



Changing Gears

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President's Message

by Barbara Anderson



I hope everyone has had a great summer and that you've been able to get in plenty of riding. We've been favored with decent weather (i.e., less-than-100-degree days), which definitely make me want to get out on my bike.

I want to make sure all of you are aware of how successful your club's events are. In the past months, we've staged the Davis Double Century, the Gold Rush Randonee, and the Fourth of July Criterium. These events bring riders from around the state and, certainly in the case of the GRR, from around the world. The club always receives high praise from these riders, who heap kudos on the volunteers for making their experience such a positive one. We all owe a debt of gratitude to these events' organizers for making sure the DBC ranks high in our participants' esteem. These events are important to our club's solvency, helping to fund many of our activities, and volunteers are the lifeblood of making it all work. See the report from our treasurer, Marnelle Gleason, in this issue of the newsletter, for some details.

Speaking of DBC events, the Foxy's Fall Century is just around the corner—as always, the third Saturday in October—and it, too, needs plenty of volunteer effort to ensure its success. Visit the DBC home page (davisbikeclub.org), click on the Foxy's link, and choose a spot to lend a hand. The Foxy's is always one of our most popular events, and there are lots of opportunities to contribute.

There are still a few tours remaining on the calendar, and some still have an opening or two. So if you're looking for a bicycling holiday, check out the tour schedule on the DBC web page.

As we and the calendar roll into fall, keep a sharper-than-usual eye out for new (or rusty) cyclists coming into town for the start of the UC Davis academic year, and for those children who (hooray!) are riding their bikes to school. Patience, patience, patience . . . and if we can set a good example at stop signs and by using front and rear lights, all the better.

The board is taking the Labor Day holiday and will not meet in September, but we are always available to you via email if you have concerns or questions (or even kind words); our contact information is on the DBC web page under "About Us." Hope to see many of you at the club general meetings, volunteering at the Foxy's, or out on a ride.

Stay safe.

Barbara

Barbara Anderson

Tour Report: Oregon Coast Tour

by Phil Coleman

A club bike tour is a combination of many components. The Tour Leader(s), the route, the number and personality of the participants, the places where you stay, and the support, which includes route sheets, sag wagon driver, and available refreshments.

In general terms, the Tour route traveled west from Eugene to the Pacific Coast. Then we hugged the coast south-bound, ending up in Crescent City, California.

These variables can be controlled. What can't be controlled yet indelibly mark the level of success of a bike tour is weather conditions, accidents, and bike mechanical problems.

Looking at all these elements in total, the recent Oregon Coast Bike Tour was a success beyond any reasonable expectation. The 10-day trip started in the charming college town of Eugene, Oregon which has received national recognition for being cycling friendly. Before the Tour even officially began, we took part in a pre-arranged group tour of the Co-Motion Bike Factory.

This hour-long tour was most characterized by demonstrations by artisans and craftsman, each of whom had a particular area of expertise in the manufacturing of premium bicycles.



Bruce & Marilyn Dewey examine a frame being constructed at Co-Motion Bike Factory
Photo Credit: Deb Ford

As we moved from work station to work station, we expected these presenters to be skilled in their particular craft. But equally impressive were their communication skills. Every Co-Motion employee displayed exceptional talents in translating the most technical parts of bike building into understandable terms for lay cyclists.

In general terms, the Tour route traveled west from Eugene to the Pacific Coast. Then we hugged the coast south-bound, ending up in Crescent City, California.

The north to south route was fortuitous. Coastal winds were brisk and out of the north. For most days we were "pushed" along by Mama Nature and no rider complained. Each travel day was 50-60 miles, allowing plenty of time

The north to south route was fortuitous. Coastal winds were brisk and out of the north

to check the local sights and cuisine. Oregon coastal towns are similar to most ocean front towns, linear in shape, appealing to tourists, and traveled

by one main road on to the next coastal town a few miles distant.



