

# Changing Gears

Newsletter of the Davis Bike Club

June 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, June 5, 7:00 PM  
Davis Public Library  
Blanchard Room  
315 East 14th Street  
(Please park bikes outside)  
Refreshments & Door Prizes!

### Directors Meeting

Monday, June 12, 7:00 PM  
Davis Food Coop Conf. Rm.  
620 G Street  
All Members Welcome

### Race Team Meeting

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

### NEXT Newsletter Submission Deadline

Sunday, June 18  
Please email submissions to:  
dbcnewsletter@gmail.com

## Welcome New Members

Susan Sperr

Chris Bowlus

Paul Colagiovanni

Ajyman Johnson

Roberto Lopez

Patrick Kitto

## Caneman Does March Madness by -- Caneman

Howdy, my name is Caneman.

This last year has eventful. The last summer saw major health problems that essentially ended my bike riding. Additionally, I weighed 242 pounds, had high blood pressure, and fatigued easily. Foy's bike shop heard about poor health and loaned me, "for as long as I needed it" a Turbo Max trainer, so I could train safely with medical help readily available - should I need it, something that isn't always available out on the road, and it could be delayed in getting there.

I slowly built up my strength and endurance. In November I entered the UMCA's Indoor Challenge. My goal was to ride the trainer every day. I didn't. When my health improved I couldn't wait to get out on the road, and in November and December the weather was pretty good. In mid-January my doc gave me the all clear to "go for it." I did. I made riding the trainer my second full time job, from then on. The UMCA Indoor Challenge is scored by hours of riding, not miles, more points for longer rides.

The UMCA Indoor Challenge ends March 31, so I entered the March Madness - which also ends on March 31, with the idea of making a statement on a trainer. I wanted to do 2,000 miles or more on a trainer. Paul Jordan rode 1841 miles in 2003, 1302 of those on a trainer. About half way through March, I decided to go

for 3,000 miles. Two reasons: Nobody had ever done it on a trainer, and I was putting in lots of hours to stay ahead of Martin Dressman (UMCA Indoor Challenge rider) and to catch up and stay with Squadrabianchi#1. I even did a 24-hour session to rack up points over Dressman and mileage on Squadrabianchi#1, only to find out that Dressman rode 24 hours the day before I did. And the race continued: hours against UMCA Dressman, and miles against Davis Bike Club Squadrabianchi#1. I put in a lot of hours because I had too. That Squadrabianchi#1 could really put on the miles.

I got a break when Squadrabianchi#1 took off 5 days, 4 in a row, with no mileage, and I didn't. I put on 645 miles on those 5 days. The margin of victory was only 551.21 miles (3324.41 to 2773.20). Had he not had to taken those 5 days off, and had he ridden his usual 107 miles per day, the spread would have been only 16.21 miles and the last day would have been a go for broke, do or die ride. Squadrabianchi#1 pushed me. And UMCA Dressman was within one (1) point of me up until the last three days. All I did was essentially ride the trainer and work for the last 65 hours (a half hour sleep here and there.) The result was very satisfying, but it took me a week to recover.

I had my trainer on the screened in porch

*See Caneman, Page 8...*

## June Meeting Program By Diane Richter, VP



The June meeting of the Davis Bike Club will be held in the Blanchard Room of the Davis Public Library on 14th St. at 7:00 p.m., Monday June 5. Our speaker will be Jody Randolph, who is a certified Pilates instructor. She will be teaching us exercises to help build our core strength and other bicycling-related muscles. Wear loose clothing if you would like to participate in the exercises.

We will also be offering our current DBC jersey for sale at the meeting; the price will reflect a SUBSTANTIAL DISCOUNT compared to the regular retail price. So stock up! Come a bit early to set up chairs, buy jerseys, and chat with your DBC friends.

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**Pentagon Pics -- Paul Guttenberg and airline cyclist companions with Secretary Rumsfeld in front of Pentagon. Paul and "Rummy" are on a first-name basis. More next month on their bike trip across the U.S.**



**Board Bulletin**

**Shannon Still, DBC Recording Secretary**

Much has been happening on the board as we are in the middle of one of the busiest times of the year. The Davis Double Century has just passed and the running of the DC takes much time at the board meetings. Robin Neuman has again done a great job planning and if you have interest in helping in the future in a more senior role, then let someone on the board know. We always need good help to pull off this event successfully.

Keep an eye on the tour calendar as there as always interesting places to go on your bike. Some of the tours are nearly full but the San Juan Island Tour still has a couple of spots remaining. Even if you are unable to make a tour, the ride calendar always can use more rides and the planner is always looking for new and interesting ride leaders and rides.

The DBC has been very active in philanthropy. Steve Kahn, our director of philanthropy, has indicated that we have donated to Grace in Action and Habitat for Humanity. The Habitat house has all doors, including the main entrance, provided through our funding. The club will also be donating to an AIDS Lifecycle rider (and former DBC President), a food bank in Yolo County, and the Big Fix ride. This is our opportunity to give to the community in ways other than cycling.

Regular club meetings have been successful and the club has had some great speakers that are a benefit to all club members. If you have missed some of the speakers in the past few months, then make sure to attend meetings in the future and hear these great speakers. DBC has featured speakers on bike maintenance, training and riding psychology, and bike fitting and related injuries. These are invaluable speakers are a great benefit and would be expensive to visit individually. Please thank Vice-President Diane Richter for procuring such wonderful speakers.

In other news, the DBC is financially healthy and is currently on track for a balanced budget. Yeah for our treasurer Stu Bresnick and our board for keeping us on track. Also, the DBC Race Team is still searching for a team director. If you know of good candidates, please let someone on either the DBC or Race Team boards know.

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](http://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**

*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](http://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](mailto:dbcmembership@gmail.com), [info@davisbikeclub.org](mailto: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](mailto:dbcnewsletter@gmail.com). Please check front page for deadlines. Submissions may be edited for length.



