

Changing Gears

Newsletter of the Davis Bike Club

May 2006

Quick Releases

NOTE -- location of the Club meeting has changed, and it is now on the first Monday of the month:

Membership Meeting

Monday, May 1, 7:00 PM
Davis Public Library
Blanchard Room
315 East 14th Street
(Please park bikes outside)
Refreshments & Door Prizes!

Directors Meeting

Monday, May 8, 7:00 PM
Davis Food Coop Conf. Rm.
620 G Street
All Members Welcome

Race Team Meeting

Wednesday, May 3
Davis Library, Blanchard Room
6:30 pm Race Team Board
7:30 pm Race Team

NEXT Newsletter Submission Deadline

Wednesday, May 17
Please email submissions to:
dbcnewsletter@gmail.com

Welcome New Members

John King
Todd Stone
Robert Farina
Ralph Libet
Kate Pearl
Christine Canote
Ian McPherson
Mary Conte

From the President

By Dan Shadoan

Hello DBC'ers -- First of all, I'd like to update everyone on the status on the latest modification of the Club's By-Laws. For those who were unable to attend the March General Club meeting, we voted on the bylaw amendment regarding the annual review of the Club's finances. At the meeting there were no further comments on the proposed change in wording of Section C of Article VIII and a vote by show of hands was 25 ayes, 0 noes. So the amendment passed and the modified By-Laws are available on the first page of the Club's website, <http://davisbikeclub.org>.

Secondly, our membership director, Terry Macaulay, has refined the membership application and added new categories for those who would like to save a little money by paying either 3 or 5 years dues in advance. Additionally, she has teamed up with the newsletter editor to print the membership card on the back of each newsletter. There are several advantages to this modification, not the least of which is a replacement membership card each month.

Next, I'd like to congratulate the DBC Junior Race Team for their incredible performances already this year. It's a pleasure to get the news releases from Steve Wick and Joan Anton about their success in the early races.

Last, but not least, accolades to Patsy Inouye, our Ultra-distance Director, and all the volunteers for successfully staging another 12-24 hour event. Results are on the Club's website under Ultra Distance Events.

May Meeting Program

By Diane Richter, VP

The May meeting will be your opportunity to meet with the captains of the various rest stops, corner marshals, start/finish, post-ride check-in, etc. and to sign up to help on our famous Double Century. (NOTE: this meeting is Monday, May 1 -- we are returning to the first Monday of the month) If you've never done this before, you've missed out on a lot of fun. Let this be your year to start a new tradition for the third Saturday in May, or to continue a great tradition of volunteering and feeling like you're number one with all the riders. I guarantee you'll never hear "Thank you for being here" so many times anywhere else. So come to the meeting, talk with the captains about the duties needed at their locations, and sign up! And captains, don't forget to bring your sign-up lists!

By the way, your humble vice president will be driving the sag vehicle for the Santa Monica tour during this meeting; your multi-skilled president, Dan Shadoan, will chair the meeting this month.



In this issue...

Double Century -- needs YOUR help! Board Bulletin	2
Race Team Results and News	3
Race Team Report, Rails to Trails	4
Tour News, Jersey Rides	5
Ride calendar / descriptions	6-8
Mad March, Transportation Workshop	8
Wasted Streets, Latex Tubes	9
Night Rider Part 3	10
DBC membership application	11
Web photo supplement, ride leader thanks	12

Davis Bike Club Officers & Board Members

President

Dan Shadoan, 756-9266
djshadoan@ucdavis.edu

Vice President

Diane Richter, 707-678-9515
bdrichter55@gmail.com

Treasurer

Stu Bresnick
hfhstu@omsoft.com

Recording Secretary

Shannon Still
smstill@ucdavis.edu

Corresponding Secretary

Jackie Boettner
misty_fjord@msn.com

Tour Director

Bruce Dewey, 753-9188
bdewey@dewspring.com

Ride Calendar Coordinator

John Seabury, 758-3878
dbcridecal@gmail.com

Quartermaster

John Dixon
jfdixon@ucdavis.edu

Race Team Director

VACANT (your name here?)

Membership Director

Terry Macaulay, 753-3048
dbcmembership@gmail.com

Safety Director

Paul Guttenberg, 297-5942
cycledad@juno.com

Public Relations

John Whitehead, 758-8115
jcw@dcn.davis.ca.us

Philanthropy

Steve Kahn
patsteve@pacbell.net

Director-at-Large, Double Century

Robin Neuman
roknrobin2@aol.com

Director-at-Large, Foxy's Fall Century

John Hess
johnfhess@comcast.net

Director-at-Large, Ultra Cycling Events

Patsy Inouye
pcinouye@ucdavis.edu

Newsletter Editor

Steve Macaulay, 753-3048
dbcnewsletter@gmail.com

**May Board Bulletin
by Shannon Still**

The Board Bulletin has been absent for a few months but the Board has been busy nonetheless. As many that have attended the general membership meetings this year will know, some big news is that an amendment to the by laws has been passed after being proposed by the Board. This regards changing the way in which the DBC finances are annually reviewed.

Lately, the Board has been in discussion about the upcoming Double Century. While planning is going well volunteers are still needed. Attend the May 1 membership meeting as it will focus specifically on the DC. Last month the Board also welcomed a representative from a group leading community workshops about the metropolitan transportation plan in the Sacramento Valley through 2030. There will be a workshop on May 15 on the Davis campus where you can provide your opinion about the future transportation needs in Yolo County.

March Madness was rainy and cold and this affected the participation. Number of riders was down but it was still a successful March. The DBC finances are in good order and the club is healthy financially but the Board is also watching expenditures so that DBC remains healthy. Watch for a new membership form that will be easier to understand and a new style of membership cards (see your mailing label! -- Editor).

Flash your DBC Membership Card for a discount at local (& Bay Area) bike shops, including:



Foy's Bike Shop

Mike's Bicycle Centers & Sausalito Cyclery

see www.mikesbicyclecenter.com for locations

or take advantage of the Repeat Customer Rewards Program at:



**The Home of the Davis Bike Club is
B&L Bike Shop, 610 Third Street, Davis**

Double Century Help Still Needed

By Robin Neuman

Thanks to all of you who have volunteered to help for the 2006 Double Century! BUT, we need more of you! The following list is where we need more help:

Sag support: contact David Nishikawa at dhnishik@wheel.dcn.davis.ca.us

Pre-ride check in: contact Barbara Anderson at babz@copper.net

Post-ride check in: contact Betty Jane Polk at bjpolk@davis.com

Rest stops: contact Stu Bresnick at hfhstu@omsoft.com

Start: contact Phil Coleman at coleman6@pacbell.net

Finish: contact John Dixon at jfdixon@ucdavis.edu

Finish/Dinner: contact David Joshel at davidjoshel@hotmail.com

Corner Marshal: contact Jim Sharp at jwsharp@ucdavis.edu

First Aid: contact Maria Pedersen at mariadamen@comcast.net

Clean up: contact Barry Bolden at boliverb@dcn.org



For any questions or make-your-own spot, please contact me at roknrobin2@aol.com
Please check out the list, and choose your spot. We need you!

Changing Gears is the monthly newsletter of the Davis Bike Club, c/o B&L Bike Shop 610 3rd St., Davis, CA 95616. Find us on the web at www.davisbikeclub.org. *Changing Gears* is mailed via first class to all current members. The 'exp.' line on the mailing label in RED indicates when your subscription expires. Questions regarding subscriptions may be directed to the membership director at dbcmembership@gmail.com, info@davisbikeclub.org, or via the Davis Bike Club Hotline, (530) 756-0186. Contributions to *Changing Gears* are welcome and may be sent in any electronic format (MS Word preferred) to dbcnewsletter@gmail.com. Please check front page for deadlines. Submissions may be edited for length.

Davis Bike Club Changing Gears



Racing at Infineon Raceway by Janelle Gunther

After bombing at the Landpark crit a few weeks ago, I decided something had to be done. What I thought was going to be a nice lazy oval ended up having a couple of sharp turns, chicanes and other fun stuff. Unbeknownst to me, the race organizers had added a few elements to wake people up and hopefully reduce the race's reputation as a "crash fest". Well, 5 minutes into the thing and I was fried. I had no idea what happened. Was it lack of recovery from CVC the previous weekend, a bad warm-up or something else? Whatever the case, I was really motivated to do something about it.

