



# Changing Gears

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## 200 miles at 75

Larry Burdick completes the Davis Double Century after challenging March for over 3,100 miles! Way to ride Larry!



Larry Burdick approaches the rest stop near the summit of the Big Canyon climb on the Davis Double Century

Photo Credit: Roger Kohn



Larry arrives in Middletown.

Photo Credit: Kathy Stewart



Riders approach the Big Canyon rest stop on a glorious day.

Photo Credit: Roger Kohn



Warming up pro-style

Photo Credit: Kristen Hill

## My Junior Team Experience

by Jack Hargrove

I'm Jack Hargrove, a member of the Davis Bike Club Race Team Juniors Squad. I started racing last year in May as a 10-12 year old, and now I am a 13-14 year old. I really enjoy racing. Even though it can be hard at times, it is always fun and is a great sport for all people.

At some of my races, I have had bad luck. At the first JPS race of the season, the Cherry Pie Crit, I was sick with bronchitis. But, I really wanted to do the race, so I still woke up in the morning even though I didn't feel good. I raced and had fun, although I wasn't able to do as well as I wanted to. At the Land Park Criterium, another JPS race, I was doing okay until the last few laps. I had a flat tire with about 4 laps to go, and I finally had to pull out with about 1 lap to go. I was really bummed, but I learned to always bring pit wheels. Lastly, at Copperopolis Road Race, a race I had been looking forward to because my Dad loves the course so much, and training for over 5 weeks, I crashed.

About 5 minutes into the race, I touched wheels with the rider in front of me at 25 mph. I went down pretty hard, and I had a cracked helmet and some scrapes and bruises, but nothing serious. I rested for a week, and then I got back on my bike. I am not afraid to ride close together even after that crash, because I learned to not overlap wheels and to be safer.

Along with the bad, I have also had many good races. I did fairly well at the Golden State races, which were 2 races, a crit the first day and a circuit race the next. On the first day, I couldn't stay up with the pack, but I rode with two teammates for most of the race and got 5th. The next day, I couldn't get to the pack, but I worked with a teammate the entire time until the end, when he beat me in a sprint and I got 6th. Also, I did the Folsom Classic Crit recently. I was able to stay with the front group of 6 riders the entire time. We yo-yoed from fast to slow, and I ended up getting 5th. Doing races is always fun, but the feeling you get when you do well is awesome!

My team Coach and fellow juniors have all helped me learn to ride. Riding with my teammates helps prepare me for races. We challenge each other through sprints during the rides and ride in pace lines to get used to riding close together with people. Also, hanging out with the rest of the juniors is very fun and adds to the joy of racing. Additionally, my coach, Kristen Hill, has helped us all during team rides and has sent many of us training rides to do at home. She also helps organize many of the races. Overall, being on a team and bike racing is a great experience for people of all ages.

## Modesto Criterium Race Report or "To be smart or lucky, that is the question"

By Bernhard Sturm

Elite 4/5s

Place: 13th

Field size 31 (mainly 4s)

**Short version:** rode smart the whole race, got pushed out of position due to sketchy riding in the 2nd to last lap, could not recover, sprinted for nothing.

**Long version:** Going into the race I knew I wanted to ride towards the front of the pack due to the technical course (figure 8, eight corners) and the dot bots that were everywhere. I also knew that it was a short sprint from the last corner and that I wanted to be in the top 5 going into the last two corners. Good plan. So what about execution?

During the race, I stuck to the front half of the pack and avoided most of the accordion effect and sketchy riding. There were always some riders happy to take the inside line in the corners and the Botts' dots definitely affected the lines taken by the pack. But for the most part everyone adjusted and settled down. I tested the finish by going (and winning) a prime early enough to recover. Basically nothing exciting happened, no break attempts of any kind even from the teams well represented (Strada, Audi, Fun Sports Bike). There was a crash but no impact and the rider got back in after his free lap.

Fast forwarding to the final laps: I started moving up in the field so I could be in position. Clearly I was not the only one with this plan, but I was top 10 in the second to last lap when a Red Kite rider pushed his way through the middle of the field making contact, i.e., generous shoulder pressure, with the rider in front of me and bumping him out of the pack. Unfortunately I was riding with overlapping wheels and I was pushed out of position as well. At least everyone stayed

rubber side down, but I suddenly found myself much deeper in the field than I wanted. Tried to make my way back up but did not have enough time/room/aggressiveness. I still sprinted but now I wonder why.