**Race Team Results**  
by Janelle Gunther

**Race Team and Board Thanks!**

by Joan Anton



Name	Date	Race	Category	Place
Blake Anton	4/15/06	Copperopolis	Jr. 17-18	1st
	4/8/06	Sea Otter Road Race	Jr. 17-18	11th
	4/7/06	Sea Otter Road Race	Jr. 17-18	11th
	4/19/06	Track Racing	B Omnium	1st
	4/20/06	Track Racing	B Omnium	1st
	5/3/06	Track Racing	B Omnium	3rd
	5/6/06	Golden State Crit	Jr. 17-18	2nd
	5/13/06	Cat's Hill Crit	Jr. 17-18	3rd
Eduardo Avelar	5/6/06	Golden State Crit	Elite 4	29th
Alexis Braun	4/15/06	Copperopolis	Jr girls 10-12	1st
	5/6/06	Golden State Crit	Jr. <=14	7th
Parker Childress	4/23/06	Wente Road Race	Jr. 15-16	23rd
	5/6/06	Golden State Crit	Jr. 15-16	Pack
	5/6/06	Golden State Crit	Elite 4	Pack
	5/13/06	Cat's Hill Crit	Jr. 15-16	20th
Stephen Dev		Willamette Valley Stage Race	P1/2	
			Stage 1	25
			Stage 2	~45
			Stage 3	36
			Stage 4	30
			GC	26
Tyler Dibble		Willamette Stage Race	Elite 3 Stage 1	1st
			Elite 3 Stage 2 TT	9th
			Elite 3 Stage 3	3rd
			Elite 3 Stage 4	1st
			GC	2nd
Brian Floyd	4/15/06	Copperopolis	CAT 2 Upgrade	
	5/14/06	Berkeley Hills RR	Master 45+ open	Mechanical
			Master 45+ open	18th
Alex Freund	4/15/06	Copperopolis	Jr. 10-12	2nd
	5/6/06	Golden State Crit	Jr. 13-14	16th
	5/14/06	Berkeley Hills RR	Jr. <=16	6th
Andreas Freund	4/15/06	Copperopolis	Jr. 13-14	2nd
	4/23/06	Wente Road Race	Jr. 15-16	7th
	5/6/06	Golden State Crit	Jr. 13-14	5th
		Berkeley Hills RR	Jr. 15-16	4th
Roland Freund	4/22/06	Wente Road Race	Master 45+ 4/5	9th
	5/14/06	Berkeley Hills RR	Master 45+ all CAT	14th
Courtney Gertler	5/6/06	Golden State Crit	W4	10th
Janelle Gunther	4/13/06	Infineon Circuit Race	W1/2/3/4	7th
	4/20/06	Infineon 1/4 mile sprints	W1/2/3/4	5th
	4/23/06	Infineon Spring Series GC	W1/2/3/4	4th
	4/29/06	Madera Stage Race	W4 Crit	Wasn't last
	4/29/06	Madera Stage Race	W4 TT	15th (~mid-pack)
Joe Iannarelli	4/23/06	Wente Road Race	P1/2	28th
	3/23/06	Wente Crit	P1/2	4th of 109
	4/8/06	Sea Otter Road Race	Jr. 17-18	8th
	4/15/06	Cooperopolis	Jr. 17-18	4th
		Cat's Hill Crit	Jr. 17-18	1st
		Cat's Hill Crit	P1/2	18th
Thomas Kellner	4/15/06	Copperopolis	Master 45+ 4/5	6th
	4/23/06	Wente RR	Master 45+ open	9th
	5/6/06	Golden State Crit	Master 45+ open	22nd
Edan Levaton	5/6/06	Golden State Crit	Jr. 15-16	15th
		Golden State Crit	Elite 3	19th
		Cat's Hill Crit	Jr. 15-16	3rd
		Cat's Hill Crit	Elite 3	Hung with pack
				75% of race
Karch Miller	5/7/06	Oak Creek BMX	<9 Cruiser	1st
Jesse Moore	4/15/06	Copperopolis	P1/2	5th
		Willamette Stage Race	P1/2 Stage 1	16th
			P1/2 Stage 2 (TT)	18th
			P1/2 Stage 3	Pack
			P1/2 Stage 4	2nd
			P1/2 GC	13th
Christopher Morales	4/15/06	Copperopolis		14th
		Willamette Stage Race	GC	56th
		Madera Stage Race	GC	12th
Matt Morenzoni	4/15/06	Copperopolis	P1/2	flatted
		Willamette Stage Race	P1/2 stage1	43
			stage 2	23
			stage 3	55
			stage 4	44
			GC	28
Kyle Patterson	1/2/10	San Bruno Hillclimb	Jr. (All)	9
	2/13/10	Cherry Pie Crit	Jr. 15-18	5
	2/19/10	Martinez Crit	Jr. (All)	2
	3/6/10	Alameda Crit	Cat 5	17
	3/27/10	Pinole TT	Co-Ed	3
	4/8/10	Sea Otter Circuit Race	Jr. 15-16	27
	4/13/10	Prairie City Race Series (MTB)	Sport (0-20)	2
	4/9/10	Sea Otter RR	Jr. 15-16	17
	4/20/10	Prairie City Race Series (MTB)	Sport (0-20)	1
	4/16/10	Copperopolis Road Race	Jr. 15-16	7
	4/23/10	Wente Vineyards RR	Jr. 15-16	14
	4/24/10	Wente Vineyards RR	Jr. 15-16	6
	4/27/10	Prairie City Race Series (MTB)	Sport (0-20)	1
	5/4/10	Prairie City Race Series (MTB)	Sport (0-20)	1
Amanda Seigle		Willamette Stage Race	W4 stage 1	2nd
			W4 stage 3	5th
			W4 stage 4	2nd
			Upgrade to CAT3	
Dan Sweet	4/16/06	Copperopolis	Elite 3	15th
	04/29/30/0	Madera Stage Race	Elite 3 RR	2nd
		Madera Stage Race	Elite 3 GC	5th
Cody Tapley	4/23/06	Wente Crit	Jr. 15-16	14th
	4/6/06	Golden State Crit	Jr. 13-14	18th
		Golden State Crit	Elite 4	42/55
Mitchell Trux		Willamette Stage Race	P1/2 Stage 1/RR	12th
			P1/2 Stage 2/TT	39th
			P1/2 Stage 3/Circ	3rd
			P1/2 Stage 4/RR	14th
Alan Walls	5/6/06	Golden State Crit	Master 3/4/5	Pack
Alex Wick	4/15/06	Copperopolis	Jr. 15-16	4th
	4/22/06	Wente RR	Jr. 15-16	6th
	04/29/30/0	Madera Stage Race	Elite 3	DNF
	5/6/06	Golden State Crit	Jr. 15-16	2nd
	5/6/06	Golden State Crit	Elite 3	1st
Zack Wick	4/15/06	Copperopolis	Jr. 13-14	1st
	4/22/06	Wente RR	Jr. 15-16	DNF
	04/29/30/0	Madera Stage Race	Elite 4	DNF
	5/6/06	Golden State Crit	Jr. 13-14	4th
	5/6/06	Golden State Crit	Elite 4	Pack