I looked around for the craziest possible courses I could find and came across a race series at Infineon Raceway in Sonoma. They do 4-week series twice a year on Thursday evenings, once in the spring and once in the summer, over the same courses used for the NASCAR,

Name	Date	Race	Category	Place
Blake Anton	2/1/06	Apple Pie Crit	Pro/1/2/3	hung with the pros
	02/12/06	Cherry Pie Crit	Jr. 15-18	22nd, least out
			Elite 3	~8
		Valley of the Sun, TT	Jr. 17-18	1st
		Valley of the Sun, RR	Jr. 17-18	2nd
		Valley of the Sun, Crit	Jr. 17-18	3rd
		Valley of the Sun, OMNIUM	Jr. 17-18	2nd
		National Junior Team Selection Camp		
	4/7/06	Sea Otter Circuit Race	Jr. 17-18	11th
	4/8/06	Sea Otter Road Race	Jr. 17-18	11th
Eduardo Avelar	03/18/06	Landpark Crit	Elite 4	DNF
Alexis Braun	03/18/06	Landpark Crit	Juniors (all)	Rode with the boys & was only female finisher
Stephen Dev	1/21/06	Cal Aggie Crit	Elite 3/4	4th
	1/28/06	Early Bird RR	Elite 3	5th
	2/12/06	Cherry Pie Crit	Elite 3	Pack
	2/19/06	Pine Flat RR	Elite 3	2nd
	3/10/06	Central Valley Classic TT	Elite 2	26th
	3/11/06	Central Valley Classic RR	Elite 2	pack
	3/12/06	Central Valley Classic Crit	Elite 2	pack
	3/18/06	Landpark Crit	P/1/2	pack
	4/7/06	Sea Otter Circuit Race	P/1/2	DNF
Tyler Dibble	3/11/06	Central Valley Classic RR	Elite 3	6th
	3/12/06	Central Valley Classic Crit	Elite 3	7th
	3/18/06	Landpark Crit	Elite 3	6th
	3/19/06	Bariani (Zamora) RR	Elite 3	flatted
	4/7/06	Sea Otter Circuit Race	Elite 3	Didn't crash
	4/8/06	Sea Otter Road Race	Elite 3	10th
Ron Flores	02/05/06	Early Bird Crit	35+ 5	6th
	03/19/06	Apple Pie Crit	35+ 5	11th
	03/19/06	Bariani (Zamora) RR	35+ 5	~10th/15th
	3/26/06	Pinole TTT (w/P. Robbins)	70+	11th
Brian Floyd	02/25/06	Snelling RR	45+ Open	15th
	02/25/06	Cherry Pie Crit	45/55+ Open	~20th
	03/04/06	McLane Pacific Crit.	45+	21st
	4/8/06	Sea Otter Road Race	45+ 4's	DNF
Alex Freund	02/25/06	Snelling RR	Jr. 13-14	23rd
	03/18/06	Landpark Crit	Juniors (all)	23rd
Andreas Freund	3/4/06	San Bruno Hill Climb	Juniors (all)	3th
	02/05/06	Early Bird Crit	Elite 4	44th
	02/25/06	Snelling RR	Jr. 13-14	1st
	03/18/06	Landpark Crit	Juniors (all)	19th
	3/26/06	Pinole TTT (w/ Freund)	Elite 4	3rd
Roland Freund	1/1/06	San Bruno Hill Climb	Masters 45+	4th
	02/05/06	Early Bird Crit	Elite 5 (exp.)	24th
	02/25/06	Snelling RR	Master 45+	13th
	03/19/06	Bariani (Zamora) RR	Master 45+	10th
	3/26/06	Pinole TTT (w/Andreas F.)	Elite 4	3rd
Greg Gambetta	1/21/06	Cal Aggie Crit	Elite 4/5	2nd
	1/21/06	Cal Aggie Crit	Elite 3/4	17th
	1/28/06	Early Bird Road Race	Elite 4	9th
	2/19/06	Pine Flat Road Race	Elite 4	6th
	2/25/06	Snelling Road Race	Elite 4	67th
	3/5/06	McLane Pacific	Elite 4	?
	3/18/06	Landpark Crit	Elite 4	6th
	3/19/06	Bariani (Zamora) RR	Elite 4	3rd
	02/25/06	Open Road Race	Elite 4	2nd
	4/8/06	Sea Otter Road Race	Elite 4	5th
Courtner Gertler	4/8/06	Sea Otter Road Race	W 4	DNF (sick)
	4/7/06	Sea Otter Xc Mtb	W Beg	9th
Janelle Gunther	03/18/06	Landpark Crit	Elite 4	33
	04/06/06	Infineon NASCAR circuit race	W1/2/3/4	4th (yes there were more than 4 people!)
Nils Johnson	4/8/06	Sea Otter Road Race	Elite 4	4th
Thomas Kellner	1/26/06	Cal Aggie Crit	Master 35+	Pack
	2/11/06	Apple Pie Crit	Master 45+	10th
	02/25/06	Snelling RR	Master 45+	17th
	03/18/06	Landpark Crit	Master 45+	17th
	03/19/06	Bariani (Zamora) RR	Master 45+	19th
Edan Levaton	03/18/06	Landpark Crit	Juniors (all)	12th
	3/18/06	Landpark Crit	Elite 4	11th
	4/7/06	Sea Otter Circuit Race	Jr. 15-16	10th
	4/8/06	Sea Otter Road Race	Jr. 15-16	12th
Paul Mach	03/18/06	Bariani (Zamora) RR	Elite 4	7th
	4/8/06	Sea Otter Road Race	Elite 4	1st
Karch Miller	2/11/06	Oak Creek BMX (Roseville)	8/9 Int. Comb.	1st
			<=9 Cruiser	1st
	2/26/06	Oak Creek BMX (Roseville)	8 Interm.	1st
			<=9 Cruiser	4th
Jesse Moore	1/21/06	Cal Aggie Crit	P/1/2/3	2nd
	1/28/06	Patterson RR	P/1/2	4th
	3/10/06	CVC TT	P/1/2	13th
	3/11/06	CVC RR	P/1/2	??
	3/12/06	CVC Crit	P/1/2	??
	4/8/06	Sea Otter Road Race	P/1/2	top 40