Photo Credit: Deb Ford

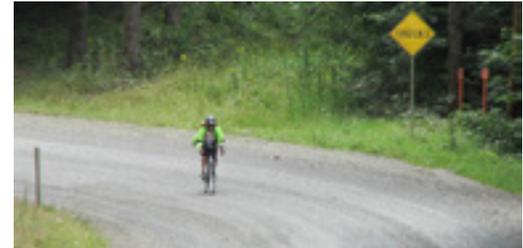
Oregon is noted for its rain. But we had none. The morning coastal fog disappeared by 10am. It never exceeded 80 degrees on any given day. Meanwhile, Davis was in triple-digits.

Crossing outlet rivers, bays, and

inlets meant crossing many bridges. Most of the bridges date back 50-100 years and possess a distinctive Oregon architectural style. And while they may be attractive, their vintage meant that there was little or no accommodation for cyclists. One interesting add-on feature for cyclists was a button at the entrance way to a couple of bridges. Before crossing, a cyclist pushed the button which activated a large highway department sign saying that a cyclist was crossing.

Our sag driver, Jack Berger, deserves special recognition. As a professional care giver, Jack is attuned to looking out for the health and welfare of others. As our omnipresent sag driver, seldom was the time during the Tour that we didn't see Jack.

His presence was a large part of the fact that nobody sustained an injury or disabling mechanical problem during the entire tour. Without



Traversing a stretch of gravel road
Photo Credit: Deb Ford

exception, even the early arriving tour riders had their luggage waiting for them, thanks to our dedicated sag driver.

A very special feature of the Oregon Coast Tour was the presence of

Bruce Warne. Bruce did not officially accompany us on the Tour, already staying in his summer home in Newport (one of our stops). Bruce rode out to meet us half-way on that particular ride day and escorted us to his home turf. Two of Bruce's cycling buddies, Skip and Conrad, also joined us. Together, they helped us by calling out approaching hills and their distance, and were especially appreciated when we had to cycle-cross a 2-mile stretch of gravel road.

Newport was a lay-over day and Bruce and his two buds escorted us on an optional ride to Bruce's home, where we were treated to an exceptional deli buffet and an assortment of beverages. Then, we sprawled around the family room floor and saw a taped stage of the Tour de France on Bruce's flat-screen TV.

That same evening was a pre-arranged group dinner in our



Photo Credit: Deb Ford

own private dining room. Elliott, the owner of a local bike shop purchased wine for our table. What a kind gesture.

Saving, arguably, the best for the last, the Southern Oregon coast differs from what we are familiar with here in California. It's the same water, but the geology is different. Just a few hundred feet from the shoreline, are these rock spires and formations. An ocean shore is a thing of beauty in itself. Sprinkling these varied shaped rock formations was a visual delight. As cyclists, we had to be careful not to become too entranced. We'd run off the road or into traffic. Fortunately, that never happened.

Davis Bike Club Oregon Tour Group
Photo Credit: Deb Ford

Davis Bike Club Welcomes...

- David Alcalay
- Randy Wood
- Jeffrey Pritchett
- Gena Harper
- John Haine
- Michael Shearer, Julia Garcia, Zoe Garcia, Timo Shearer, Elise Shearer
- Ray, Cindy and Aaron Bryan
- Brian Charn
- Alvin Carpenter
- Jim Austin
- Pamela Martineau
- Chris Eshenaur
- Matteo Telli

Vintage Foxy's T-shirts Wanted

by Barbara Anderson

If you're a veteran Foxy's Fall Century rider and have the T-shirts to prove it, here's a way to share your largesse. Melody Delano, granddaughter of Ed "Foxy" Delano, for whom the event is named, is seeking donations of Foxy's T-shirts to include in a display at Start/Finish.

This will be the fourth consecutive year Melody has set up the display table at the event and she plans to continue each year going forward. Her current Foxy's collection includes shirts from 1991, 1997, 2010, 2011, and 2012. If you have a shirt from any of the other years that you'd be willing to donate, you can contact Melody at brimelroesner@juno.com, or you can just bring the shirt the morning of the ride. If you'd like to be recognized as the donor, a card with your name can be attached to the shirt. Melody is the curator of all her grandfather's diaries, memorabilia, and ride history; your shirt will be kept with that collection and will be displayed every year at the Foxy's.