June 7 will be my last meeting with the Race Team and Race Team Board. It's been a great six years and I wish everyone the best. Deepest thanks to Steve Wick, the better half of coordinating our growing junior contingent. Keep the rubber side down, y'all. Support from the general Davis Bike Club and its various board members during my tenure with the Race Team has been phenomenal and I thank you from my heart for your kind words of encouragement and generous financial sustenance. And thanks to you, Blake, for your dedication to racing; I am your biggest fan.

If you're interested in being a board member or perhaps want to find out what it's all about and what's involved, come to a board meeting or give me a call! Your help is needed to continue the wonderful momentum of this team!



**Berkley Road Race, May 14**

by Brian S. Floyd

45+ Open, Place - 18th



Race Report: Good field and tough race. We had 4 DBC'ers in the race including Roland Freund, Tom Kelner and Will Beringer. Roland, Tom and I were in the top 6 to 10 riders most of the race but on the first hill of the second lap Tom fell back a little and then on the second hill I fell back. Roland managed to stay with the lead 15 or so riders and I spent the rest of the race on my own chasing them. I managed to pass a few riders on my way to the finish and was never caught by any of the peleton behind me but it was a big struggle in the heat and slight cross winds. After I finished 2 or 3 other riders came across followed by Tom and then two riders later Will came over the line. Roland ended up in 14th place. We would have liked to be in the top 10 but it was a pretty tough field with Mark Caldwell and other 1 and 2 category riders. Overall a pretty good showing for DBC and one I am sure we will improve on.

**News from Race Central**

The following accounts were written by some of our Aggie/DBC racers after going to the Madera Stage Race over the weekend of April 28-29-30, or after racing a Stage Race in Willamette, Oregon.

**Matt Morenzoni:** This year saw the return of the Ben Hur Hill Climb as stage one of the Madera stage race. It's a very interesting course. The first 6 miles are rolling with an average grade of 3%, then the final 3 miles are a very steady 5-6%. It was interesting to see the wide range of equipment that people thought would be ideal- everything from a super light weight climbing bike to a tt rig with disk and all. Unfortunately, my equipment choice didn't matter since I still hadn't bounced back from Willamette Stage Race yet and had a horrible race, losing 2.5 minutes.

Stage 2 is the same TT course as before- a basically flat rectangle north east of Madera. There was a nice cross tailwind on the first two sides of the rectangle and then a headwind the way back. I don't remember the results exactly, but I think I was in 3rd for the day, a couple seconds out of second. Dave Fuentes smoked everybody and was way ahead in first place. I felt fully recovered for this race; too bad it was a day too late.

Stage 3 was a nice big non-technical crit. Everybody seemed pretty unmotivated, maybe because of the temps in the mid 80s. Eventually a break got off and put 45 seconds into the pack. Since I was riding without teammates, I just sat in and conserved for the RR on Sunday, where I could hopefully make up some of the 2+ minutes I was down and improve on my 9th place gc.

Sunday's road race was on a fun course. It has a little of everything- crosswinds, horrible pavement, and big rollers. From the gun, a Lombardi guy took off and everybody gladly let him go. It was going to be a long day for that guy. The next time around another guy bridged up and they started working together, but the gap stayed reasonable. The pack seemed really unmotivated, with McGuire riding tempo on the front to keep Fuentes happy in 1st gc. With 2 to

See Race Central, Page 4...

**Race Central, From Page 3...**

go I attacked after the cobbles, just as we entered the tall rollers. I got a nice gap but then the field came alive and was single file chasing me down, so I eased up just as some 200lb Webcor guy came rocketing by. I turn around and for some reason the pack eased up and was now shoulder to shoulder, so I put my head down, collected the Webcor guy, and it's off to the races. We worked well together and caught the 2 guys that had been off most of the race. Webcor guy gets pissed that the guy who was off since mile 0.2 isn't pulling through and tries to gap him off the back of our 4 man group. Webcor dude ends up not being able to bridge his 200lbs back to the 2 of us, and gets dropped. We ease up a bit because at this point 4 is better than 2 for the remaining 30 miles, but it's obvious that the Webcor guy is not going to bridge but somehow the Lombardi guy gets back on.