Race Team Results by Janelle Gunther

Name	Date	Race	Category	Place
Christopher Morales	3/5/06	McLane RR	Elite 3	9th
	4/1/06	Wards Ferry RR	Elite 3	9th
	4/7/06	Sea Otter Circuit Race	Elite 3	39th
	4/8/06	Sea Otter Road Race	Elite 3	55th
	4/8/06	XC Mtb	7th	
	4/8/06	Bicycling Magazine & Mountain Bike Magazine's Peak Power/Weight contest	1st place	
Matt Morenzoni	3/10/06	Central Valley Classic TT	Elite 2	28th
	3/11/06	Central Valley Classic RR	Elite 2	50th
	3/12/06	Central Valley Classic Crit	Elite 2	44th
	3/17/06	San Dimas Stage Race TT	Elite 2	23
	3/18/06	San Dimas Stage Race RR	Elite 2	41
	3/19/06	San Dimas Stage Race Crit	Elite 2	60
Milad Obadaei	1/21/06	Cal Aggie Crit	Pro/1/2/3	26
	1/21/06	Cal Aggie Crit	Elite 3/4	3
	3/11/06	Central Valley Classic RR	Elite 3	10th
	3/12/06	Central Valley Classic Crit	Elite 3	10th
	03/18/06	Landpark Crit	Elite 3	17th
	3/19/06	Bariani (Zamora) RR	Elite 3	6th
	4/1/06	Brisbane Circuit Race	Elite 3	16th
	4/2/06	Brisbane Crit	Elite 3	DNF
	4/7/06	Sea Otter Circuit Race	Elite 3	10th
	4/8/06	Sea Otter Road Race	Elite 3	DNF - broken collarbone /
Eric O'Brien	1/21/06	Cal Aggie Crit	Men's C	6th
		UCSB Crit	Men's C	Pack
Kyle Patterson	4/7/06	Sea Otter Circuit Race	Jr. 15-16	27th
	4/8/06	Sea Otter Road Race	Jr. 15-16	17th
Garrett Peck	2/18/06	Martinez Bay Crit	Elite 3/4	14th
	03/18/06	Martinez Bay Crit	Elite 3	19th
	03/18/06	Landpark Crit	Elite 3	15th
Craig Robertson	3/26/06	Pinole TTT (w/ J. Phillips)	Mixed Tandem	1st
Paul Robins	3/26/06	Pinole TTT (w/R. Flores)	70+	11th
Adam Ross		Ironman California	Half Iron.	finished
	3/7/06	Sea Otter PRO NRC Circuit Race	Pro/1/2	Bad fun!
Amanda Seigle	03/18/06	Landpark Crit	Elite 4	3rd
	4/7/06	Sea Otter Circuit Race	W4	5th
	4/8/06	Sea Otter Road Race	W4	top 10
	4/9/06	Santa Cruz Crit	W4	7th
Dan Sweet	1/21/06	Cal Aggie Crit	Elite 3/4	32nd
	1/28/06	Early Bird RR	Elite 3	7th
	2/19/06	Pine Flat RR	Elite 3	8th
	2/25/06	Snelling RR	Elite 3	33rd
	4/5/06	McLane RR	Elite 3	6th
	4/11/06	Central Valley Classic RR	Elite 3	16th
	4/12/06	Central Valley Classic Crit	Elite 3	22nd
	03/17/19/06	San Dimas Stage Race	Elite 3	9th on GC
	3/26/06	Pinole TTT	Elite 3	2nd
	4/7/06	Sea Otter Circuit Race	Elite 3	34th
	4/8/06	Sea Otter Road Race	Elite 3	6th
	4/9/06	Santa Cruz Crit	Elite 3	Pack
Cody Tapley	2/19/06	Cherry Pie	Jr. 13-14	17th
	2/25/06	Snelling RR	Jr. 13-14	Pack
	3/18/06	Landpark Crit	Juniors (all)	24th
	3/19/06	Bariani (Zamora) RR	Elite 5	DNF
Mitchell Trux	2/18/06	Martinez Crit	Elite 3/4	1st
	2/18/06	Martinez Crit	Elite 2/3	3rd
		Upgraded to CAT2		
Judd VanSicle	1/21/06	Cal Aggie Crit	P/1/2/3	7th
	2/11/06	Apple Pie Crit	P/1/2/3	~15th
	2/18/06	Martinez Crit	Elite 2/3	21st
	03/04/06	McLane Crit	Elite 2	12th
	03/05/06	McLane RR	Elite 2	18th
	3/11/06	CVC RR	Elite 2	22nd
	3/12/06	CVC Crit	Elite 2	DNF
	3/17/06	San Dimas Stage Race, TT	Elite 2	91st
	3/18/06	San Dimas Stage Race, RR	Elite 2	50th
	3/19/06	San Dimas Stage Race, Crit	Elite 2	42nd
	4/7/06	Sea Otter Circuit Race	Mast. 30+1/2/3	2th
	4/8/06	Sea Otter Road Race	Mast. 30+1/2/3	DNF
	4/9/06	Santa Cruz Crit	P/1/2	8th
Alex Wick	02/25/06	Snelling RR	Jr. 15-16	3rd
	03/04/06	McLane Crit	Jr. 15-16	1st
	03/04/06	McLane RR	Elite 3	Pack + 3 Primes
	03/05/06	McLane RR	Elite 3	2nd
	03/18/06	Landpark Crit	Juniors (all)	1st
	03/18/06	Landpark Crit	Elite 3	9th
	03/19/06	Bariani (Zamora) RR	Elite 3	DNF
	4/7/06	Sea Otter Circuit Race	Jr. 15-16	2nd
	4/8/06	Sea Otter Road Race	Jr. 15-16	7th
Zack Wick	02/25/06	Snelling RR	Jr. 13-14	6th
	03/04/06	McLane Crit	Jr. 13-14	1st
	03/04/06	McLane Crit	Elite 4	Pack
	03/05/06	McLane RR	Elite 4	18th
	03/18/06	Landpark Crit	Juniors (all)	2nd
	03/18/06	Landpark Crit	Elite 4	Pack
	03/19/06	Bariani (Zamora) RR	Elite 4	DNF
	4/7/06	Sea Otter Circuit Race	Jr. 15-16	31st
	4/7/06	Sea Otter Road Race	Jr. 15-16	DNF
Eric Ziegler	03/12/06	Cool Mtb Race, (Cool, CA)	Single Sp. 36+	11th in 100% snow!

IndyCar and NHRA races. Ten turns in 1.99 miles the first week? YEAH! If I can survive this, I'll be able to do a 4-corner crit. So I show up and there are some really good riders there, including some bald dude from Health Net. Oh no! My probability of finishing last has now increased! Well maybe I can look at it another way and come away saying I sucked this guy's wheel (whoever he is)... I just won't tell people he was on lap 4 while I was still doing lap 2. They also said there was a hill on the course but didn't give any details in the flyer. Good thing they didn't. Turns out it's in the 12-15% range and is just barely down the track from the start/finish.

I figured to avoid a repeat of what happened at Landpark, I'd need to be in the front row at the start and try to stay at or near the front at the hill. (all categories start together). My DBC teammates had given me some good ideas for warm-ups to do beforehand. I tried the suggestions and I felt much better at the start this time compared with Landpark. It turned out the warm-up was critical because of how close the hill was to the start. I gave it 110% to stay with the men up the hill (that was hard) and in doing so, was able to drop some people, stay ahead of them and get some prize \$\$\$\$. It was just enough to pay for dinner and the gas money to drive back home. Not too bad considering that the women's field was all category and was basically 2's and a bunch of 3's ready to upgrade. Not finishing last in that group felt pretty good. I survived it, so I think I'll go back for more. If I don't win, that's ok, I don't really want the booze they give to the winner. If I finish further down that's ok too since I like the Infineon Raceway doorags you get for finishing further down. Man! I wish the USCF races were like this!

Changing Gears

RACE TEAM REPORT FOR APRIL

by Joan Anton

Race season is upon us, in spite of the recent rainy, chilly and windy weather. Conditions have been less than typical. It was very nippy at race venues in Merced and Sacramento, wet and slippery on the Laguna Seca Raceway course for the circuit races at Sea Otter, and racers were nearly blown off the road in Zamora. BUT, we had over 12 juniors and over 20 adults racing during March and April! Kudos to all of them for braving the elements.

The Race Team is pleased to welcome Andrew Wike to the board. Andrew works at Davis Wheelworks and races Cat 4, in addition to sometimes serving as the junior race team's mechanic. :-) Andrew will be directing the Davis July Fourth Criterium, so please give him your support when he or one of his helpers comes calling or emailing you.



Jesse Moore at Copperopolis

The Sea Otter Classic is a huge event, usually drawing between fifteen and twenty thousand cycling enthusiasts ranging from the mud-covered downhillers to the pro road teams like Healthnet and Orbea showing up for the mens' circuit race. This year, five Davis Bike Club Race Team members raced with the pros! Jesse Moore and his army of four other Cat 2 racers attempted the 31 laps around Laguna Seca alongside Levi Leipheimer; Jesse's conclusion was that it was a "good learning experience" and he was a bit surprised at how physically and verbally aggressive the pro teams were. Seven juniors braved the wet and gusty course; sadly, David V. and Kyle Paterson left some skin on the track but have since recovered. Several other Cat 3 and Cat 4 racers endured the road and circuit races over the sometimes rainy and blustery weekend. The Davis Bike Club colors were proudly on the podium at least four times. Way to go everybody!

Anyone interested in joining the race team board? We are still looking for a Director. Skills needed: management, delegation, handy with email and phone calls, being the glue to hold things together and keeping up momentum. Please consider volunteering for this position.

Rails to Trails Conservancy: 2006 Update

By Gerry Peterson

During the mid 1980s I noticed several announcements in various outdoor type publications heralding the creation of a new organization dedicated to retaining abandoned rail corridors within the public domain and developing them into multiuse recreational trails. I finally joined *The Rails to Trails Conservancy* in 1989 and have maintained my membership since then. It has been a wonderful investment and has reaped many rewards. After twenty years, what started as a visionary goal – a kind of pie in the sky pipe dream – is now coming to reality. Presently there are 1,402 multiuse trails totaling 13,567 miles throughout the country. There are trails in each of our fifty states and the District of Columbia. Even more astonishing is the realization that 1,196 more trails are currently being developed. When completed the new trails will add 14,147 additional miles to the nationwide system. By 2020 the Conservancy's goal is to: *"Ensure that 90 percent of Americans will live within three miles of a local network of public trails created from former rail lines and connecting corridors."* Imagine the opportunities our children and grandchildren will enjoy – nearly 2,600 multiuse trails totaling approximately 28,000 miles.