Hope to see lots of historic Foxy's T-shirts at this year's event!

DC and 4th of July Financial Report

By Marnelle Gleason, Treasurer

These are the reports for the 2013 Double Century Ride in May and the 4th of July Critierium. Both events were run very successfully thanks to the individual effort of the captains and to the many, many volunteers who pulled together. It is always a team effort. Leading our teams are very capable people.

For the Double Century we had **Robin Neuman** working closely with **Scott Alumbaugh**.

The Race Team put on the 4th of July Critierium led by **Jason Eiserich, Jeff Slaton, John Steggall** and **Fred Schnaars** among others.

A special thanks goes out to all the great volunteers of DBC and DBC-RT for coming together to work many hours on these worthwhile events. We thank you!

DOUBLE CENTURY RIDE 2013 REPORT

INCOME		
Entry Fees	\$55,434.00	
Jerseys, shirts, other	\$822.00	
	\$56,256.00	
EXPENSES		
Dinners	\$11,054.00	
Food for riders	\$13,771.00	
Insurance	\$1,237.00	
Permits	\$1,357.00	
Police	\$1,378.00	
Pre-ride Dinner	\$1,800.00	
Rentals, all	\$3,354.00	
Rental, Truck	\$1,901.00	
Reststop Expenses	\$1,095.00	
Shirts	\$3,349.00	
Supplies, other**	\$2,490.00	
Waste Removal	\$352.00	
Worker's Ride	\$334.00	
Misc. items	\$4,331.00	
	\$47,803.00	
NET INCOME	\$8,453.00	

4th of July Critierium Report

INCOME

WePay entries	\$8,600.00
Race Day Entries	\$5,380.00
Sponsorships	\$7,249.00

\$21,229.00

Expenses

Announcers	\$350.00
Awards	\$6,170.00
Officials	\$1,831.00
Permits	\$310.00
Printing	\$41.00
Rentals	\$2,295.00
Supplies	\$874.00
USCF-NCNCA	\$1,746.00

\$13,617.00

NET INCOME

\$7,612.00

** Deposits, Donations for services, First Aid
Gas reimbursements, Printing,
Postage

3's dominate the 4th!

Tom Theisen and Jon Penalzo

Tom: Being a transplant from Wisconsin, the recent heat has been a new experience for me. The 4th of July crit was no exception. The Davis race team was well represented in the Cat 3 race, so we thought we should be able to get a good result to show for it. The previous weekend was my first experience racing in > 100 degree heat, and it didn't go very well for me. On the 4th, I discovered the ice-sock strategy, (Thanks Reggie!) and put that into practice.

Our pre-race strategy was to conserve energy for the first half of the race. In the second half, we would use our numbers to establish a break and provide some blocking. The first half was fairly uneventful for me. There were a few short break attempts, but they all came back quickly. I never touched the front. In the second half of the race, the Davis riders started moving toward the front of the field.

By the time we hit five laps to go, I was able to get into the first 10 wheels or so. There was an established 2 rider break with a Data Driven Athlete rider. Because of all the turns, the Davis crit course seems to be a little more difficult than average to get an effective chase organized. Because of that and some good control of the front of the field by Data Driven Athlete, the gap to the break was remaining steady. Without a rider in the break, we were beginning to lose our chance at the race. With about 3 to go, I was in the first few riders, and well positioned to move up. I seized the opportunity to get to the front and put in a hard pull to take some time out of the break. After a minute or two of what felt like a solid effort, the gap was visibly reduced, but still not caught. The pace lulled for a moment as I waved the next rider through, but none were coming. Either there were blockers behind me, or the field was content to race for third. I continued pressing the pace and was able to just pull up behind the break before completely running out of juice and falling to the back.

I finished the final lap of the race hanging on to the back without being able to see what was happening at the front, but fortunately Jon was able to capitalize on catch by winning the field sprint.