Fast forward a lap and the Lombardi guy is totally cooked from being off the entire race, so he's just sitting on the back. So now there are just 2 of us rotating which was not good because it was pretty windy. Fast forward to the cobbles and I'm starting to calculate how much I'm going to move up on gc, and writing my victory speech for my first P-1-2 win. We get a final split at a little less than 5k to go of 1:15 back to the pack- so we were gonna make it! And then I cramped... big time... quads, calves, hamstrings- everything went all at once. Probably from the big gear I was pushing over the bumpy stuff. I coasted and tried to stretch it out, but everything was locking up and the other 2 guys were not going to wait. I tried to pedal as best as I could, but was barely able to make the pedals go around. So I wasn't going to win, but if I could just finish I'd still improve my gc position. Well, on the last roller, the pack flew by and I barely limped across the line on the wheel of the last guy. The guy who I was in the break with did hold on for the win, so the break stuck. So close! At least it feels like I'm starting to get some fitness now, so that is encouraging.

**Tyler Dibble:** In the Men's 3 category, it was just Chris Morales and myself against 98 others. The first stage was going to be perfect for Chris and the plan was for me to lead him out and watch him fly by for the win. That went out the window when he flatted with half a lap to go. I played it pretty conservative in the very windy conditions. When we turned into the headwind with 1k to go I saw my opportunity when some poor soul thought it would be wise to jump with over 700m to go. I got a wheel and was sitting pretty as I got a lead out away from the field and came around a Webcor/Alto Velo rider with 100 to go for the win, giving me the "Aggressive Rider" points lead and the leader's jersey.

The next day saw the time trial. I went ok for 9th place, though not nearly as fast as I would have liked. Apparently individual TT is not my forte... I lost the leader's jersey, but the 30 second time bonus kept me in contention for the GC. Since no aggressive rider points were available, I retained the red jersey.

The circuit race in the afternoon was a great course, save for the very narrow road with 100 riders. I stayed out of the wind and was planning on just cruising to the finish. However, a hole opened up in front of me with about 400m to go and while everyone else goofed around I found myself sprinting. It was a bit long and uphill but I managed to only get nipped at the line by one guy (one guy

was up the road) for 3rd. Chris had gone off the front with the winning break and managed to win with one lap to go... oops. I moved up in the GC to 4th, within 4 seconds of second place, but still 50 seconds out of yellow.

The last day was "epic" and "a day for the climbers". Well, while there was plenty of climbing, it was nothing too selective and we only shed about 40% of the riders. Chris went to the front and pushed the pace on the longest climb of the day to shed even more riders. The leader and I were watching each other all day. He knew I wanted the yellow jersey (probably because I told him so...) and was watching me like a hawk. Since there was never really enough climbing to get a real gap, I waited until the last climb to the finish. It was about 1.5-2k long and windy. I attacked in my big ring and the field blew apart. I managed to win the stage, but not by enough to take the yellow jersey (there were no time bonuses available in this stage). I held on to the red "Aggressive Rider" jersey and came 2nd in the GC.

It was a great event with all the DBC riders really making an impact on Oregon cycling. They'll be getting another taste when we go back for the Elkhorn Classic and Cascade!

**Amanda Siegle:** Thursday afternoon began with packing up lots of bikes (Tyler hauling 14 bikes on a trailer with his Suburban) and lots of gear for the 3 day event. The drive was long and uneventful until we hit Oregon and it started raining ... on all our stuff in the trailer so while stopped for dinner everyone threw their cycling bags full of spandex into the car. No one likes to ride in pre-drenched shorts. This made for some cramped space in the car and rather cramped, uncomfortable sleeping until we reached motel 6 in Eugene at 1 a.m.

Luckily the first race didn't start till 11 so the girls got to sleep in till 8, while most of the boys didn't have to be there till noon. The day began overcast and soon turned into rain. With some spurts of heavier rain but mostly a light drizzle, things weren't nearly as bad as they could have been for Oregon weather. Even better, by the time my race started ... at 12:10, the rain had stopped.

Stage 1 - 20 miles - 1 lap -- The stage profile showed a tall climb about half way around the course, so I was playing conservative waiting for the 'climb' to attack. After 40 minutes I came to the conclusion that we passed the 'climb' and it was just a roller - lame. The wind was picking up with a finish into a crosswind. I had good position - 3rd wheel at the 1k sign when everyone swarmed but didn't go anywhere. They just sat in a giant swarm and I was stuck behind a bunch of people, so I tried moving into the cross wind to move around on the outside but no one would move over enough for me to get through. Finally I slowed down, got to the back of the pack and sprinted around everyone. Unfortunately, one woman had already started sprinting from the front so I couldn't catch her, but still pulled off a 2nd place finish, giving me the red 'most aggressive' jersey.

Stage 2 - 22 mile circuit race -- Bad start early in the morning when I couldn't stomach my breakfast. I tried to force down bites of oatmeal but just couldn't get down more than 5 or 6 and a banana. My race

was planned for 10:30 so I hopped on the trainer an hour early and got a good warm up. The day before was rather easy so I didn't know if these ladies hadn't been training or if they were holding back on day 1 so I wanted to be ready just in case.

10:20 rolled around and I headed to the start to find that we'd been delayed - come back in half an hour. We didn't start till an hour later - so much for my warm up. We finally started and these ladies are starting to push it. With hot laps for time bonuses on the 1st and 3rd lap things got moving early. This wasn't looking to be a good stage for me as I was holding on just trying to go for a good finish. Approaching the final turn I was sitting 3rd wheel behind a girl who had a good sprint and had picked up time bonuses earlier, so I knew she was a good wheel to follow. The sprint started and I was doing well, sitting 3rd but coming over the steep kicker the finish line was on, I couldn't hold it out of saddle and had to sit back down and took 5th.

Still unable to stomach food, Judd advised drinking calories so I stuck to that till my appetite returned in the evening.