Pennsylvania now leads the nation with 133 trails with Michigan a close second at 131 trails. The Midwestern states, Wisconsin, Michigan, Minnesota and Iowa continue to lead the nation in total number of trail miles with nearly 4,800 miles of completed trails among these four states.

So.....are you planning your 2006 summer vacation? Will you be attending a family gathering, a high school or college reunion? Bring your bike, your roller blades, your roller skis and/or your walking shoes with you. You may have the opportunity to experience first hand some of America's finest scenery and recreational opportunities. For example, if the weather is warm, simply lock your bike on Main Street in Lanesboro, MN and enjoy rafting in the scenic Root River along the Root River Trail in southern Minnesota, or if you are really brave, take a very quick dip in Lake Superior along the Gitchi – Gami State Trail, in Grand Marais just a few miles north of Duluth, MN.

I believe the longest trail is the linear Katy Trail State Park, from St. Charles to Clinton, MO – as astonishing 225 mile of uninterrupted cycling. There is no need to worry since there are many small towns along the entire route – each with many home grown and home made epicurean delights.

The Rails to Trails Conservancy maintains two wonderful web sites. Both are extremely easy to navigate. Information regarding each trail is listed by state or region. Most listings include photos and links to each trail. Visit www.railtrails.org and www.TrailLink.com for complete information. Who knows – might there be a thirty-five mile paved trail along a cascading river within a few miles of your summer destination? Perhaps there may be some wild blue berries just off the trail. For me, these trails are very much like Alaska – they continually call me back.



News of DBC
Jersey Rides & Tours

The Tour Turn

By Bruce Dewey, Touring Director

As I am writing this, the April showers seem to be never ending. A lot of DBC touring looms ahead and we need to see the flowers. A score of folks will be doing a 100-mile day up to Nevada City for Bill Sbarra's Sierra Foothills tour the weekend of April 21-23. Starting April 28, Bob Brouhard is leading a challenging week-plus tour from here down along the coast all the way to Santa Monica, that you still might be able to join for all or part. John Whitehead and Anne Huber's Cinco de Vino Tour, goes, duh, on the fifth of May over the Coast Range to Santa Rosa and returns May 7. Joining Santa Rosa's Wine Country Century (WCC) on Saturday May 6 may still be a possibility if you hurry.

We had eleven DBCers report riding the Party Pardee on April 1 with weather surprisingly good. In addition to the WCC, two other very popular upcoming jersey rides are the Grizzly Peak, on Sunday, May 7 and the Sierra Century on Saturday, June 3. Help promote our club by wearing your DBC jersey in any ride listed in this issue of *Changing Gears* and then registering at jerseyride@davisbikeclub.org. Members qualify for a partial refund of their entry fee, to be paid at the end of the season. No jersey? No problem. Go to Ken's Bike and Ski.

Marilyn and I have just returned from a three-day hiatus in Santa Rosa, where we went to a meeting of the Santa Rosa Cycling Club (SRCC) and also on one of their weekday rides. SRCC needs more volunteers (just like us!) to help on their aforementioned WCC with 2500 riders to support. Interestingly, SRCC has borrowed the March Madness scheme from DBC, calling theirs March Magic. SRCC has an idea we should borrow—April Alpina, with total altitude the goal. Speakers at the SRCC meeting were three bicycling advocacy organizations. One of these, Sonoma County Bicycle Coalition, has published an outstanding county bicycling map. Visit www.BikeSonoma.org to get one.

The WCC course has hilly and spectacular terrain, including a portion that goes over to the coast that we managed to check out on our bikes. SRCC is faced with potential WCC rerouting problems due to a Russian River bridge failure and some major landslides. SRCC weekday rides usually offer a choice of three paces with three different leaders—A, B, or C. All three start at the same designated place, from which the A's do a shorter route while the C's do a longer one. However, just where each group goes that day is announced by the ride leader at the start. On the one we did, there were small cue sheets that give a list of commands like L on Old Red > R on Roblar > L on Graton, etc. Fortunately, everyone stuck together and we had a great ride out west and south of town.

I can report that DBC is in good shape for our three major summer tours. The Oregon Coast Tour, July 8-15, has only one person on the waiting list. This tour has 50- to 60-mile days over flat to moderately hilly terrain that includes the popular coast route from Astoria to Newport.

Our San Juan Islands tour, August 5-12, has just two spaces left. After the first night in Anacortes, on Fidalgo Island, WA, we will spend three nights in Sidney on Vancouver Island, BC and then three nights in Friday Harbor on San Juan Island, WA. We use the ferries between islands, which are always fun to ride. No formal routes are planned for touring—just impromptu groups exploring places like Victoria, Saltspring Island, Mt. Constitution, and Lopez Island. If you are interested in either of these northwest tours, please contact Marilyn or me.

Only four names are on the waiting list for the Italian Tour September 16 through October 7. When the club did a similar tour to Germany and Austria in 2004, all six people on that waiting list got to go. Needless to say, those who needed to cancel were quite happy to get their money returned, since we had others to take their places. Dan Barcellos and Liese Schadt, our volunteers organizing the tour, report that arrangements for transportation and lodging are all falling into place. If this tour interests you, please contact Dan or Liese for more information.

Next month, I'll be offering suggestions on what to take and what not to take on club tours. Can you help by sharing yours with me? Also, where would you like the club to do tours in 2007? Please communicate your thoughts on either of these topics. And, most importantly, please volunteer to help on the Davis Double, May 20!

DBC members who pay registration fees for any of these rides and participate wearing a DBC jersey are eligible for partial reimbursement of their expenses. Within 72 hours after finishing a jersey ride, you need to send an email to jerseyride@davisbikeclub.org stating your name, the amount you paid, the distance you rode. In October of this year, the funds available for jersey ride support will be rationally distributed to the participants. Continuous club membership for the entire year is required.

2006 Jersey Rides

Sat	April 29	Devil Mountain Double	www.diablocyclists.com
Sun	April 30	Chico Wildflower	www.chicovelo.com
Sat	May 6	Wine Country Century	www.srcc.com/wcc.html
Sun	May 7	Grizzly Peak	www.grizzlypeakcyclists.org
Sat	June 3	Sierra Century	www.sacwheelmen.org
Sun	June 4	Sequoia Century	www.westernwheelers.org
Sat	June 17	Terrible Two	www.srcc.com
Sat	July 8	Death Ride	www.deathride.com
Sat	August 5	Marin Century/Mt Tam Double	www.marincyclists.com
Sun	August 6	Shasta Summit Century	www.shastasummitcentury.com
Sun	August 20	Tour of the Napa Valley	www.eaglecyclingclub.org
Sat	Sept 16	Knoxville Fall Classic Double	www.quackcyclists.com

May 2006 Ride Calendar

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
New date and location	1 Early Bird Zamora & More MEMBERSHIP MTG	2 Mocha Joe Loop Race Ride	3 Solano Bakery Women's Wed. RACE TEAM	4 Steady Eddy's Winters Dinner Race Ride	5 Early Bird Vacaville Café Cinco de Vino	6 Wheelworks/MC RH Phillips Winery Wine Country Century
7 Sun. Training Vino to Yolo Grizzley Peak Giro de Beppo	8 Early Bird Zamora & More DIRECTORS MTG	9 Mocha Joe Loop Race Ride	10 Solano Bakery Women's Wed.	11 Steady Eddy's Winters Dinner Race Ride	12 Early Bird Vacaville Café Stranger in the Night	13 Wheelworks/MC Singles Spin Suisun Amtrak
14 Sun. Training	15 Early Bird Zamora & More	16 Mocha Joe Loop Race Ride	17 Solano Bakery Women's Wed. NEWSLETTER DEADLINE	18 Steady Eddy's Winters Dinner Race Ride	19 Early Bird Vacaville Café	20 Wheelworks/MC DOUBLE CENTURY
21 Sun. Training	22 Early Bird Zamora & More	23 Mocha Joe Loop Race Ride	24 Solano Bakery Women's Wed.	25 Steady Eddy's Winters Dinner Race Ride	26 Early Bird Vacaville Café	27 Wheelworks/MC Rebecca's Loop
28 Sun. Training Dunnigan & Back	29 Early Bird Zamora & More	30 Mocha Joe Loop Race Ride	31 Solano Bakery Women's Wed.			

