



Changing Gears

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Support Lee Mitchell!

by Glen Mounkes

Please take a look at the Cal Triple Crown web page for Lee Mitchell <http://caltriplecrown.blogspot.com/2013/02/lee-mitchells-fan-club-page.html> Please consider making a blog post on the site. If you haven't already, I'm encouraging every DBC member to mail Lee a card with your thoughts and thanks to:

Lee Mitchell
26 Clark Ct.
Woodland, CA 95776

Words fail me to describe the decades of service Lee has given to the Cycling community. He is a treasure to the DBC and Cycling as a whole. We all wish Lee the best of outcomes and a speedy recovery.



Fifteen Years of March Madness

by Paul Guttenberg

It seems just a few short years ago that a few dedicated cyclists decided to see who could ride the greatest number of miles in the month of March. While at first it had to do with a free breakfast, it swiftly turned into something else. Our miles grew to be more than measurements of distance. Through a miracle not wholly (holy?) unlike transubstantiation, they became safety devices, gifts to the underprivileged, and service to our community. Miraculously, our madness during the month of March became a beacon of cycling dedication to disadvantaged families and the safety of even the poorest children.

How did this transformation take place? Other than the groaning, gnashing of teeth, arguing, internal dissent and external rejection it was quite easy and pleasant. Some had

the notion that we could raise money for helmets to be given to children by logging our miles during the month of March. One of our members, having had some experience with children and helmet programs, volunteered to leap through various hoops in order to obtain very favorable status with a major helmet manufacturer. Meanwhile, dedicated DBC volunteers set about drafting a plan. It was important to identify need. Frankly, if we were to go to a park and ask children "Who would like a free helmet?" just about everyone would raise a hand. We wanted to target the truly disadvantaged, those who would not have a helmet due to their economic circumstances, family situation, or what have you. Utilizing teachers in school classes to identify these children had worked well enough before, so

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we decided to pursue that route. Our coordinator presented the proposal to the school district, and of course there were questions. There were problems

within the city limits. This principal happily agreed, and the parent stuffed teachers mailboxes with a letter offering free helmets to children that could not otherwise obtain them. Within weeks, the orders were tallied, the helmets shipped, boxes emptied, children fit, and the Davis Enterprise, our own hallowed print media organ, photographed the event and published our success. No administrator was going to recommend a program to remove helmets from children, so our program now officially existed. This is not to say that bureaucratic revenge was not exacted, but we are indeed blessed at the DBC with those who thrive on paperwork.

of over seventy crates one year, the truck driver threatened in no uncertain terms to resort to fisticuffs if ever asked to deliver there again. While the neighbors were apprised of the situation, and seemed to be all right with the temporary disruption of tranquility that having a storage area in someone's driveway brings, the DBC member was less than all right with having to fight truck drivers on an annual basis.

Internally we were also torn by dissenting opinions. Some thought giving away helmets encouraged illegal behavior.

that needed to be addressed. There were concerns. There were legal issues. There was, in the end, denial.

Internally we were also torn by dissenting opinions. Some thought giving away helmets encouraged illegal behavior. The thinking ran that California State Law required bicyclists under the age of eighteen to wear helmets, so if parents were not providing helmets to their children, we were encouraging their unlawful neglect by instead providing them for free. By looking for those in need, we were somehow allowing the need to occur. Others questioned, and rightly so, if every child receiving a free helmet would actually have a bicycle. Honestly, we have given helmets to homeless children. One look at such a child running around the playground, gleefully wearing their new helmet provided by the DBC, having received the warm message that someone in the community truly cares about them, dispels all doubt about the righteousness of the gift. Owning a bicycle is secondary. Changing lives takes on many forms. In the end our board unanimously agreed to fund the program and established March Madness as a charitable endeavor.

Growth was exponential, and then some. A DBC volunteer in the Assessor's office knew there was great need in Woodland. Year Two we were there. Happenstance being what it is the school nurse at the public elementary school in Winters lived down the block from the fellow who ordered the helmets for the March Madness program. She saw the truck coming and going, saw the helmets, talked to our DBC member, and asked if it were possible to include her students. Year Two included Winters as well.

Yet another volunteer stepped forward to rescue the program. He possessed rural property, a large barn, and a road that went all the way around the barn so the driver would never have to back up. Not only did his offer keep the program alive, it kept the originator's

We have been able to distribute thousands of helmets over the past fifteen years. Our tally of March Miles is swiftly closing in on one million total miles

nose intact. All agreed that saving this program was

wonderful. Opinions on the nose varied. As years passed we were now able to reach out to more schools, more districts, and neighboring counties.

We have been able to distribute thousands of helmets over the past fifteen years. Our tally of March Miles is swiftly closing in on one million total miles, and should easily surpass that milestone in the next five years or less. Thanks to the

March Kickoff
by John Whitehead

Eleven more months have gone by
Are we ready to ride? Check the sky
If it happens to rain
All month long and sustain
We could sit this one out (watch us try).