Stage 3 - 50 mile RR -- Not getting any hot spot sprints the day before and not finishing top 3 for a time bonus I was now sitting 37 seconds down from the leader - 5th overall in the GC. This race had a decent hill with a long gradual climb and a hot spot toward the top so I decided that I'd sit and do nothing till the climb. The plan was to keep well fueled with a GU shot every 30 minutes, so when the first 30 minutes passed, I reached for the flask, pulled it out and ... DROPPED IT!!!! ... NOOOOOO!!! I now had to take on a 50 mile road race with NO FOOD. That changed the game. Now the plan was to hang on in the climbs and conserve as much as possible so that I could last for a decent finish. The long climb came and the pack had broken up a lot, from a start with 27 we now had a break of only 7. I liked those odds. After a wonderful long descent we wanted to keep the break so worked in a pace line. I noticed everyone else in our group was pushing the big ring so I conserved and stuck to spinning in the little ring. This worked out great since as we turned up into the final climb to the winery, I dropped everyone who was still pushing the big ring while I spun right by. Having a gap I started to push it to keep it. After all, this would give me time on the leader who was currently struggling up the hill. However, the no food for 2.5 hours weighed in and I couldn't keep it hard enough and one small girl caught me. Damn small climbers! But I still rolled in alone for 2nd. Next time I use a flask it will be taped to my body and I will carry several extra GU's just in case. :)

So a good weekend for me. 2nd, 5th, and 2nd, giving me 4th overall in the GC and I now have my upgrade to Cat 3.

**Marisa:** Well, Amanda mostly covered the details in between (long drive, little bit of rain, etc.), but here's the scoop on my races in Willamette:

Friday, Stage 1 (High Pass Road Race) -- Some rain and lots of cross wind (just like home, actually), so the race was mostly a matter of positioning within the pack. I was feeling pretty tight (and tired) from the long car drive up, but the butterflies in my

*See Race Central, Page 9...*



## The Tour Turn

By Bruce Dewey, Touring Director

Let the summer bike tours begin! Many of us are going on one or more of the three DBC tours—Oregon Coast in July, San Juan Islands in August, or the three-week Italian Tour in September. The tours are mostly filled, but sometimes there is a last-minute cancellation. It won't hurt to ask. Because volunteers do the all work and the club subsidizes a bit of the cost, our club tours cost perhaps a fourth as much as good commercial tours like Backroads and VBT. Our support vehicles are only large enough for luggage transport and for perhaps one or two people to hitch a ride. Your bicycle is your tour transportation so you aren't paying for a passenger van. We stay at good hotels and enjoy good meals.

I can offer several hints that will help you be a DBC touring überbunny. First and foremost, you and your bicycle must be in great condition. Prepare for the tour by taking rides that are at least similar in terrain and length as those on your tour. Club rides such as the one in Napa on Saturday, June 24 are good training for a typical touring day. It is not a good idea to show up in some remote place with old tires and inner tubes, a dirty chain, worn cables, out-of-true or cracked wheels, loose nuts and bolts, squeaks and rattles, and other maintenance problems. Take your bike into one of our great local shops and have it checked out before the tour. Davis is the place to get bicycle service—not out there someplace on the side of the road. That said, I've had the most trouble with new stuff, so be sure to do road testing beforehand.

On tours, we inevitably encounter bad or no pavement—perhaps cobblestones or construction. Try using touring tires instead of the 700x23 racing tires most of us ride around here. The touring tire that I really like is Continental's Ultra Gatorskin, size 700x25. The 700x28s are even better, if your brakes and chain stays will clear them. Besides going better on bad roads, these tough tires have far fewer flats. While the downside is the increased weight, our tours are not races or double centuries. We are using minivans to carry luggage in Oregon and Italy. With 18-20 riders, experience shows that one airline-size carry-on bag for each person pretty much takes the available space. Therefore, it is not cool to bring a larger suitcase or toss in loose items. It's a no-brainer that if everyone brings big suitcases and throws in their loose coats and shoes, there will be a major, major problem. It's only your problem on the San Juan Island tour, given that you carry everything while pushing or riding your bicycle between ferries and hotels.

Pack light! Rick Steves says you should lay out the items you want to take on your bed. Immediately, put half back. Here is my list of items to not forget:

- Passport (San Juans and Italy) and ID
- Credit and ATM Cards
- Travel-sized toilet articles, medications, glasses, and SPF 45 sunscreen.
- Helmet, bike shoes, socks, bike gloves, hotel shower cap (for helmet rain cover.)
- Bike shorts (2 or 3 pairs, different brands for different pressure points) and jerseys (2 or 3 with DBC logos.)
- Lightweight bike raincoat (waterproof, breathable) for cool weather and rain.
- Polar fleece sweater (light weight) for evenings and cool weather cycling.
- Long pants, shirts (1 or 2), socks, underwear (Nothing cotton) for après cycling.
- Swim suit, sandals or sneakers (one pair)



The trick is to take nothing cotton and nothing white. Plan to wash out things from time to time, either in a coin-laundry or in your hotel sink. Items that are nylon or polyester pack in much less space and drip dry easily. No white stuff means one load in the washing machine. Jeans are the worst. Use zip-lock freezer bags to organize, compress, and keep clothes dry. The best deal for money is to get cash at ATMs but put as much as possible on your credit card. Fees for ATMs vary somewhat depending on your bank and which ATMs you use. Most credit cards exchange foreign funds at the best rates, but charge from 1% to 3% premium. Be sure to tell your bankers when and where you'll be traveling, as their fraud protection protocol will flag atypical usage patterns and may freeze your cards. Travelers' checks are always more costly and much less convenient. For your bike, bring at least an extra inner tube, a frame pump, and a patch kit. Many of us have small tool kits that include metric hex wrenches, a compact chain breaker, and a spoke wrench. I like tweezers to extract thorns.