General Ride Information:

- ☛ Helmets are **REQUIRED** on all Davis Bike Club rides.
- ☛ Unless otherwise specified, all rides begin at Starbucks at 2038 Lyndell Terrace, east of Sutter Davis Hospital. Rides starting elsewhere will be noted in the ride description. The ride leader is responsible for coordinating transportation to the starting point, if necessary.
- ☛ Rain is bad. Rain will cancel any ride unless otherwise noted in the ride description. If in doubt, call the ride leader.
- ☛ Announced ride time is the time at which the ride starts. Come early to prep your bike, sign in and get maps or pre-ride instructions.
- ☛ Pace is based on condition of level ground with no wind.

Ride Classifications (Refer to Terrain & Pace ride annotations in ride descriptions)

Terrain			Pace		
Rating	Terrain	Example	Rating	Pace (mph)	Notes
T1	Flat	Davis to Woodland or Sacramento	P1	10 or less	Relaxed; family & kids, regroup often.
T2	Easy, Gentle Grades	Road 29 at Hwy 113 Overpass	P2	9 - 12	Tourist riding; stops/regroups as needed.
T3	Rolling Hills	English Hills, Pleasants Valley Road	P3	12 - 16	Mod; solid riders; regroup @ 45 min.
T4	Rolling to Mod. Hills	Lake Solano, Monticello Dam	P4	16 - 18	Brisk; exp. riders, no obligation to wait.
T5	Moderate Grades	Cantelow, Cardiac	P5	18 - 21	Fast; strong riders; few stops; no waiting.
T6	Steep, Long Grades	Mount Diablo, Marshall Grade	P6	21 +	Strenuous, very fast; very strong riders.

Ride Start Locations:

Starbucks --east of Sutter Davis Hospital (near Hwy 113 and Covell)
 Veteran's Memorial Center -- 203 E. 14th St. (14th & B St.)
 Wheelworks -- 247 F St. (3rd & F St.)
 Sutter Davis Hospital -- 100 yards north of Union 76

South Davis Nugget Market -- Mace Blvd. & Chiles Rd.
 Winters Park n' Ride -- Main St. & Railroad Ave.
 Davis Amtrak Station -- 2nd St, East of G St.
 Auburn Starbucks -- 392 Elm Ave.
 Putah Creek Cafe -- Main St. & Railroad Ave.

May DBC Rides

Note: Asterisked (*) rides have a starting location other than Starbuck's. Consult the ride description for start location. All telephone numbers are in the 530 area code unless otherwise noted.

Recurring Rides

Ed Martin

Weekday Morning Ride Series

MONDAY >> Zamora and More

8:00 am -- T1/P4-5/45 mi
Barry Bolden 297-5123 or
boliverb@dcn.org

Ride to Zamora and enjoy mini mart delights before returning to Davis.

TUESDAY >> Mocha Joe's Country Loop

8:30 am start -- T1/P3/35 mi
Gerry Peterson, 756-1254 or
gnipeter0856@juno.com

9:00 am start -- T1/P4-5/35 mi
Phil Coleman 756-4885 or
coleman6@pacbell.net

Ride past the fields and orchards to the west and south before enjoying a treat at Mocha Joe's.

WEDNESDAY >> Solano Baking Company -- Dixon

8:30 am start -- T1/P3/35 mi
Dan & Sharon Cucinotta, 756-1711 or
scucher@aol.com

9:00 am start -- T1/P4-5/39 mi
Phil Coleman, 756-4885 or
coleman6@pacbell.net

South to Dixon past the orchards and fields, then relax at the Solano Baking Company in Dixon.

THURSDAY >> Winters - Steady Eddy's

8:30 am start -- T1/P3/30 mi
Gerry Peterson, 756-1254 or
gnipeter0856@juno.com

9:00 am start -- T1/P4-5/30 mi
Phil Coleman, 756-4885 or
coleman6@pacbell.net

Enjoy the scenery along Putah Creek Road before stopping at Steady Eddy's in Winters.

FRIDAY >> Vacaville Heritage Café

Fridays, 8:00 am
T3/P4-5/60 mi
Larry Burdick, 753-7591 or

larryburdick@netzero.net
Ride with "The Legend" through the rolling hills to and from Vacaville.

Early Bird Special*

Monday//Friday, 6:15 am
T1/P3/20 mi
Jack Kenward, 753-9329 or

kenward2@dcn.org
Meet at Russell Bikepath between Arlington and Lake. Rain does not cancel this ride.

Tues/Thurs Race Ride*

Tues/Thurs, 6:00 pm
T3/P6/38 mi
Dan Shadoan, 219-0177 or
djshadoan@ucdavis.edu

The famous training ride series is now 17 years old! Come out for serious training two nights a week. 8 mile warmup ride, followed by three sprints with regrouping between. Learn proper race technique, group riding, and paceline. Meet at Sutter Davis Hosp, East Side Service Entrance Lot.

Women's Wednesdays*

Wednesdays, 9:00 am
T1/P3-4/20-30 mi
Marilyn Dewey, 753-9188, or
deweyms@hotmail.com

Meet in front of Wheelworks, 3rd and F Streets, for an easy 1 to 2 hour ride to improve skills and fitness in a low-key, fun environment.

Winters Dinner Ride*

Thursdays, 6:00 pm
T1/P3/30 mi
Paul Grant, 756-7813 or
pwgrant@ucdavis-alumni.com

Meet at bike path at Lake and Russell. With winter rapidly approaching it is time to dust off your earmuffs and gloves. Start with a fully charged battery on your light. Come out on this easy-going dinner ride to the local hamlet of Winters. Expect friendly conversation.

Saturday Wheelworks/MC Ride

8:00am T1-4/P5-6/40-60mi
(no regular ride leader identified, but this ride will happen!)

Meet at Davis Wheelworks. This training ride focuses on endurance and technique, including some tempo efforts in the latter half of the ride and an option for incorporating some hills.

RH Phillips First Saturday Brunch*

May 6, Saturday, 10:00 am
T2/P3/45 mi
Dave Dickson, 753-4978 or
enigmatic_1@sbcglobal.net

Meet at the WOODLAND Nugget parking lot. This is a lovely ride through rolling hills of northern Yolo County ending up at RH Phillips winery for their monthly brunch. The meal varies each month, and can generally be found on the RH Phillips website. The ride leader may also post it on the DBC listserve. It's always delicious, and always just \$10. but you can bring your own lunch if you wish.

Second Saturday Singles Spin

May 13 (2nd Saturday), 9:00 am
T1/P3/ 30-50 mi
Jay Bauer, 753-9894 or
jaybauer@gmail.com

This ride is for those who enjoy the simplicity of a single speed bike. Riding a single speed is a great way to practice group riding skills on a flat course. So bring out your freewheeler, fixed or flip-flop and enjoy a ride with other single speed riders. Come support our new ride leader.

Sunday Morning Training Ride*

Sundays, 8:00 am -- T4/P4-5/60-70 mi
A Sunday morning training ride with hills. The start place will vary at times, and the ride may not go every weekend.

Non-Recurring Rides

Cinco de Vino*

May 5, Friday, 6:30 am
T5/P3-4/90 mi
John Whitehead, 758-8115 or
jcw@dcn.org

Davis to Santa Rosa via Oakville. Sign up for Saturday's Wine Country Century (www.srcc.com) and leave your car at home. Options to SAG home Saturday or cycle home on Sunday. Contact ride leader for details including start location.

Wine Country Century*

May 6, Saturday, 6:00 am
T1-5/P whatever/35-110 mi
Ride starts in Santa Rosa. A DBC Jersey Ride. See www.srcc.com for more information. REGISTRATION REQUIRED. Within 72 hours after finishing the ride, send an email to jerseyride@davisbikeclub.org stating your name, the amount you paid, the distance you rode. In October the funds available for jersey ride support will be rationally distributed to the participants. Continuous club membership for the entire year is required.