Helmet delivery became problematical. In fact, the demands of the program grew so large that the driver for the over-the-road trucking company became more than a little disturbed at having to negotiate a Davis cul-de-sac to deliver several pallets of helmets. After a delivery

widespread support of our members, thousands of children across our section of Northern California have been provided with essential safety equipment. Our riders have a good natured competition with which to jumpstart their riding season every year. More than anything, we are able to demonstrate the caring of the Davis Bike Club for the larger community of cycling.

Administrative rejection was another matter. We had been denied district approval of our program. **Helmet delivery became problematical.**

Instead, one miscreant parent at Davis's oldest operating elementary school simply approached the long time principal of that school with a proposal. This school, sadly no more as of this writing, had many children of need and the most diverse population of any school

West Plainfield Breakfast

by Jack Berg

The West Plainfield Vol FD pancake breakfast will be held on Sunday, March 3rd from 6:30 am to 11am. DBC members who arrive in **DBC identifiable kit** will be given a "free" breakfast. Location is: [24901 County Road 95](#).

A Reflection

Andre Hamel Quebec City, Canada.

As a new DBC member, 2013 March Madness will be my first one. How exciting it is to jump (I should rather write to ride) in such a long tradition ! It is still winter in Quebec so I will have to use the early short rides in my cold country and spin sessions on my stationary in order to complete the precious miles I will enjoy in lovely Yolo county during my 10 days stay in the middle of the month. I picked a 250 miles goal and please let me thank

the DBC members who honor me with their friendship and with whom I hope to share a bit of madness on the road: Ellen, of course, Jim, Marnelle, Adam, Stu, Jeff & Nancy, Robin, Bob and Patty, Gene, Teri, Kathy, Linda, Bruce, Barry, Dan, Larry... thank you so much folks. For me, March Madness is all about friendship and excitement for California roads !

It's Brevet Season

by Eric Senter

The Northern California brevet season is getting into full swing, and DBC's brevet series kicks off in a few short weeks. The brevet series is a sequence of four, increasingly longer cycling distances. 2013 dates are:

- 200km (Sat, March 2, 2013)
- 300km (Sat, March 23, 2013)
- 400km (Sat-Sun, April 20-21, 2013)
- 600km (Fri-Sun, May 3-5, 2013)

In addition to the brevet series, DBC will hold the 4th quadrennial running of the Gold Rush Randonee 1200k on June 24-28.

It's a big year for the ultra-distance section of the Davis Bike Club, and we need your help to make it a success!

Our first event, a 200km brevet, is on Saturday, March 2, and we need several volunteers to staff the event, specifically:

Pope Valley workers: 9:30am to 3:00pm. We need 3 volunteers, one of whom can transport the the other workers and supplies & gear to the turnaround at the Pope Valley Grange.

Finish workers, two shifts of two workers each, to check in riders: 2:00pm to 5:00pm and 5:00pm to 8:30pm, or until the last rider comes in, at the El Macero Park and Ride lot.

Let me know if you can help out! Thanks!

Click to [e-mail Eric Senter](#)

Bikes for Wellness

by Phil Coleman

Dating back a couple of years, the Bike Club partnered with "Bikes For Wellness," a Woodland based group that provides a much needed community service. I've been the sole representative on behalf of DBC.

Bikes For Wellness, refers to the wellness of our mentally disabled (no nasty remarks on my qualifications, please). Many of our mentally and emotionally disabled function perfectly well in our society provided they receive the appropriate medications. Unfortunately, the medications prohibit such persons from legally operating a motor vehicle. They have to either rely on public transportation, or walk.

They can also ride a bike, if they have one. Bikes For Wellness obtains bikes from various sources, but most of them need minor repairs and parts replacements before distribution. This is where I come in, on behalf of the Club. I don't know how many bikes I've repaired but it's quite a few. All went to "good owners" who now expand their transportation range to even become employed! What's not to like about that?

I need, and BFW needs, another volunteer to accept disabled bikes for refurbishment to operating condition. The program has been so successful that the demand is no exceeding our ability to fix bikes in a timely manner.

The program does have a modest budget for reimbursement of parts purchased (e.g., cables and housing). I've patronized a local bike shop for such items and they have given me a price break in the spirit of the need that is being met. I've also asked the DBC membership for a unavailable old part, and have received wonderful responses.

If anybody has bike mechanic skills and is willing to accept the responsibility for 1-2 bikes a month to refurbish, please contact me off-list. I could use the help, and I can refer you to the appropriate person to get going. Thanks for your attention.

Click to [e-mail Phil Coleman](#)

Davis Bike Club Financial Reports for 2012

by Marnelle Gleason, Treasurer

The Board of Directors presents the following information for the club's membership.

In the year 2012, the Board approved a budget of Income and Expense which called for a loss of \$30,000. In fact, the club lost \$25,000 due in large part to a fantastic Double Century and Foxy Fall event. The Income and Expense report shown for 2012 provides actual costs for our main categories. Many of the items have both an Income and Expense number, others are simply expenses. The "Difference" column gives you the amount made or lost. The "Clothing" item was for wool jerseys. Most of the money to pay for the jersey's came in 2011 with the costs incurred in 2012.