For airline travel, a hard case with wheels is best. I've heard that B&L rents these; possibly other Davis shops may also. Cardboard bike boxes are OK, but you need to pack them carefully and use a cart in the airport. If you are mechanically disinclined, the people in the local bike shops offer disassembly and packing service. Cargo holds are pressurized so letting the air out of tires is silly. (Did you know pets ride in the same cargo hold?) Put nothing but your bicycle in the case to stay under the 50-lb limit—nearly impossible with a hard case. When checking in, be extra nice to the airline employees, as they might overlook a pound or two. On the last European trip, we could watch the TSA inspectors in their little booth in the SFO international terminal go through each and every bike box with a fine tooth comb. Anything flammable or aerosol was confiscated. DBC tours are so great because you're touring with your friends. Überbunnies on our tours are always among the most active volunteers on century rides, race and ultra events, and the board. Many are also ride leaders. Did you know that membership dues only amount to about 5% of the club's annual budget? It's a win-win situation when you volunteer—you make bicycling friends and you help DBC support cycling.

*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](mailto: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	June 3	Sierra Century	<a href="http://www.sacwheelmens.org">www.sacwheelmens.org</a>
Sun	June 4	Sequoia Century	<a href="http://www.westernwheelers.org">www.westernwheelers.org</a>
Sat	June 17	Terrible Two	<a href="http://www.sccc.com">www.sccc.com</a>
Sat	July 8	Death Ride	<a href="http://www.deathride.com">www.deathride.com</a>
Sat	August 5	Marin Century/Mt Tam Double	<a href="http://www.marincyclists.com">www.marincyclists.com</a>
Sun	August 6	Shasta Summit Century	<a href="http://www.shastasummitcentury.com">www.shastasummitcentury.com</a>
Sun	August 20	Tour of the Napa Valley	<a href="http://www.eaglecyclingclub.org">www.eaglecyclingclub.org</a>
Sat	Sept 16	Knoxville Fall Classic Double	<a href="http://www.quackcyclists.com">www.quackcyclists.com</a>

# June 2006 Ride Calendar

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				<b>1</b> Steady Eddy's Winters Dinner Race Ride	<b>2</b> Early Bird Vacaville Café	<b>3</b> Wheelworks/MC RH Phillips Winery Sierra Century
<b>4</b> Sun. Training Sequoia Century Solano Bkfst, Raptor Center Madness Banquet	<b>5</b> Early Bird Zamora & More <b>MEMBERSHIP MTG</b>	<b>6</b> Mocha Joe Loop Race Ride	<b>7</b> Solano Bakery Women's Wed. <b>RACE TEAM</b>	<b>8</b> Steady Eddy's Winters Dinner Race Ride	<b>9</b> Early Bird Vacaville Café	<b>10</b> Wheelworks/MC Singles Spin
<b>11</b> Sun. Training Mtn Bike, Rockville RiverCats Romp	<b>12</b> Early Bird Zamora & More <b>DIRECTORS MTG</b>	<b>13</b> Mocha Joe Loop Race Ride	<b>14</b> Solano Bakery Women's Wed. Road Ride	<b>15</b> Steady Eddy's Winters Dinner Race Ride	<b>16</b> Early Bird Vacaville Café	<b>17</b> Wheelworks/MC 3rd Saturday Ride Goes Nuts Terrible Two Amtrak - Martinez THE BIG FIX
<b>18</b> Sun. Training <b>NEWSLETTER DEADLINE</b>	<b>19</b> Early Bird Zamora & More	<b>20</b> Mocha Joe Loop Race Ride	<b>21</b> Solano Bakery Women's Wed.	<b>22</b> Steady Eddy's Winters Dinner Race Ride	<b>23</b> Early Bird Vacaville Café	<b>24</b> Wheelworks/MC Napa-Sonoma
<b>25</b> Sun. Training Mtn Bike, Auburn Canyon	<b>26</b> Early Bird Zamora & More	<b>27</b> Mocha Joe Loop Race Ride	<b>28</b> Solano Bakery Women's Wed. Road Ride to Moscowite	<b>29</b> Steady Eddy's Winters Dinner Race Ride	<b>30</b> Early Bird Vacaville Café	

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

## June 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 summer rapidly approaching it is time to put away 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\*

June 3, Saturday, 10:00 am  
T2/P3/45 mi  
Liese Schadt, 756-9302 or  
skeepup@davis.com

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

June 10 (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.

#### Third Saturday Ride Goes Nuts\*

June 17 (3rd Saturday), 9:00 am  
T1/P2-3/ 30 mi  
Tim "Dr. Pistachio" Spann, 219-6805 or  
tmspann@gmail.com

Meet at Davis Farmers Market, Third and C Streets. Note start location change for June only! Join Tim for this special edition of a classic DBC ride. This ride is part of his graduation weekend celebration (yes, he finally graduated). We'll ride at an easy pace to allow for plenty of socializing on our way to Winters for breakfast at the Putah Creek Cafe. The return trip may include Dr. Pistachio leaving his indelible mark on Stevenson Bridge. Please join me for a fun and relaxed morning ride. Now, where did I put that pistachio green spray paint, hmmm....

#### 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

#### Sierra Century\*

Saturday, June 3, 6:00 am  
T3-5/P your choice/37, 65, 100, 119 mi  
No ride leader -- this is a jersey ride. Meet at Amador County Fairgrounds in Plymouth. Register in advance. A DBC Jersey Ride. See <http://www.sacwheelmen.org/sc2006/sc2006.html> for more information. Within 72 hours after finishing a jersey ride, send an email to [jerseyride@davisbikeclub.org](mailto: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.

#### Sequoia Century\*

Sunday, June 4, 6:00 am  
T3-5/P your choice/38,62,100,124 mi  
No ride leader -- this is a jersey ride. Meet at Palo Alto VA Hospital. Register in advance. A DBC Jersey Ride. See <http://www.westernwheelers.org/main/sequoia/> for more information. Within 72 hours after finishing a jersey ride, send an email to [jerseyride@davisbikeclub.org](mailto: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.

#### Solano Bakery Breakfast, then Raptor Center\*

Sunday, June 4, 8:00 am  
T1/P3/28 mi  
Jim Homerosky and Jean Jackman 756-3484, or  
jjackma@dcn.org

Docents Lis Fleming & Jo Cowan will be leading a special tour of the California Raptor Center, on the UC campus near Putah Creek. The mission of the California Raptor Center is the rehabilitation of injured birds of prey, education to enhance peoples' knowledge and appreciation of birds of

*continued...*

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Changing Gears

## June DBC Rides, Cont'd

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.