As the race was winding toward the final laps, a threatening break of two got up the road to a little under ten seconds advantage. One well-represented team was in it, and they blocked effectively and covered all the chasing moves. With three laps to go, I realized it might actually stick, and started weighing if I should try to bridge up with a lap and a half to go, though I didn't like that scenario much.

Jon: Right when I started to panic about the finish, the front of the race started railing it. I wasn't sure who was on the front until I saw Tom stringing out the field around the first corner. He was taking the hero pull to bring back the break, and before the lap was over we had them within our reach and they sat up.

The last lap was easy going, no one was controlling the pace so I surfed wheels from around fifth at the start/finish to second wheel before the last corner. Joe Dickerson, who raced the P/1/2 race earlier in the day, gave me the advice to come out of the last corner as first wheel, so I took the inside line and started my sprint right out of the apex. I came a little wide, took a glance back and glimpsed a Team City rider contesting the sprint on the inside. I corrected my line and held the sprint to the finish line because I knew it would be close. I was quite happy to take a win for the DBC at our home race, and couldn't have done it without my teammates!

Editor's Note

by Adam Bridge

Publication of "Changing Gears" will be on the 15th of the month through the end of 2013 due to travel requirements on my part. As a rule of thumb the deadline for any issue will be the 12th of the month although having your submission to me by the 10th would be a bit easier.

Submissions can come as plain-text in e-mail or as attached Word documents. Images should have the name of the photographer and a description of contents. People should be identified by full name if possible.

And an apology to the Race Team: due to an e-mail mishap on my end, one that continues to plague me, an article about the Dunnigan Hills race is not included in this issue. I'll hold that for next month.

Boonville Race Report

by Sam Haraway

Short version: Mark Stringer rode away from the elite 4's pack near the bottom of the first climb and took the KOM, alone, on the second climb. We don't see him for 25 miles, then it was my turn.

Long version: I was afraid of this one. If you're unfamiliar with the Boonville Road Race, this 67-mile loop with 9000 feet of climbing leads riders through Mendocino County and along Highway 1. The first climb comes immediately after the promenade, and it's a rude one. Mark and I moved up through the pack, and he quickly flew the coup. The rumor mill churned: "Is that the guy from Mt Ham?" "We shouldn't let him go!" But amidst the screeching Garmin's it was clear no one could respond. (Note: turn off your threshold alarms before a race!)

The first two climbs decimated the field and 25 miles later, along the beautiful Highway 1, the remaining 8 of us caught up to Mark. I anxiously put in a dig on a steep pitch and was soon joined by Graham Abra (Squadra SF). We had maybe 20 seconds but were stopped by road work. Together again, our front group turned inland, onto a steep, 3-mile climb. The gaps were instantaneous. The same Squadra dude soon had 20 bike lengths on me. Realizing I had the same separation on the next rider behind me, I dug in and closed the gap. The climb grew steeper. My legs protested, but we were going well clear of the group. Graham agreed to set tempo until we were over the climb, though he surely could have dropped me.

A few rollers later, 20 miles from the finish, the elastic stretched again. "I'm getting dropped," I thought. I bit my lip again. Lactic hell, and at least another hour to go. As Graham came back to me, he asked me to set the pace, but immediately slipped off my wheel. This far to go I really wanted a friend, but the gap grew even as I hesitated to press on.

Soon I was alone. I had dreamt about a situation like this many times but never thought it would become reality. The next hour or so is a blur: I channeled my inner breakaway artist, Phil Liggett screamed at me, I ran out of water, fought through some cramps, and was surely lost at one point. Thanks to Mark's blocking in the group, though, I built up enough time to pretty much walk up the final climb—and I was definitely a slug by that point—and take my first victory. Mark came home for second, too!

Boonville is an amazing race, if you like climbing. The course is stunning and the promoters have the organization nailed. Highly recommended!



Sam Karaway, Mark Stringer and Matt Rodriguez following their races at Boonville
Photo Credit: Alex Chiu