### Master's 35+ 4/5

**Place:** 1st

**Field size** 29 (mainly 4's)

Short version: Got in touch with my inner Big (Chris Bowlus) and was looking for opportunities to form a break. Nothing worked until I launched during a prime lap with 15 minutes to go. Separation turned into a gap and then a decent lead. Rode the last 9 laps on my own and finished first!

**Long version:** Same course, same plan. Until I watched the end of the preceding race (Masters 35+ 1/2/3) which was won on a 12 lap solo break. Pretty exciting and I noted three things: 1) the rider rode within his limits; 2) he quickly got out of sight; and 3) his lines were very different from those I rode in my earlier race. My plan was amended to look for break opportunities.

During the first half of the race, I rode in the top 5-15. I heard some bickering in the back that further convinced me to stick to the front half then practiced moving up during prime laps but was outsprinted every time by the same guy. Hmmmm. Then a crash somewhere behind was the signal to go. I got a bit of a gap with a Berkeley Bike Club rider, pulled for a bit, signaled for him to pull through and got nothing. After asking him if he was going to work then receiving an honest "no", I tried to drop him only to be signaled by the officials to slow down because the crashed rider was still on the road. We were re-absorbed by the peloton.

With 15 minutes left the race officials rang the prime bell. I attacked! 15 minutes seemed doable especially if I got some help. I also thought the chances were good that the field would let some riders go thinking it was just a prime and they would get reabsorbed. I got a gap, continued to hammer, then saw 4 riders chasing, considered waiting for them. Instead I decided to go full gas and make them work to catch me. They never latched on.

WWBD? What would Big do? TT time! I put my head down and kept riding. Next thing I knew the lap cards were out with 7 to go. I could not see the field when looking back, and I was lapping stragglers. I was now all in and had 10 unpleasant minutes ahead of me and thought it would be just like coming back from the last 5 miles of the Putah Creek Smackdown Time Trial.

What was the best part during the solo? I could chose my lines and was to pedal through all the corners much more efficient than the lines ridden by the pack. What was the second best part? The crowd actually

### Davis Bike Club Welcomes Our New & Renewing Members

- Rich Liz and Alex Boettner
- Marlene Hanson
- Hickman family
- Daniel Stark
- Lora and Stewart Murray
- Lizzy Hendrix
- Bryant Henley
- Gary Button
- Lawrence Kluck
- Sandra Leon
- Larry Walker

got into it! I was getting cheers (thanks in particular to Jason Martel Dye who was warming up along the course).

The mental game began: 5 laps to go (they must be chasing hard by now); 4 to go (where are they?); 3 to go (where are they? I am tired); 2 to go (really? DO NOT let up yet, oh and you better avoid that cone and a stupid solo crash); bell lap (time bring it home). I finished solo, not sure how big my lead was in the end. After having a chat with Paul Mitchell (ex DBC) it sounds like the field was confused and never got organized. Audi riders got on the front and controlled the pace. Paul actually thought an Audi rider was off the front. I quickly got out of sight until I was spotted again at the narrow section of the figure eight with almost a half lap lead. The stragglers also helped hide my move and no one in the field seemed intent on chasing; field's problem not mine. I am definitely not about to complain about the situation and outcome!

Lesson learned: So to be smart or lucky? It doesn't matter, but being willing to shake things up, rather than remain in the pack, can go a long way.



Mark Stringer putting the hurt on the peloton at the Wente Road Race in the 4's

**LIVESTRONG****LiveSTRONG volunteers needed!**

by Janice Bridge

It is JUNE!!! The **LIVESTRONG** cycle ride is scheduled for Sunday, June 23rd. This is the third year that for the **LIVESTRONG** fundraising event to begin and end in Davis. Experience shows that the **LIVESTRONG** staff and volunteers are respectful of the volunteer experience, and the work is well appreciated.

Currently we are recruiting local riders to assist as course marshals on the day of the ride. With sufficient volunteers, we will be able to schedule shifts of no more than 4 hours (many as little as 2 hours) and at the location which best suits your other plans for the day.

But **FIRST** you need to volunteer to serve as a course marshal.