Vino to Yolo*

May 7, Sunday, 6:30 am
T4/P3-4/85 mi
John Whitehead, 758-8115 or
jcw@dcn.org

Santa Rosa to Davis via Calistoga completes the 3-day tour to the Wine Country Century. Contact ride leader in advance.

Grizzley Peak*

May 7, Sunday
See page 5 of newsletter for link. This is a DBC Jersey Ride.

Giro de Beppo*

May 7, Sunday, 10:00 am
T1-5/P3/50 mi
Liese Schadt, 756-9302 or
skleepup@davis.com

Come celebrate the Giro d'Italia (Tour of Italy) with a ride along the American River trail to Buca di Beppo restaurant. We'll enjoy a family-style Italian feast and talk-up the Giro: can Savoldelli, Cunego, or Simoni reclaim the pink jersey, or will Basso or Rujano finally prevail? Which team will take the team time trial? Will Petacchi diss the Giro this year because it has too many climbing stages? Ride starts at Veteran's Memorial Center.

Stranger in the Night

May 12, Friday, 6:30 pm
T4/P4/55 mi
Dave Dickson, 753-4978 or
enigmatic_1@sbcglobal.net

People on bikes howling their fool heads off - that's stranger than a lot of things anyway. It's a simple concept. Get to the top of Cantelow in time to see the moon rise. Welcome it with a few howls. Ride home howling intermittently. Lunar visibility is not guaranteed. Rain cancels.

Return route may be subject to repairs on Cantelow Road -- Editor.

Changing Gears

May DBC Rides, Cont'd

Note: Asterisked (*) rides have a starting location other than Starbucks. Consult the ride description for start location. All telephone numbers are in the 530 area code unless otherwise noted.

Non-Recurring Rides

Suisun Amtrak train/hike/bike*

May 13, Saturday, 9:00 am
T3/P3/45 mi
Paul Grant, 756-3610 or
pwgrant@ucdavis-alumni.com

Meet 9am at Davis Amtrak. Club will buy tickets for members. Explore Suisun harbor and then go on a short hike in Suisun Marsh. Lunch at Babs Delta Diner. This will be a leisurely ride with a rest stop in Vacaville on the way back to Davis.

Davis Double Century*

May 20, Saturday, 10:00 am
T4/P your choice/200 mi
Robin Neuman, roknrobin2@aol.com
Without a doubt, the premier double century. Check the article on page 2 of this issue to see how you can volunteer to make this continue as the best regarded, best supported bicycle event anywhere in the known universe.

Rebecca's Loop*

May 27, Saturday, 9:00 am
T2-3/P2-3/30 mi
Diane Richter, (707) 678-9515 or
bdrichter55@gmail.com

This ride will start near the Community Center in Winters. We will ride on Old Winters Road to Gibson Canyon Road, then cross over to Pleasant Valley Road and back to Winters. Of course, there may be eating involved upon our return. Call ride leader with questions.

Dunnigan and Back

May 28, Sunday, 8:00 am
T2/P4 only/80 mi
David Joshel, 756-7409 or
davidjoshel@hotmail.com

See the Dunnigan Hills while they're still green. Observe sheep and cows and sample the wonderful cuisine of Esparto, Dunnigan and Zamora. Mostly flat with some nice rolling hills in both directions.

Transportation Choices in Yolo County May 15 Workshop

The Sacramento Area Council of Governments is conducting Metropolitan Transportation Plan (MTP) workshops to "help shape how regional leaders spend money on roads and highways, public transit and community improvements that make bicycling and walking safer and more convenient." The MTP 2030 will be the first MTP for the Sacramento region to pro-actively link land use and transportation needs. A workshop will be held on Monday, May 15, 6-9 pm at Freeborn Hall at UC Davis. Participants need to register in advance (no charge): register online at www.sacog.org/mtp or call Valley Vision at (916) 325-1634.

MAD, MAD, MAD M.A.R.C.H. (Mostly A Rain Choked Hydrological) EVENT by Barry Bolden

Well now you know how far you can bike in almost any conditions. It is supposed to make you stronger. March is history but April is starting to look a lot like March. It's still too damp to plow. There were 20 days of rain in the valley during the month breaking the old record of 18 in 1989. Yet, despite this, our 148 high-water riders were able to exceed their goal of 96,125 miles. At last check, we rode more than 100,000 miles through cold rain, hail, wind, haiku, limericks and competition from Big Ring Bob. Great job.

If you are not a subscriber to the club's email list, you may have missed the literary talents of our writer-riders. My favorite was from the keyboard of John Whitehead.

Retired Muscles, March 22:
The decrepit old man on the Hill
Said "Passing you's hardly a thrill
My name's Big Ring Bob
'Cause I don't have a job
And my muscles get worked while yours chill."



Mad Marchness!

More to come. A collector's 6-pack of limericks is online. You can subscribe at [HYPERLINK "mailto:dbc-subscribe@dbclist.org"dbc-subscribe@dbclist.org](mailto:dbc-subscribe@dbclist.org).

Even with the record rain, there were many outstanding photos entered in the contest. Winners will be announced at the June 4 banquet. You can see the entries and comment at [HYPERLINK "http://www.pbase.com/g2_steve/2006_march_madness"http://www.pbase.com/g2_steve/2006_march_madness](http://www.pbase.com/g2_steve/2006_march_madness). Who will win the coveted Blue Squirrel Award?

Helmet fittings were held on some of the dry days in February and April. Over 275 have been given to kids in Davis and Woodland. A huge THANK YOU to all the fitters that helped put smiles on their faces and helmets on heads. As soon as we get another shipment, we'll go to Knight's Landing and Dixon. Let me know if you would like to help. Montgomery school principal even wrote a thank-you letter to the Davis Enterprise. Details are being worked for the banquet on Sunday, June 4 at Cantina del Cabo in beautiful downtown Davis. The awards, jerseys, prizes and entertainment are not to be missed. Auditions are being held for the entertainment portion. If you can't make it we will hold your stuff for pick-up or mailing.

Last but not least, another huge THANK YOU to the March Madness Committee. Without them there would be no Madness and we could all sleep in on rain-soaked weekends. Please put your hands together for them. President Shadoan, webmaster; John Seabury, registrar and box checker; Nancy and Jeff Hall, past chair and certificates; Bill Roe, jersey designer and liaison; Dan Fishbein, banquet MC; Marilyn and Bruce Dewey, sponsorships; Bill Sbarra, helmet distribution; Paul Guttenberg, helmet chief and cross-country biker; Editor Macaulay, photographer, judge and helmet quartermaster.

A Street is a Terrible Thing to Waste

Walt Seifert, Executive Director -- Sacramento Area Bicycle Advocates (SABA)

In the middle ages, garbage was tossed and chamber pots emptied into the street. Over the centuries we became more fastidious about dumping offal in public spaces. Yet we still dump green waste. To this day, the cities of Davis, Sacramento and Woodland have "loose-in-the-street" pick up of dumped trash using "the claw" and a garbage truck. Dumping yard debris in the street is less offensive than dumping garbage. But the practice does have environmental and other consequences—presently politely ignored:

- **Storm water quality.** The California Water Quality Control Board staff believes "loose-in-the-street" pick up boosts total organic carbons, pesticides and herbicides in run-off. Those substances wind up in our rivers and streams and harm fish and wildlife. Regulators are pressing, and sometimes forcing, cities to switch to "containerized" pick up. They issued a Cleanup and Abatement order requiring Stockton to stop its green waste dumping.
- **Local flooding.** Green waste clogs storm drains and causes street flooding.
- **Cost.** In Sacramento, pick up by "the claw" costs 31 percent more than containers. That's just for labor and equipment. It doesn't include cleaning storm drains or pump station screens and other significant costs.
- **Air quality.** Two vehicles, operating continuously, are needed to pick up piles of green waste. With containers, there is only one vehicle.
- **Bicycling.** Trash piles are a hazard to bicyclists. They cause annoyance, fear, crashes and injuries. Piles frequently completely block bike lanes. Bicyclists can be forced into the path of autos. Crashing into a pile (difficult to see at night) can throw a rider over the handlebars.
- **Other impacts and costs.** Piles of green waste attract illegal dumping and increase the need for street sweeping. "The claw" damages pavement and pavement markings. The piles are unattractive--newcomers are appalled when they see them. The piles block motorists trying to park and can be a nuisance for pedestrians.