We are major sponsors of the DBC Race Team. We also underwrite the DBC Tours. In addition, we give money to local charities and members raising money by riding their bikes through our Philanthropy program. Advocacy supports biking in various ways in our community, such as the US Bicycling Hall of Fame and various bicycling organizations.

Davis Bike Club Budget for 2013

The next report is the current budget passed by the Board for 2013. It projects a loss of \$9,375. This budget may be amended at the next board meeting to bring it into balance.

We will have to make some cuts in order to achieve a balanced budget.

DAVIS BIKE CLUB INCOME & EXPENSE BY CATEGORY 2012			
	INCOME	EXPENSES	DIFFERENCE
Foxy Fall Century	\$84,894	\$58,113	\$26,781
Davis Double Century	\$61,578	\$55,209	\$6,369
DBC Membership	\$10,400		
Race Team Criterium	\$15,126	\$9,853	\$5,273
Interest	\$467		
Ultra/Brevets	\$6,575	\$6,480	\$95
DunlapTime Trial	\$5,956	\$3,268	\$2,688
Insurance, Liability		\$1,475	
March Madness	\$5,138	\$6,796	(\$1,658)
DBC Clothing	\$3,670	\$11,020	(\$7,350)
Advocacy		\$5,987	
Touring/Jersey Rides	\$28,572	\$37,944	(\$9,372)
Philanthropy		\$8,045	
Administration		\$11,508	
Tax Prep, Taxes		\$1,110	
Newsletter		\$0	
Race Team	\$13,714	\$40,381	(\$26,667)
Other Income/Expenses	\$4,403	\$188	
Special Projects		\$8,125	
	\$240,493	\$265,502	-\$25,009

Below is the Approved budget for 2013. Amendments have been suggested to bring it in balance

DAVIS BIKE CLUB BUDGET 2013			
	INCOME	EXPENSES	DIFFERENCE
DBC Membership	\$8,000	\$0	\$8,000
Administration & Meetings		\$7,025	(\$7,025)
Advocacy		\$5,000	(\$5,000)
DBC Clothing Expense/Income	\$500	450	(\$50)
Davis Double Century	\$61,000	\$56,000	\$5,000
DunlapTime Trial	\$6,000	\$4,000	\$2,000
Foxy Fall Century	\$65,000	\$48,000	\$17,000
Interest Income	\$350	\$0	\$350
Insurance, Liability		\$1,650	(\$1,650)
March Madness	\$6,000	\$6,000	\$0
Philanthropy		\$6,000	(\$6,000)
Race Team	\$20,000	\$45,000	(\$25,000)
Criterium (4th of July)	\$18,000	\$10,000	\$8,000
Tax Prep, Taxes		\$1,200	(\$1,200)
Touring/Snack rides	\$8,000	\$15,000	(\$7,000)
Ultra/Brevets	\$50,000	\$45,000	\$5,000
Special Projects		\$2,000	(\$2,000)
Other Income/Expenses	\$100	\$0	\$100
	\$242,950	\$252,325	-\$9,475

DBC NET COST/INCOME BY CATEGORY 2011			
	INCOME	EXPENSES	DIFFERENCE
Foxy Fall Century	\$79,340	\$54,663	\$24,677
Davis Double Century	\$60,481	\$57,228	\$3,253
DBC Membership	\$10,345		\$10,345
Race Team Criterium	\$20,564	\$11,457	\$9,107
Interest	\$629		\$629
Ultra/Brevets	\$7,435	\$7,411	\$24
DunlapTime Trial	\$7,150	\$4,897	\$2,253
Insurance, Liability		\$1,660	(\$1,660)
March Madness	\$2,926	\$9,165	(\$6,239)
DBC Clothing	\$10,617	\$7,891	\$2,726
Advocacy		\$3,425	(\$3,425)
Touring/Jersey Rides	\$20,407	\$25,828	(\$5,421)
Philanthropy		\$6,032	(\$6,032)
Administration		\$9,380	(\$9,380)
Tax Prep, Taxes		\$785	(\$785)
Newsletter		\$15	(\$15)
Race Team	\$23,288	\$49,339	(\$26,051)
Other Income/Expenses	\$410	\$100	\$310
	\$243,592	\$249,276	-\$5,684

