around the sprockets could hold the guitar's shape when all welded together. Many visits to Davis bike shops yielded a box of used sprockets, chain, brake cable housing, shift levers and much more. A friend put me in touch with Dr. Steve Nowicki, a local developmental and behavioral pediatrician, musician, artist and welder. Steve

welded the body while I made the neck out of curly maple. The wires from the electric guitar pickups go through brake noodles and cable housing to the volume control



housed in one of the smaller gear sprocket towers. It feels more comfortable than I imagined, well balanced and weighs only 8 pounds (I could make it a little lighter by removing the rear reflector like I used to do on my mountain bike). The metal parts on the back of the Cycletar are inlaid into routed channels to have a smooth feel. Thanks to Dr. Steve for all his welding and artistic assistance!



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



Title: I love stop signs, NOT

by John Hess

I don't know about you, but I'm getting tired of stop signs. Except for these: I nominate this pair of stop signs for the Guinness Book of World Records for stop signs with the smallest distance between them (with the signs oriented for the same traffic flow): 20 feet. The first stop sign has cars stop before crossing a bike path; the second stop sign has cars stop before entering traffic on Orchard Rd. Interestingly, automobiles stopped at stop sign 2 will block the bike path, but oh well.

2013 Cycle Davis

by Jan Bridge

Adrian, Bryce, Cezanne . . . Lemon, Mer-ganzer, Olive, Purdue . . . Westnesse, Yana, Zamora. Artists, colleges, Middle-earth names, National Parks, Native American families, songbirds, trees and waterfowl. Avenues, boulevards, courts, drives, lanes, and places. I have ridden almost all.

Neighborhoods once old experiencing rebirth. Neighborhoods once new, aging with grace, and some not so.

Speed bumps, speed humps, speed tables. I prefer the last, and hate the unannounced – rattling my teeth, jarring my frame, and my bike doesn't like them either.

Eighty percent of my 500 March Madness miles, ridden within the Davis City limits.



Sievers in the Wind

by Adam Bridge

Riding west, the world's wind gusting from the north, I watch criss-crossing white streaks, seven miles overhead, riding another wind, north and west. Seri tells me the west-bound are headed to Hawaii, the others for Seattle, Anchorage, Tokyo, Seoul, and Beijing.

I imagine passengers with spreadsheets, movies, novels, magazines both paper and electronic, while others in reverie recall poignant partings or anticipate a vacation holiday or a new lover's greeting upon arrival. Soon all that remain are mile-wide wavering bands.

I turn home to my own lover's greeting, real and inviting.