Some people like the convenience of tossing yard debris in the street. Others worry that containers might not be big enough to hold all the leaves in the fall. A few residents have limited space to store another container. But most localities across the state enjoy efficient containerized green waste collection. For example, Sacramento County residents put green waste in plastic bins for pick up every other week. Dumping in the streets is a practice whose time has passed. It's hard to argue that convenience is more important than environmental protection, flood woes, neighborhood appearance or safety.

The Sacramento Area Bicycle Advocates is forming a broad-based Can the Trash! Coalition. The goal is to end the year-round dumping of green waste. More information on the Coalition is at <http://www.sacbike.org/greenwaste/>

The Virtues of Latex Bike Tubes

By Phil Coleman

About 3 years ago, while surfing on the web, I came across an article from a cyclist in Nevada who was praising the advantages of using latex tubes as opposed to the more common butyl rubber tubes. Latex tubes? What's, that? I'd never heard of them. So, simply out of curiosity I began a little research on what they were, and what they were used for. You have seen latex rubber used in surgical gloves used by your friendly doctor when he/she examines you in various places on or in your body. That same latex is found in bicycle tubes, if you can find them.

I finally found a pair of Michelin latex tubes on the Internet, bought them, and made a comparison with traditional tubes. First off, latex bicycle tubes are quite a bit lighter in weight, about 60 grams per tube. In fact, the latex in bike tubes is only slightly thicker than the aforementioned surgical gloves. Your first impression is that latex tubes would be much more susceptible to flats than butyl tubes. More on that later.

The article I read said that latex tubes make you ride faster. This is true. The slight reduction in revolving weight was immediately noticeable, in acceleration particularly. Latex tubes also ride softer. They seem "springier" and absorb bumps in the road better. Don't ask why; I don't know. I presume latex is more elastic than butyl. Anybody that suffers from aches in the arms and shoulders from bike riding may want to investigate this option.

How do latex take a standard bike patch when they puncture? A bike-store owner (not in Davis) cautioned me about latex tubes, saying that

latex will not accept a patch because the glue does not stick to latex. He said that latex tubes, once they puncture, have to be tossed. Not true. On my first latex tube flat, I patched it and it worked fine. Every subsequent patch held beautifully. In fact, the latex surface is so uniformly smooth that it takes a patch better than a butyl tube.

Are latex tubes more susceptible to flats? They are so thin that one would think so. But for some reason that defies logic latex tubes, for me, ride much longer without a flat. I can ride several hundred miles before getting a flat with butyl tubes, on average. After 3 years use, and several thousand miles riding experience, I can ride 2-3 times longer on latex before getting a flat. I've been on group tour rides where my buddies get the usual frequency of flats. I ride the same road and sail through! Don't ask why.

OK, so latex tubes are faster, more comfortable, easier to patch, and flatten less frequently. What are the downsides? There are two, cost and availability. If you pay \$5 or so for a butyl tube, plan to pay about \$12 or more for a latex tube. But I have ridden over two years and several thousands of miles on one set. Twelve bucks for 2 years of tubes is pretty good. For me, far fewer flats alone is worth the extra cost.

A few well-stocked pro bike shops have latex tubes on site. I presume any shop can order them for you from their supplier. Michelin makes them, among other lesser brands. Some racers use them and they are much more prevalent in Europe. Occasionally, I find them on-line and grab them when they are available. I have 6 pair, which will last me for the next decade. By then, I'll be pushing a walker in a convalescent hospital and will not need bike tubes of either variety.

Night Rider Rides Again, Part 3

by John Whitehead

In Part 2 of this article, we learned some of the pitfalls of redesigning a battery pack with a few intentional changes. The original five 4/3 A size cells (nickel metal hydride, 4.5 amp-hours) were replaced by ten size AA cells, also NiMH. The latter are a consumer item purchased locally, and the total capacity (5 amp-hours) is slightly better than the original. However, the ease of future cell replacement means battery holders with spring clips. The lamp's digital fuel gauge circuitry was actually tripped up by momentary loss of contact when hitting bumps in the road. Another intentional change was to speed installation and removal of the lighting system, by packaging the new battery for a water bottle cage. The final assemblage of 10 cells did not fit through the opening of the preferred lightweight parmesan cheese container, but was easily lowered into a tomato can.

Despite locating the microchip next to the battery after suspecting the chip contained a sensor for excessive temperatures, the charger still did not shut off automatically. The reason remains a mystery, and is probably related to slightly different battery characteristics than the original set. Fortunately this time, a kitchen timer reset every 10 minutes offered reminders to feel the battery temperature frequently. When they became too hot to hold (sans container), the plug was pulled to avoid another disaster. Compromising on caution, I selected the 10-watt lamp setting. It ran for 3 solid hours and then some, confirming my hopes for 30 watt-hours, which equals 5 amp-hours times 6 volts.

Being curious, I hefted a 50-pound antique from the bottom of a closet to pick the brains of the Smart Battery (TM). My 1963-vintage Tektronix model 515A oscilloscope, purchased 20 years ago for \$50 at the UC Davis Bargain Barn, has a loud fan to cool lots of glowing vacuum tubes. When connected to the main two wires, the scope showed that the lamp is turned on and off 800 times per second, being on for about 60% of the time at the 10-watt setting. Switching is a common way to obtain less than full power, and it works because the human eye would never notice such rapid blinking. For example, movies and television appear to show smooth motion from a mere 30 still images per second. It might also be true that the bulb filament temperature (i.e. actual light output) barely varies when modulated at high frequency.

Besides permitting different power level settings from one bulb, turning the lamp off briefly probably helps the system to sense the battery state of charge. Even at the full power



every 3.3 seconds. Careful examination revealed that the flickering is actually a burst of digital activity lasting 50 milliseconds. Wow, the battery pack actually sends messages to the fuel gauge in the lamp. Who would ever have thought that bicycle lights would be so complicated? The answer lies partly in the sophistication of rechargeable battery technology developed for laptop computers and cell phones, i.e. not invented just for bicycles.

A subsequent charge provided just over 1.5 hours of light at the full 15 watts (only 23 watt-hours), whereupon the fuel gauge went directly from 40% full to the 6-watt power-save setting. This moderate disappointment is



fundamental to the nature of batteries, namely that less electricity can be squeezed out in a hurry. It might be fair to say that the company was being technologically aggressive by offering a 15-watt light with only 4.5 amp-hours. The whole system has to be nearly perfect for the full power setting to work for the ideal duration, only one season when the light was brand new.

After a second weekend of fiddling with the lighting system as an excuse to procrastinate poring over IRS papers, I stayed up late Sunday Feb 5 making a cover for the tomato can. During the Early Bird Special bicycle ride the next morning, the battery pack remained sensitive to bumps in the road. The springy battery contacts clearly needed improved isolation from vibration. Days later, a piece of 2-inch thick soft foam in the bottom of the can yielded a vast improvement, sufficient for the railroad tracks on Eighth Street in Davis. It passed the final test on a subsequent ride, continuing to work at 15

setting, the oscilloscope showed that the electricity to the lamp is shut off a few percent of the time, also 800 per second. When connected to the data wire, the scope screen flickered

watts after crossing the bumpier tracks on Old Davis Road.

As of this writing, a plug-in 24-hour wall timer is used to feed electricity to the charger. The plastic turn-on tab was removed from the dial wheel, so the off-only feature lets it be set for a 4-hour charge and ignored for days. If the timer clock's tiny motor wastes less electricity than an idle plugged-in charger (likely), then it is fair to conclude that the charger's own shutoff non-functionality is a blessing in disguise.

The 10-watt setting worked for 3 hours during March Bicycle Madness rides, e.g. the lamp helped me earn "first customer" status with a 6:28 am arrival at the West Plainfield pancake breakfast March 5, a dark and rainy morning. The full power setting can be relied on for more than one hour, after which it is left on to completely discharge (2.5 additional hours at 6 watts). Besides simplifying the timer method, complete discharges may also improve battery life. As a testament to storage life, the tomato can held 80 percent of its capacity from a mid-March recharge until early April, when it was again pressed into service for the first Early Bird Special ride of daylight savings time.