**LIVESTRONG** requires ALL volunteers must register through the online form. Here is the link:

[http://highfiveevents.com/events/livestrong/lsc\\_davis\\_vol\\_reg.asp](http://highfiveevents.com/events/livestrong/lsc_davis_vol_reg.asp)

Please, if you can, visit this site and complete a registration to volunteer for course marshal. This will place you in the system and allow us to contact you so you can select your location and/or time of service.

For it to be as easy on all volunteers, we need **MANY** course marshals - it would be a **HUGE** benefit to us if you would share the information with your friends and family members so that perhaps we can fill all of the spots early

If you have any questions, or are not able to register, please send an email to <mailto:janice.bridge@gmail.com>

**Notes from my Delta Century ride**

by Shannon Ramsay

My bike ride through the lovely wine country in the Sacramento delta area got off to a bit of a bumpy start on the morning of Sunday, May 5, 2013. I guess my captain Tawny's GPS program was not completely awake and working at full capacity yet at 7:15 a.m. that morning. We had to take a bit of a detour because the navigational application we were using told us we had eleven miles left to traverse before we came to our turn off point for the winery where the ride was starting from. In fact, we were already approaching Stockton at that point. We had to turn around and use our common sense to navigate back to Lodei. The technology sure wasn't working for us that morning.

When we arrived at the starting point for the ride, we parked our van in a lot of thick springy wet grass and rolled our blue Trek mountain tandem over to the check-in table. I always get a kick out of it when a volunteer tries to hand me a route sheet. I guess they are just following some sort of procedure, but I sometimes wonder if they actually think I can see well enough to read the map and follow printed directions. Who knows, I have been told from time to time that I don't "look blind" whatever that is supposed to mean.

My captain and I started off on our 62-mile route which took us through beautiful rolling wine country, over a levy, and along a river. This ride only had 450 feet of climbing in it, so our hill-climbing powers were not challenged very much this time around. My captain would call out that we were climbing up a 10-foot or 20-foot rise just to make sure I did not miss out on the fact that we were actually going up something.

A little bit of spice was added to our ride when a male pitbull dashed out into the road and decided to chase us for a little while. He came right up along our front wheel and locked eyes with my captain. He was not growling or showing his teeth, but it really was not clear if he just wanted to play or if he was looking to take a nice big tasty bite out of one of our legs. Thankfully, that dog eventually lost interest in us and turned around to go back to his home. The extra spurt of speed we had to put on to outrun the pitbull sure had my heart banging around in my chest.

Many motorists still do not seem to recognize the fact that cyclists have every bit as much right to occupy the roadways as they do. We got the "get out of the road" honk two or three times during the ride. These drivers wanted us to move out of their way so they would not have to slow down for ten seconds or so. Never mind that the nonexistent shoulders they expected us to ride on were made up of large gravel and weeds and they were far from safe for cyclists.

I was definitely ready to get out of the saddle and stretch my legs for a little while when we got to the ferry crossing which was part of the ride. It was a nice treat to enjoy the ride from one side of the canal we were crossing to the other side without pedaling. Too bad that ferry ride was so very short!

Six miles later we arrived at the rest stop where lunch was being served. I sure was thankful for the opportunity to plop my sore butt down in a real chair and relax for a little while. One of the volunteers at the lunch stop had a cute little female dog with him. She padded over to where I was sitting and nudged my leg with her cold wet nose. I could just hear her thinking, "You know I am soooo cute that you just have to share your meal

with me.” Despite the pooch’s sweet manners and pure adorableness I resisted the temptation to give her some of my turkey and Jack cheese sandwich. I needed every single calorie I could get after all to complete the ride.

After we had gotten all rested and refueled, at least in theory, Tawny and I climbed back up on the tandem to slog our way through the last seventeen miles of the ride. It seemed like the miles kept getting longer and longer the closer we came to the finish point of the ride. I sure was relieved when I could climb off of the bike for the final time. It felt really good to just sit and eat and chat and listen to music.

My captain and I ran into a couple she is friends with at the

post-ride meal. This husband and wife team was also riding a tandem, but they were doing the 100-mile version of the ride. They pulled their bike into the finish area for the ride not too long after Tawny and I sat down to dig into lasagna and salad and monster-sized chocolate chip cookies. I guess this couple was out on the course at 6:00 in the morning, and they were definitely faster than Tawny and I could ever be.

On the whole, it was a lovely day with just the right amount of wind and sun. I think I would do this ride again next year. I have to say I sure appreciated a hot shower and my nice warm bed that night when I finally arrived back home.



Dan Barcellos found a new use for bike stands.