DBC BUDGET 2012			
	BUDGETED INCOME	BUDGETED EXPENSES	BUDGETED DIFFERENCE
Foxy Fall Century	\$65,000	\$45,000	\$20,000
Davis Double Century	\$61,000	\$55,000	\$6,000
DBC Membership	\$8,000		\$8,000
Race Team Criterium	\$20,000	\$15,000	\$5,000
Interest	\$500		\$500
Ultra/Brevets	\$8,000	\$8,000	\$0
DunlapTime Trial	\$7,000	\$5,000	\$2,000
Insurance, Liability		\$1,700	(\$1,700)
March Madness	\$7,000	\$8,000	(\$1,000)
DBC Clothing	\$500	\$500	\$0
Advocacy		\$5,000	(\$5,000)
Touring/Jersey Rides	\$25,000	\$32,000	(\$7,000)
Philanthropy		\$7,000	(\$7,000)
Administration		\$9,000	(\$9,000)
Tax Prep, Taxes		\$785	(\$785)
Newsletter		\$500	(\$500)
Race Team	\$20,000	\$45,000	(\$25,000)
Other Income/Expenses	\$100	\$25	\$75
Special Projects		\$5,000	(\$5,000)
	\$222,100	\$242,510	(\$20,410)

2013 Double Century - Q & A

by Robin Neuman and Scott Alumbaugh

Q: The cycling world is agog with the hints coming out of Davis that there will be changes to the Davis Double Century: a new Start/Finish location and a few changes in the route. So, tell us about the new Start / Finish.

A: The Start/Finish will be at the US Bicycling Hall of Fame this year. There are a few reasons for the move, but what it comes down to is this: Every town in the United States has a Veterans Memorial Center; Davis is the only town with the US Bicycling Hall of Fame.

And there are good reasons to use the HOF. For one, as the Host Club of the HOF, the DBC should do what it can to support the HOF. Another reason is that we thought we should expose more riders to the HOF. As part of this effort, all paid Davis Double Riders get a complimentary pass to tour the HOF during Friday night check in, and their families get a free pass to the HOF during its normal hours Saturday.

The Double Century has been housed at Veterans Memorial Center for years. Moving the Start/Finish to the HOF has been a great deal of work for the organizers, and will mean some extra effort on the riders' part as well as for other who work the Davis Double. In the end, we think the change will be worth the effort.

Q: And now talk a bit about the changes to the route.

A: The only change to the route worth mentioning concerns the route between Middletown and Lower Lake. For the past six or seven years, the route has left Middletown and ascended Cobb Mountain to the rest stop at Cobb Elementary School via Highway 175. From there, the route led to Lower Lake via Loch Lomond and Steigler Canyon.

This year, the route will return to its former route from Middletown via Big Canyon Road to Steigler Canyon. This route bypasses the brutal climb up Cobb and the dangerous descent through Loch Lomond.

We decided to change the route back to Big Canyon because we think it will improve riders' experience on the Davis Double. The climb up Cobb is more than tough. Most people would agree that it is difficult enough to take the Davis Double out of the beginners' category. The climb starts at around Mile 100 of the ride. The grade exceeds 11% in long stretches, and it is completely exposed. Most riders hit this area about midday and the sun can be withering, especially on 100+ degree days. Additionally, though the shoulders are wide, Cobb is a highway and gets lots of high speed vehicle

traffic powering up the mountain close to the riders. In short, there is nothing pleasant about Cobb.

Similarly, the descent through Loch Lomond is treacherous. It is a narrow, very fast descent. The road is shaded and the pavement is not perfect. We have frequent crashes there, and at least one last year required hospitalization.

In contrast, Big Canyon is a small, lightly traveled road. Most of the route is a gradual climb with gentle rollers.

We have not used Big Canyon recently because it was washed out a few years back, and even when it was re-opened, four miles of the road are hard-packed dirt. That's right. We're asking double century riders to ride on dirt. A number of club members have ridden this stretch and can attest that the dirt is easy to ride on. Still, we are making riders sign a statement that they understand there is a four-mile stretch of dirt road because we expect a few people will be surprised.

Q: I'm sure those who are coming in from out of town will want to know about parking. How are you going to handle that? Will they have to pay to park over on the UC Davis campus?

A: There will be plenty of free parking on the UC Davis campus in Lots 5 and 10. These are the lots along Old Davis Road running south from First Street past Arboretum Drive. They are ¼ mile away from the Start/Finish, and

access is easy off I-80 with the new road along the south edge of campus. We have checked with UCD Transportation and Parking Services (TAPS) as well as Campus Special events, and have received a green light to direct people to these lots. Additionally, there will be parking ¾ of a mile away in the Veteran's Memorial Center lot, as well as along 14th Street.

We realize that some riders will still complain because they cannot park immediately adjacent to the Start/Finish. But we felt that having the Start/Finish at the HOF was more important than providing ride-adjacent parking. As a cycling event, it seemed wrong to have our decisions give automobiles top consideration. We also hope that the parking situation might encourage more riders from out of town to bring their families and friends to stay in Davis that weekend, and maybe even use it as a base from which to see the final stage of the Tour of California in Santa Rosa the next day.

Q: For those coming from out of town, what's the situation with hotel rooms?

A: We have blocks of rooms reserved for Davis Double riders at three local hotels. Two of these even have a



Scott Alumbaugh & Robin Neuman
Double Century Co-Chairpersons

special Continental breakfast specifically for Davis Double riders, who need to be on the course by 5:15am.