An additional string of 5 cells in parallel with the other 10 would most likely permit operation at the full 15 watts for 3 hours, due to the lower discharge rate of each individual cell. It has not escaped my notice that five AA cells can be stacked neatly inside half-inch CPVC plastic pipe, after a 9/16 inch reamer is run through the inside. This is not PVC garden plumbing -- CPVC pipe is smaller and sold especially for hot water. Imagine how many foot-long "battery sticks" would fit around a top tube, each good for about an hour at 15 watts.

It is acknowledged that not everyone is a penny-wise dollar-foolish professional mad scientist who is happy to spend oodles of hours fooling around with old broken things just for entertainment and to unburden the county landfill by a few hundred cubic centimeters. For anyone who does want to try this at home, be warned that your watt-hours may vary. Another option is to simply purchase a new lighting system having the latest technology incorporated throughout.

Finally, it should be noted that a worthy compromise is to restore a degraded battery pack to its exact original configuration. Inspired by this series of articles, our Editor searched online to find a source of 4/3 A cells, complete with tabs soldered on so he could connect them like the lamp manufacturers do. His photo essay showing disassembly and rebuilding is posted at http://www.pbase.com/g2_steve/niterider&page=all.

Official Use Only

DAVIS BIKE CLUB MEMBERSHIP APPLICATION

Exp: _____
Pd: _____
Check #: _____
Entered: _____



Step 1: Fill out form *completely*.
Step 2: Sign where indicated.
Step 3: Make checks payable to Davis Bike Club and return completed form to:
 DBC Membership, c/o B&L Bike Shop, 610 Third St., Davis CA 95616

Name for mailing label: _____
 Address: _____ City _____ State _____ ZIP _____
 Telephone (_____) _____ - _____ E-mail _____

If you wish to be added to the DBC email list please visit our website www.DavisBikeClub.org

Action Type	<input type="checkbox"/> New Member	Basic Membership, 1 year..... <input type="checkbox"/> \$20.00 single or <input type="checkbox"/> \$30.00 family	\$ _____
	<input type="checkbox"/> Renewal	Basic Membership, 3 years..... <input type="checkbox"/> \$50.00 single or <input type="checkbox"/> \$75.00 family	
	<input type="checkbox"/> Address Change	Basic Membership, 5 years..... <input type="checkbox"/> \$80.00 single or <input type="checkbox"/> \$120.00 family	
		Race Team add-on... <input type="checkbox"/> \$20.00 per racer per year	\$ _____
		<input type="checkbox"/> Aggie Cycling Team (no race team fee) OR... <input type="checkbox"/> Junior Race Team (no race team fee)	
TOTAL AMOUNT DUE			\$ _____

ALL adult members must sign release; parent or guardian signature required for members under age 18.

Your signature indicates that you have read, understand and agree to all of the conditions set forth in the Accident Waiver and Release of Liability statement below.

Name _____ Age _____ Signature _____ Racer? Date _____
 Name _____ Age _____ Signature _____ Racer? Date _____
 Minor's Name _____ Age _____ Parent/Guardian Signature _____ Racer? Date _____
 Minor's Name _____ Age _____ Parent/Guardian Signature _____ Racer? Date _____

ACCIDENT WAIVER AND RELEASE OF LIABILITY

I acknowledge that this athletic event is an extreme test of a person's physical and mental limits and carries with it the potential for death, serious injury and property loss. The risks include, but are not limited to, those caused by terrain, facilities, temperature, weather, condition of athletes, equipment, vehicular traffic, actions of other people including, but not limited to, participants, volunteers, spectators, coaches, event officials, and event monitors, and/or producers of the event, and lack of hydration. These risks are not only inherent to athletics, but are also present for volunteers. I hereby assume all of the risks of participating and/or volunteering in this event. I realize that liability may arise from negligence or carelessness on the part of the persons or entities being released, from dangerous or defective equipment or property owned, maintained or controlled by them or because of their possible liability without fault.

I certify that I am physically fit, have sufficiently trained for participation in the event and have not been advised otherwise by a qualified medical person.

I acknowledge that this Accident Waiver and Release of Liability (AWRL) form will be used by the event holders, sponsors and organizers, in which I may participate and that it will govern my actions and responsibilities at said events.

In consideration of my application and permitting me to participate in this event, I hereby take action for myself, my executors, administrators, heirs, next of kin, successors, and assigns as follows: (A) Waive, Release and Discharge from any and all liability for my death, disability, personal injury, property damage, property theft or actions of any kind which may hereafter accrue to me or my traveling to and from this event, THE FOLLOWING ENTITIES OR PERSONS: Davis Bike Club, their directors, officers, employees, volunteers, representatives, and agents, the event holders, event sponsors, event directors, event volunteers; (B) Indemnify and Hold Harmless the entities or persons mentioned in this paragraph from any and all liabilities or claims made by other individuals or entities as a result of any of my actions during this event.

I hereby consent to receive medical treatment which may be deemed advisable in the event of injury, accident and or illness during this event.

I understand that at this event or related activities, I may be photographed. I agree to allow my photo, video or film likeness to be used for any legitimate purpose by the event holders, producers, sponsors, organizers and or assigns.

This AWRL shall be construed broadly to provide a release and waiver to the maximum extent permissible under applicable law.

I hereby certify that I have read this document; and, I understand its content.

Parent Guardian Waiver for Minors (Under 18 years old)

The above signed parent and natural guardian or legal guardian does hereby represent that he/she is, in fact, acting in such capacity and agrees to save and hold harmless and indemnify each and all of the parties referred to above from all liability, loss, cost, claim or damage whatsoever which may be imposed upon said parties because of any defect in or lack of such capacity to so act and release said parties on behalf of the minor and the parent or legal guardian.

Helmets are required on all club rides.



Incomplete applications will be returned unprocessed. Please allow up to 6 weeks for processing.



The Davis Bike Club is a volunteer organization. The club has many activities that require member assistance during the year. Your volunteered time helps make these projects successful. Please indicate if you would be interested in helping with any of the following club activities and events:

<input type="checkbox"/> Leading local club rides	<input type="checkbox"/> Organizing/leading club tours	<input type="checkbox"/> Serving as a Board Member	<input type="checkbox"/> Other - Contact me for general help
<input type="checkbox"/> March Madness	<input type="checkbox"/> Double Century	<input type="checkbox"/> Foxy's Fall Century	<input type="checkbox"/> Fourth of July Criterium
<input type="checkbox"/> Dunlap Memorial Time Trial			

DBC Member Classifieds & Announcements

THANK YOU

April Ride Leaders

JACK KENWARD • Barry Bolden • Gerry Peterson

PHIL COLEMAN • Dan Shadoan • Larry Burdick

Anne Huber • Terry Monges • David Joshel

Paul Grant • **LINDA PETERSON** • Marilyn Dewey

Dan & Sharon Cucinotta • Rich & Liz Boettner • Steve Macaulay

Michael Tigges • **JOHN WHITEHEAD** • Jim & Wendy Homerosky

JEFF & NANCY HALL • John & Mary Seabury • Jean & Alan Jackman

John, Anne & Bill • Stu Bresnick



Ride Schedule On-Line



A downloadable ride schedule is available on the DBC web site (www.davisbikeclub.org). It is a PDF file (you'll need the free Adobe Acrobat Reader). File size is about 200k, downloadable even if you have slower dialup connection.



Don't forget the Changing Gears web photo supplement:

http://www.pbase.com/g2_steve/may_2006_dbc

A Brief Guide to DBC Online

Website: www.davisbikeclub.org

Club email list: dbc-subscribe@dbclist.org

Send to all subscribers: dbc@dbclist.org

Remove from list: dbc-unsubscribe@dbclist.org

If you have multiple email accounts, be sure to use your subscription address to unsubscribe or send messages to the list.

Celestine Capart: Ghost Rider



(This card valid only with mailing label & current expiration date)



Davis Bike Club
Membership Card

FIRST CLASS



Moving? Please let us know!
Our Membership Director will make sure your membership info is updated and that you continue to receive your monthly edition of *Changing Gears*.
Snail-mail c/o B&L Bike Shop, or send email to: dbcmembership@gmail.com



**Davis Bike Club
610 Third Street
Davis, CA 95616**