### Non-Recurring Rides

prey, and research to further advance our understanding of birds of prey. The Center receives over 250 injured or ill raptors each year and is able to release over 60% of these birds. The Center provides hands-on training in the care and management of birds of prey and provides educational programs to the general public and the university community. Advance registration is necessary due to limits on size of tour groups. Register: [jljackma@dcn.org](mailto:jljackma@dcn.org) or 756.3484.

#### March Madness Banquet\*

Sunday, June 4, 5:30 pm  
Dan Fishbein, [fishbein@dcn.org](mailto:fishbein@dcn.org)  
Come eat, drink, listen to Paul sing, get jerseys, laugh at lame jokes, and be recognized for riding in a thoroughly miserable month. Cantino Del Cabo, Davis.

#### Mountain Bike Ride, Rockville Hills\*

Sunday, June 11, 8:40 am  
T varies/P whatever/your miles will vary  
Myke Berna, 795-3454 or  
[myke@velocitybicycles.com](mailto:myke@velocitybicycles.com)  
A 1-1/2 hour mountain bike ride close to Davis. Meet at 8:00 at VeloCity Bike Shop in Winters if you want to carpool, otherwise meet at the Park at 8:40.

#### RiverCats Romp\*

Sunday, June 11, 10:00 am  
T1/P3/32 mi  
Liese Schadt, 756-9302 or  
[skeepup@davis.com](mailto:skeepup@davis.com)  
We'll ride to Raley Field in West Sacramento to catch a Sacramento RiverCats baseball game. The Cats take on the Portland Beavers (AAA PCL-affiliate of the San Diego Padres), and we'll utilize the free valet bike parking facilities, buy our game tickets together, then hit the park about an hour before game time (first pitch, 1:05pm). Ride starts at Veteran's Memorial Center.

#### Road Ride\*

Wednesday, June 14, 7:00 am  
T3/P3/ 2-1/2 hours  
Myke Berna, 795-3454 or  
[myke@velocitybicycles.com](mailto:myke@velocitybicycles.com)  
Ride from Winters towards Cantelow, but take Steiger on over to Pleasants Valley, up to Hwy. 128, to the Gloryhole and back to Winters. Meet at VeloCity in Winters,

#### Terrible Two\*

Saturday, June 17, 5:30 am  
T ugly/P fast/200+ mi  
No ride leader. A DBC Jersey Ride. See <http://www.srcc.com/tt.html> for more information. Within 72 hours after finishing a jersey ride, send an email to [jerseyride@davisbikeclub.org](mailto: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.

#### Amtrak to Martinez\*

Saturday, June 17, 9:00 am  
T3/P3/45 mi  
Paul Grant, 756-7813 or  
[pwgrant@ucdavis-alumni.com](mailto:pwgrant@ucdavis-alumni.com)  
Meet at Davis Amtrak at 9 am. With your bike secure in the train's bikerack, enjoy the 45 minute ride to Martinez. We'll be riding in the protected watershed. Before lunch, Pig Farm Hill will be encountered. After a delicious lunch in Orinda Village, we will conquer the Three Bears and take the afternoon train back to Davis.

#### The Big Fix\*

Saturday, June 17, 9:00 am  
T3/P2-3/up to 160 mi  
Eric Norris, [enorris@campyonly.com](mailto:enorris@campyonly.com)  
Join Eric for The Big Fix, the cross-country fixed-gear charity ride to "fix" histiocytosis. We'll leave from the Farmer's Market at 9 am, heading for Pollock Pines. Non-Big Fix riders can choose to turn around wherever they like. Expect a brisk, but not insane, pace. Dead flat until Folsom. Email Eric for details, or see the Big Fix web site: <http://www.fixhistio.org>

#### Napa-Sonoma Ride\*

Saturday, June 24, 9:00 am  
T2-5 option/P3-4/42-65 mi  
Bruce & Marilyn Dewey, 753-9188 or  
[bdewey@dewspring.com](mailto:bdewey@dewspring.com)  
Napa and Sonoma counties have some of California's most popular cycling. Our route on low-traffic back roads tours the cooler southern part of this area with a minimum of riding on shoulders of busy roads. South of Napa we roll through the Carneros region, stopping in Sonoma at the Basque Bakery. Returning on part of the same route, we go west of Napa north through the hills along Dry Creek. Oakville Grade drops us down to a stop at the famous grocery. Flat frontage roads return to Napa.

#### Mountain Bike Ride, Auburn Canyon\*

Sunday, June 25, 8:00 am  
T strenuous/P2-3/ 2-1/2 hours  
Myke Berna, 795-3454 or  
[myke@velocitybicycles.com](mailto:myke@velocitybicycles.com)  
A mountain bike ride in a beautiful area. Meet at VeloCity in Winters, or Call Myke@VCBC if you are in Davis or on the way along I-80 and want to carpool.

#### Road Ride to Moscowite\*

Wednesday, June 28, 7:00 am  
T3-4/P3/ 2 hours  
Myke Berna, 795-3454 or  
[myke@velocitybicycles.com](mailto:myke@velocitybicycles.com)  
Ride from Winters to Moscowite Corner Hwy 121/128 and return. Meet at VeloCity in Winters.



### Partying at Party Pardee

#### Caneman, From Page 1...

so I could have the weather, the temperatures, and the changing light throughout the day, the rain, the rain and the rain. It was as close to riding on the road as possible, but still it was not the same. Only 101 of those miles were on the road, the rest were on a trainer. Wonder-Woman in my life picked up my slack so I could have more trainer riding time. There is no way I could have done this without her support. In mid-March a Computrainer showed up at my house, and you will notice that my mileage started to be more irregular and to have parts of miles. Wonder-Woman says she would never spend that kind of money for exercise equipment.