Information on these hotels and others is included in a comprehensive Rider Information document that riders will have access to once they're registered.

Q: How many people will be involved in making the DC happen, both in planning and on the day of the ride?

A: Lots! The DC Committee consists of 18 people. Close to 350 volunteers on the day of the Davis Double. This year, we're asking volunteers to log their participation on the DBC website so we can get a more accurate idea of exactly how many people it takes to put on the Davis Double.

Q: Are there any changes coming to the rest stops?

A: Yes. **First**, we moved the Moskowitz rest stop a mile up the road to the Capell Valley Fire Station. Unlike Moskowitz, CVFS has running water, so we won't have to truck that in. Also, the pavement at CVFS is smooth. It's much nicer than the damaged pavement in and around the parking lot at Moskowitz.

Second, due to the course change detailed above, we are shutting down the Cobb Elementary School rest stop and replacing it with a water stop in Big Canyon. This stop is a short distance from Middletown (11 miles) and from there to Lunch (8 miles), so it doesn't need to be a full-service stop.

Third, rest stop hours will change. Morning stops will open later and afternoon stops will close earlier. Our goal is to get as many people as possible off the stretch of Highway 16 between the Cache Creek Casino and Esparto before dark. We think that having riders ascend Big Canyon rather than Cobb Mountain will go a long way toward meeting this goal.

Q: There are two of you this year, what's up with that?

A: It's a big job. Also, there are a lot of changes this year. We have examined every part of the ride to see where we might improve to what is already a signature event. In the process, we have made changes as big as moving the Start/Finish and revising the route to changes as minute to fine tuning rest stop times and making rider check-in paperless. Scott has stepped in to help Robin work out the details and logistics of these myriad changes.

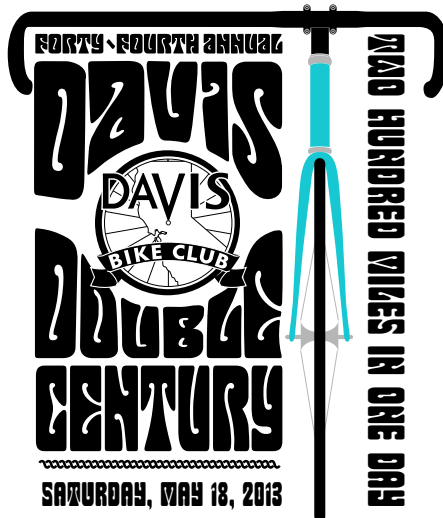
Robin says she's phasing out as director of the Davis Double, but don't worry, we won't let her.

Q: How many riders are you going to accommodate this year and when does the registration open or has it already?

A: The Davis Double is capped at 1000 riders. Registration opens March 1, 2013.

Q: What has been the biggest challenge you've faced this

year? Is this different from previous years?



A: The biggest challenge this year is moving the Start/Finish to the US Bicycling Hall of Fame. It's amazing how much work it involves: Coordinating the new location and route with the City, the Police, and Farmer's Market; making it work for the check-in crew, the pre-ride and post-ride dinner caterers, and the radio operators; arranging parking for workers, riders, SAGs, and equipment vehicles . . . the list goes on and on.

Q: The interactions with the various jurisdictions must be complex. How does that happen? Who is the easiest to work with and who might present the biggest hurdles for your planning efforts.

A: It's quite a complex process. Yolo, Napa, and Lake counties each have a variety of different forms to complete, insurance certificates to secure, and agencies that need to be communicated with. Public Works Departments, district CHP, CalTrans, and (in Yolo county) individual district fire captains need to sign off on the permits. Dan Shadoan has done it in the past and has kept meticulous records and copies of forms, correspondence, and contact lists with accompanying instructions of the order of events.. As Dan will have his hands full organizing the quadrennial God Rush Randonnee this year, Deb Ford has graciously stepped in to take his place as Route Coordinator. Dan's files and instructions have been invaluable in making it possible for Deb to navigate the complex route coordination process.

Deb started early with the permitting process in Lake County just in case there were any obstacles with getting the route moved from Cobb Mountain over to Big Canyon Road. The Lake County Publics Works Department was extremely accommodating and approved the change quickly.

Q: As you think back over previous years, do most entries come from California? Who in recent memory has come the furthest to participate?

A: We have had riders from Japan and Europe. But the overwhelming majority of riders come from central and northern California.

Q: What haven't I asked about that you'd like to see answered? Your own Q&A can follow!

A: Our biggest concern is always safety, from start to finish. And weather. Robin says, "I always say lots of prayers to Mother Nature . . . She is in control!"

What is the DBC Junior Race Team up to in 2013?

by Kristin Hill

Twenty-one (21) juniors' ages 9-17 are racing for the squad this year . This is the largest squad we have had in the history of the juniors program, which was formed in 1976 . The program gets a lot of recognition from the local racing association, other racers, US Cycling leaders, coaches and local businesses. This program is growing each week.