Photo Credit: Dan Shadoan

# Great Jerseys

## A sampling snapped at Middletown

Alert rest stop worker Kathy Stewart found the variety and designs worn by many of the DC riders to be beautiful and fascinating. She gathered a selection with her trusty camera phone. Next year perhaps we'll do a whole spread dedicated to the craft of cycling jersey design.



Photo Credit: Kathy Stewart



Photo Credit: Kathy Stewart

## Tweets from the Race Team

Compiled by @pyrobikedude

**Marc Pro - Strava** @marcprostrava

21 apr

@keithhillier wins Stage 1 of the P12 Chico Stage Race. Dropping a bomb on the field in the last 1k. Yeaaaah Boiiii!

**Matt Rodriguez** @therodriguezshow

21 apr



I'm feeling 7-up, feeling 7-up. It's a crisp refreshing feeling crystal clear and light, America's drinkin' 7-up and it sure feels right, feeling lucky 7 feeling 7-up, feeling lucky...

[Keith Hillier, Matt Rodriguez, Roman Kilun drop the field in the gravé. Alex Chiu photo]

**Marc Pro - Strava** @marcprostrava

21 apr

As we hit the rollers, Craig and I were considering sitting up, the peloton was really close, maybe 25 or 30 seconds, when Rosenthal attacked. Craig and I chased after him with the peloton breathing down our necks. We saw a rider bridging up to us, it was Matt Rodriguez from DBC. Matt and I chased hard and eventually got Rosenthal back. After that, it was the Rodriguez Show, as Matt rode eyeballs-out to keep the break alive ending up 5<sup>th</sup>.

**Fred Schnaars** @78Busman11 May

22 apr

I can't tell how excited I get when I read a Race Report like this from Marc Pro Strava's feed, It doesn't get better than that. Feeling a a little giddy, giddyup!

**Michael Claudio** @MCHammer

24 apr

I just have to say, a month or so ago I said to Ben Palmer, "If Matt can dial in his TT, I'd put money on him winning Chico." ...broke his collarbone in January, so didn't have enough time to work on his TT position, yet still did well enough to place 7th overall against a very competitive and highly motivated group of Cat 1/2's. WTG Matt! YATB!

**DBC Juniors: 2013 Article**

by Kennedy Hill

My name is Kennedy Hill, and I have been racing for the past 3 years with the DBCJRT. Since I started racing, I have won 6 State Championships and am currently training to go to Nationals, along with some other teammates.

Over the past few years, I have grown as a rider, with my teammates, and most importantly -with the team. Every year each rider's skills improve and flourish.

Upon each season, we have new riders, old riders, and past riders. This year we have at least eight riders who have been with the team 1 year+. Then, we have the new riders who just joined this year. The set-up of our team is ideal, because not only does our wonderful Coach, coach them, the older more experienced, are like siblings giving advice. All of us older kids remember when we first started, and we always try to reach out to the younger kids and the new riders on our team. The younger kids look up to us on the team and that's an amazing feeling. Our team is a community-whether a teammate is winning or losing, we stick together.



Serious Faces

Photo Credit: Kristin Hill



Working Hard in the 15/16 Race

Photo Credit: Kristin Hill

Sandra. Thank you for being there at all the races with chocolate milk and PB&J! Also huge thanks to our wonderful Coach, Kristen. Every ride and race we improve and grow as riders and we couldn't do it without support, teamwork, hard work and perseverance.

"It never gets easier, you just go faster..." -Greg Lemond

GO DBCRT!!!!

So far this year our team has done around 10+ races. (Last year an average for some of the riders were 33 races in total for the year) The racing year is just starting and we all can't wait to race! We have two races this Memorial Day weekend, both Junior Points Series (JPS).

We are devoted to the JPS races and most of us never miss one. I won last year, and even placed second in the age group up from mine. Many of my other teammates placed 1-3 on the age groups. This year I have stayed in the lead for the points, and my teammates always fight for first in their age groups as well...

Like I said before, a few of the A Team riders and I, will be going to Wisconsin for the Junior Nationals in a few weeks. We are all super stoked and blessed to be hopefully flying out there pretty soon.

This year our team as appointed a Team Mom, Sandra. Thank you for being there at all the races with chocolate milk and PB&J! Also huge thanks to our wonderful Coach, Kristen. Every ride and race we improve and grow as riders and we couldn't do it without support, teamwork, hard work and perseverance.