The goal of the program is to get kids out of the house, away from the electronics, socializing with other kids their age and race bicycles . The program runs all year round. We train Jan-December and there are many types of disciplines available for the kids to ride in.

Right now we race Road, Track, Cyclo-Cross and Mountain Bike and many of the kids ride all four.

The juniors program has a lot of sponsors for 2013 . Davis Bike Club, Cedaron Medical, Stockton Optometry, Ink Monkey, Bell Helmets, Brooks Painting, Wiscombe Funeral Home, Williams Wheels, Wheelworks, Velo Wrench, Ken's Bike and Ski, Specialized, Pactimo and Road ID . The squad thanks all of our sponsors, with their support, it makes racing easier!

For 2013 we have ten returning juniors and welcomed eleven new juniors to the squad . Some of the youngest kids had never ridden bicycles and just after a few weeks of training are making big strides . The smile on their face when they accomplish a 24 mile ride is the best thing ever!

The squad starts off their year each January for the first 5 weeks on Sundays attending the Early Bird Criterium



Early Bird training ride

tactics and form the bonds and friendships of the team . The juniors have a great time.

The junior's first race of the season was Cal Aggie Criterium on January 26th . It is one of the close local races that the squad targets; it's in our backyard! Each year it typically

rains but this year, it was dry and the sun actually came out . Fifteen juniors came prepared to race their hearts out . For a lot of them, this was their first race ever . With large parent support cheering the kids they all did a great job . The junior's race was 40 minutes long and had juniors ranging in age from 9-18 . They raced all together . We awarded the ride of the day to **Teo**, 9 years old who just

started riding a bicycle a few weeks ago; he crashed but got back up, dusted himself off and finished the race! DBC Juniors placed well with our highest placing 5th to **Sam Hill**



Jack, Kyle & Sam at CX Championships

Photo Credit: Kristen Hill

. After the juniors race, **Kyle** and **Sam** went on to enter their first men's Cat 4 race, 50 minutes, with their teammate **Ross** and did really well . Sam and Kyle had a goal of starting the race and stay in as long as they could or as long as it was safe . Ross finished the race and did a great job . **Kennedy** who just turned 12 has made it her goal to race with the women this year and target junior races where points for juniors count . She entered her first women's race and her goal was to simply do it . Kennedy did just that and avoided a nasty crash at the sprint line . With the first race of the season under our belt, we know what we need to improve on and are having fun!

JUNIOR TEAM CAMP

The juniors have been very busy since the last update! Team camp was in early Feb and for the first time, juniors participated in the camp, we had 19 juniors participate in the 3 day event . We stayed at the Bodega Marine Lab and it was

Training Series in Fremont . Each week the juniors learn new skills, tactics and also have a mock race . It allows the juniors to build on their skills knowledge, practice team

better weather than we could have ordered!



DBC Juniors get ready to hit the road with Levi Leipheimer.

We arrived on Friday afternoon and after dinner the speaker was former Pro Cyclist, **Steven Cozza** of Team NetApp. He was very funny and the juniors really liked him . Saturday we woke to drive to meet **Levi Leipheimer** for a ride . The juniors were super excited and Levi was so nice, down to earth and loved every minute of the juniors . He answered any questions they had and talked to them about doping, how it has affected his life and why juniors should not look to doping as an



Enthralled Juniors mishandle Steven Cozza of Team NetApp.



DBC Juniors team with Alison Tetrick

answer . It was great and coming from Levi was better than anyone . Saturday night's speaker was **Alison Tetrick** from Exergy Twenty 12 .

Alison was so honest and opened up to the audience with such professionalism and honesty . The juniors will remember her talk for a long time and we look forward to riding

with Alison in the very near future . As gifts for speaking, they were given DBC Junior Pj's and they each modeled them with the juniors! Sunday we traveled



Sam Hill racing CX

up the coast to ride for the day and had a great time. The juniors were on their best behavior and the adults received many compliments on how well a group they are.

February also brought more racing and the juniors are off to a great start . At the Bicycles Plus crit the juniors earned two podium spots, Sam Hill 1st and Kyle Fiori 3rd . The very next day, was the annual Cherry Pie race in Napa, again the juniors earned podium spots for their age groups . Sullivan Hargrove 2nd, Kennedy Hill 1st, Nathan Fiori 4th, Sam Hill 2nd, Kyle Fiori 6th, Magnus Bush 12th, Hawk Kring 15th, Jack Hargrove 16th, David Leon 18th, Zach McClendon 15th, Matthew Dailey 22nd, Julian Bumpus 23rd, Aley Abdel-Ghaffar 24th . Last weekend the juniors went to Snelling Road Race and also took some podium spots, Kyle 1st, Sam H. 3rd, Jack 4th, Zac 5th, Curtis 9th, Aley 11th. Great job to

all juniors and many thanks to all parents for helping at team camp, the training rides and the races.

If you know of someone who might like to join our program or you would like to join us for a training ride, please contact [Kristen](#).

Also, if you are on Facebook, please "like" our page to stay up to date with the juniors.

[Click for Facebooklink](#)



Kyle wins the CX State Championship jersey

Davis Bike Club Welcomes Our New & Renewing Members

- Michale Brunelle
- Nigel Brown
- Kathleen Harbaugh
- Sid Noyes
- David Leonard
- Andrea Kirsch and Doug Merrill
- David Neff
- Gary Smith
- Bruce and Marilyn Dewey
- Shannon and Scott Pederson
- Michael LaFrano
- Leon and Celestine Capart
- Sandra Newell
- Carson Jeffres
- Susan Gishi
- Mizuho Iwamoto
- Phillip Coleman
- Gregory Smaldone
- Mark A Clark
- Mike Connolly
- Bill DeWolf
- Pamela Geisel
- John Licatesi and Mariann Hernandez
- Sonjia Shelly
- Aaron Colldeweih
- John and Kimber Guzik
- Ken Straub
- Nancy and Ray Hoagland
- Tom Theisen

2012 Century Challenge Results

by Deb Ford

The DBC resurrected the Century-a-Month Challenge in 2012 and added a Metric-a-Month Challenge for the saner members of the club. Participants chose their distance, rode their rides, and sent in their stats to the organizers. As promised there was no huge reward, except for a year of great adventures on the bike.

There were three people who aced the Metric-a-Month Challenge: **Denny Burnham, Marnelle Gleason, and Gene Ashdown. Julin Maloof** completed 11 months. It looks like **Mark Cary** picked up the challenge in July and is running with it.

A special shout out for **Denny Burnham**: in November 2011, Denny had a bad crash on a 200k brevet near Livermore. Ribs, pelvis, shoulder...difficult injuries to recover from, especially at the tender young age of 70-something. When we announced this challenge, Denny asked whether it would be okay to do metric-equivalents on a stationary bike that he was using for physical therapy and rehab, once he'd mastered walking again. In February, he was able to complete his first metric on the road. Cheers, Denny! We know it hasn't been a cake-walk...

Gene is fairly brand new to cycling and he took to this challenge like a duck to water. He tried to encourage lots of others to sip the Kool-Aid as well, organizing club rides and the occasional trip to an organized metric century.

Marnelle gets extra credit for pushing **Dan Barcellos** up to Nevada City on the tandem for one her metric-plus days.

The complete results for the Metric-a-Month are here:

http://www.davisbikeclub.org/annual_events/club_challenges/100k-challenge

Five DBCers completed the Century-a-Month challenge: **Eric Senter, Bill Larson, Darell Dickey, Drew Carlson, and Lois Springsteen. Susan Gishi** was dang close, with 11 in the bag. **Tray Biasioli** snuck in 10 before bowing out for paternity leave.

Many of those 'century' rides were not a measly 100 miles. Most were at least 200km (125 miles), with a few double centuries thrown in as well. Drew and Lois mastered some of the longer randonees this year: 400km and 600km for Drew; 400km, 600km, and 1000km for Lois.

The stats for the Century-a-Month riders are here:

http://www.davisbikeclub.org/annual_events/club_challenges/century_challenge

Congratulations to all the participants!

DC Rest Stop Captain Needed

by Scott Alumbaugh

The Davis Double Century needs one more rest stop captain. This captain would head up a small rest stop in Big Canyon. The stop is outside Middletown, between the Middletown rest stop and the lunch stop in Lower Lake.

The Big Canyon stop is more of a water stop. There will be drinks and some fruit and snacks, but as it is so close to lunch, there will be no sandwiches or other food to prep. A staff of three could take care of this stop. The hours are from 10:30 - 2:30.

If anyone is interested, please let us know by sending an email to the DC Directors at double-century@davisbikeclub.org, or to the DC Rest Stop Coordinator, [Dave Joshel, at davidjoshel@hotmail.com](mailto:davidjoshel@hotmail.com). Alternately, please feel free to fill out the online Volunteer Interest Form.

GOLD LAKES TOUR 2013

BY DAVID JOSHEL

ITINERARY: 3 day bicycle tour of the Northern High Sierra. Dates: Friday September 20th to Monday September 23rd.

LODGING: 3 nights at the Feather River Resort in the town of Blairsden, California. The resort has a rustic ambiance among tall pine trees. The cabins are typically 2 bedroom, 2 bath with kitchens. There are swimming pools to cool off in post ride. Website: /www.featherriverparkresort.com

FOOD: 2 dinners, 3 lunches and 3 breakfasts will be provided. All food is included in tour cost. The tour participants are expected to help with food preparation and cleanup.

TRAVEL: Leave Davis Friday morning September 20th, return Monday September 23rd. The resort is 3.5 hours from Davis, 1 hour north of Truckee on State route 89.

RIDES: Sag Van with sag food will be provided. Lunches on the road will be provided.

Riding is optional, there are other activities locally. (hiking, golf, swimming)

Weather: At an altitude of 4500 ft, the temperature in the morning could be as low as 35 degrees Fahrenheit at this time of year. The days will usually warm up nicely to the mid 60's.