**SOCAL BIKE RIDES, Summer 2013**

Compiled by Bruce Dewey

**SATURDAY, JUNE 22, 2013: THE GRAND TOUR**

This **Los Angeles Wheelmen** ride celebrates its 55th year in 2013. Rides start in Malibu and go north as far as Moorpark, Ojai, or the Gaviota Pass, depending upon your appetite for long distances.

Double Metric Century, 124 miles. Hilly, but only at the start. Double Century, 200 miles. Lowland or Highland routes. Triple Century, 300 miles. Lowland or Highland routes. Finish the Triple and still have energy to burn? Add another 100-mile loop for the Quadruple Century, 400 miles, and lifelong bragging rights!

Full support, rest stops, sags, and BBQ at the finish. The Grand Tour, by the Los Angeles Wheelmen Bicycle Club, is a California Triple Crown ride for distances of 200 miles or more. For California Triple Crown and its program of 23 Double Centuries in 2013: <http://www.caltriplecrown.com>

More Grand Tour info and registration: <http://www.lawheelmen.org/> Click on the Grand Tour link at the top of the page to see both the downloadable registration form, and a direct link to [Active.com](http://Active.com) for on-line registration. Don't miss the pictures, maps, this year's jersey design.

E-mail INFO: [m.j.grove@dslextreme.com](mailto:m.j.grove@dslextreme.com)

Beat the LATE FEE by registering by June 8! If you have already registered, please remind your friends of the date. And if you have non-riding friends or significant others, invite them to share the Grand Tour experience by helping us put on the best possible endurance ride: Volunteer Coordinator, [pleven@pobox.com](mailto:pleven@pobox.com)

**YEAR ROUND CENTURY RIDES:**

These bike clubs offer free centuries that welcome non-members, and run at least once a month. Check the web pages for the schedules.

**Los Angeles Wheelmen:** <http://www.LAWheelmen.org>

**San Fernando Valley Bike Club:** <http://www.sfvbc.org>

**Orange County Wheelmen:** <http://www.caltriplecrown.com/centuries/>

**OTHER EVENTS AND RIDES THIS YEAR****SATURDAY, June 8, 2013: HAYFORK CENTURY**

NOCAL not SOCAL, but great scenery, almost no traffic in Trinity County and the Klamath mountains. Hayfork Rotary Club offers a figure-eight course with choices from the Family Fun 19-miler up to 115 miles and 10,800 ft. of elevation gain. Support, continental breakfast, rest stops, ride tee shirt, smokehouse BBQ. HQ at Trinity County Fairgrounds (camping, RV space), check website for other accommodations. <http://www.hayforkcentury.com>

**SATURDAY, July 20, 2013: WINDMILL CENTURY**

Tailwinds has a new route for you this year, on roads used by the Amgen Tour. Quarter, Half, and Full Century, touring the scenic canyons, rangelands, and vineyards of northern Santa Barbara County. Tee shirt included IF you register in advance. Full support, rest stops, and a Santa Maria-style BBQ (sirloin, chicken, or vegetarian) at the finish.

<http://www.tailwindsofsantamariabc.org/century.html>

**SATURDAY, AUGUST 3: TOUR DE BIG BEAR**

Starting from The Village at Big Bear, ride 25, 50, 70, or 100 miles. King & Queen of the Mountain Climb with prizes. Weekend events, discounts on lodging, cycling expo, time trial. Big Bear Lake is at 7,000 foot elevation; acclimatize before you exercise! <http://www.tourdebear.com/>

**SATURDAY, AUGUST 17: COOL BREEZE CENTURY**

Channel Islands Bicycle Club starts from Ventura with a choice of routes. They range from a 34-mile flat coastal cruise, to 60, and 100, and the very challenging 125-miler to Ojai and the Casitas Pass. Full support, sags, and a catered lunch will be served after the ride. <http://www.cibike.org/cool-breeze.html>

**SATURDAY, SEPTEMBER 8: AMTRAK CENTURY**

This Orange County Wheelmen ride sells out immediately! Registration opens on June 23, 7:00 a.m., but you must check out the website before then. This beautiful, mostly flat ride starts from Irvine, lunches in Oceanside, ends in San Diego, and returns by a private AMTRAK train -- IF you can get that reservation early. <http://www.ocwheelmen.org/page/show/418585-amtrak-century>