DAY 1: Arrive at noon, 2-3 hour easy ride to acclimate and explore the local area.
Lunch, Dinner.

DAY 2: Saturday 65 miles approximately 4000 feet of climbing from Graegle to Davis Lake and the Sierra Valley through the towns of Sierraville, Loyalton & Portola.
Breakfast, Lunch & Dinner

DAY 3: Sunday 56 miles approximately 4500 feet of climbing up Yuba Pass and Gold Lakes road with an 8 mile descent at the end.
Breakfast, Lunch. Dinner on your own.

COST: **ESTIMATE** \$225.00 including deposit, all food and lodging based on sharing cabins with at least three people. This cost is based on full participation; it may increase slightly if the tour is not full. Transportation to and from tour will be carpooling. The gas cost to and from the location is not included in the total.

DEPOSIT: \$50 make checks payable to DBC. Balance due at completion of tour.

Balance fully refundable up to one month before tour. Cancellation after that date forfeits the deposit.

LIMIT: 16 people.

Contact info: David Joshel davidjoshel@hotmail.com
2743 Loyola Drive
Davis, CA 95618
Home 756 7409 Cell 530 400 3288

The 2nd Annual April Alpinsanity: Every 100 Feet Matters!

by Deb Ford



Without detracting from the excitement of March Madness, we'd like to announce that April Alpinsanity will be held again in 2013. During the month of April, riders will shift their focus from high-mileage flat rides to rides that feature climbing.

April Alpinsanity is a climb-for-charity challenge. We are pleased to select the **Food Bank of Yolo County** and **Bike Forth/Davis Bike Collective** as our beneficiaries this year. For every 100 feet of elevation gain that riders achieve, the DBC will donate 5 cents from its philanthropy budget to be disbursed evenly between these two organizations.

In addition, the **Dock Store** has again graciously offered to participate in our fundraising efforts. We plan to set aside Thursday afternoons for socializing at the Dock; \$1 for every pint purchased will be added to the kitty. One of those sessions will be a New Member Meet-and-Greet. So if you don't feel like climbing, come down on Thursdays and have a beer for charity! Or just come down and say 'hi'.

Last year, 48 participants climbed 1,059,100 feet for a \$530 donation from DBC Philanthropy. Dock Store fundraising added another \$150. So our two charities (Food Bank and Davis Bicycles!) received about \$340 each. We have no doubt that, with your help, we can exceed those numbers this year.

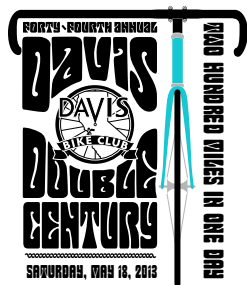
Participation is extremely easy. You climb and you log your elevation gains on a website tracker.

There is no entry fee. [Full details can be found here on the DBC website.](#)

Questions? [Contact Deb Ford.](#)

DC Call for Participation

by Scott Alumbaugh & Robin Neuman



The 44th annual Davis Double Century takes place on **Saturday, May 18** this year. That date is coming up faster than you may think.

There are quite a few changes this year. For one, we are going to host all pre- and post-ride events, as well as the Start/Finish, at the US Bicycling Hall of Fame. We have also changed the

course slightly: instead of riding up Cobb Hill, we are returning the ride to its former route up Big Canyon between Middletown and Steigler Canyon Road.

The Davis Double depends on volunteers to make this landmark event a success. We need an army of volunteers to work in all positions, from corner marshall to rest stop captain. Currently we really need to identify volunteers for the following key positions:

- (1) Assistant captains for Lunch and Resurrection rest stop
- (2) Captain for a water stop at Big Canyon

In addition, we would also be interested in finding someone who would be willing to take on the task of coordinat-



ing logistics around the Hall of Fame.

For those of who want to volunteer, but also want to ride the Davis Double (for fun and/or for California Triple Crown credit), we are going to host a Davis Double Workers Ride on the previous week, Saturday May 11. This is going to be a full 200 mile run around the Davis Double course, complete with SAG support. The Workers Ride will also qualify for Cal Triple Crown credit for anyone interested.

We would also like to ask that anyone planning to ride the Davis Double consider helping out by supporting the Workers Ride. In addition to SAG support, we hope to use this ride as a convenient way to mark the course, sweep gravel out of corners, and post signs where required by certain counties.

If you are interested in volunteering for the Davis Double or the Workers Ride, or if you have any questions about volunteering, please feel free to fill out the [Volunteer Interest Form at http://www.davisbikeclub.org/annual_events/organized_rides/davis_double_century/2013-dc-volunteer-interest-form/](http://www.davisbikeclub.org/annual_events/organized_rides/davis_double_century/2013-dc-volunteer-interest-form/) or <http://tinyurl.com/2013-dc-volunteer-interest>.

Alternately, feel free to send and email to Robin and me at double-century@davisbikeclub.org.