What did I get out of this insanity? I lost 40 pounds - since August (12 to go), my blood



Caneman in action

pressure is down to 104/54, my health is good. I will ride the March Madness next year, but it will all be road miles. My goal it to better this years mileage. I thought it would be interesting to be the first to win on a trainer, but I have to tell you, even on a Computrainer, its boring compared to the road. I didn't expect to win this year, but I wanted too. I don't expect to win next year, but I want too.

I want to earn my place as an Ultracyclist on the road. I look forward to next year. Between now and then I'll be working on gaining road speed and hill climbs. Hope to see you all on the road.



### Changing Gears



### Race Central, From Page 4...

stomach did a great job of taking over ... so much so that they helped me get 3rd during the intermediate sprint. This allowed me a whopping 1 second time bonus! yahoo! :) The race continued with a few attacks (including two from myself) and a few strong sprints, but mostly involved sitting in until the final sprint. Unfortunately, I went too early out of the assertion to keep my position, and when I should have been going faster at 200m to go, I ended up getting boxed in and going nowhere. 8th place.

Saturday, Stage 2 (Bear Creek Circuit Race) -- Again, positioning became vital. The girls definitely stepped it up -- the pack became a lot faster, tighter, and more aggressive - and much more fun! :) (Perhaps they were conserving the first day?) We were able to shatter the field a bit...but that's not very essential due to the relatively small field size anyway, which you will typically find in a women's race! I went for the intermediate sprints, aware that I might, once again, get boxed in at the finish. During the second intermediate sprint, I was able to pull a strong 2nd and resultantly formed a gap. The separation was unable to stick, however, as the pack soon sucked us back in. On the final lap, I positioned myself with 5 miles to go so as to avoid getting trapped near the finish - especially important due to the location of the finish (narrow road, hill climb sprint). At the bottom of the hill with 1k to go, I jumped out of my saddle, knocked down a few gears and went for it - happy (and surprised!) to pull off a 1st place. Although this allowed me a nice time gap of 30 seconds, the leader came in directly

behind me so she was able to keep her yellow jersey (still 16 seconds ahead) - meaning that I got the red jersey ("most aggressive"). Very exciting all the same. :)

Sunday, Stage 3 (Wolf Creek Road Race) -- I didn't quite feel recovered from the previous day, but still very hopeful to grab the yellow jersey in the end. Unfortunately, Amanda and I started off on the same page - no appetite, stomach ache, etc. Faithful that I could take in some fuel once I got warmed up, I pulled out my GU flask 20 minutes into the race...and lo and behold, dropped it. Ugh. Of course, this was directly following the attack that I initiated to get things going ... so much for conservation! Trouble didn't truly start until the major climb of the race ... turns out that half of the women in the pack were climbers and were looking to make their move during Stage 3. Holding on for dear life as my heart rate climbed through the roof (apparently I have a higher V02 max than I thought!), I hit the wall (very, very hard wall) at the top of the climb when everyone started sprinting for the Queen of the Hill. Upon discovering that I was out of fuel, the leader -- yes, the leader! -- handed me her extra Clif bar - and I am forever indebted to her generosity and kindness. Now THAT is a true model of sportsmanship. :) Although it was a little late to save me from bonking and thus getting dropped, she got me home. So after "stomaching" (kind of...) some energy, I was able to pick up some girls on the way back and win our miniature pack sprint. 10th place.

It's amazing how much more enjoyable the scenery is, by the way, once you get dropped! Oregon is stunning! Very green, very beautiful. Great race, and great work to all you DBC'ers who participated -- we dominated!! :)

### Thanks for the (DC) Extraordinary Support

by Robin Neuman

To all of you DBCers: Your responses to the calls for help for the 2006 DC are overwhelming, and just days before the big event, I must say we have a waiting list for volunteers! I am working with an outstanding committee and to them I thank for endless hours of support, encouragement, and help. The committee members are: Barbara Anderson, Joan Anton, Barry Bolden, Stu Bresnick, Phil Coleman, John Dixon, Marcia Gibb, Janelle Gunther, David Joshel, Roger McDonald, Pierre Neu, David Nishikawa, Elinor Olsen, Betty Jane Polk, Maria Pedersen, John Seabury, Dan Shadoan, Jim Sharp, and Tim Spann. A special thanks to Beth Annon at B & L, and Tom Lovering from Cantina del Cabo, and the DBC board of directors.

Next month I will have statistics for you and let you know how the DC went from the radio room. The weather forecast predicts a cool 80 for the day, and let's hope it is dry day with a breeze to bring the riders home. Again, thank you DBC.

### Bike Advocates in DC

by Beth Annon - Lovering

While many DBC members pedaled miles for helmets in March, I walked what felt like miles in Washington DC trying to get our Congressmen and Senators to support and act on legislation that provides for better cycling and pedestrian access. For three days over 300 bicycle advocates worked with the League of American Bicyclists on Capital Hill to secure funding for many transportation projects that include better bicycle access. I would be happy to sit down and talk with anyone about the experience, but for now there is still way to much work to be done.

First -- how many of you ride your bike to work? Wouldn't it be great to get paid for it? Well if we can get Bill S. 2635 & H.R. 807 passed every bicycle commuter will receive a transportation fringe benefit from the IRS. What to do -- Write your Congressman and Senators and ask them to support S 2635 & H.R. 807. For more information on the Bill and who to write your letters to go to <http://capwiz.com/lab/home/>

Second -- There is money set aside through the SAFETEA-LU Bill, that was passed in 2005, for local projects. There is \$1.6 million dollars set aside to replace the structurally unsafe Winters Bridge for vehicles, bicycles and pedestrians between Yolo and Solano Counties. But until the Congressmen from the districts push Cal Trans to get the work done the bridge won't get fixed. Letters need to get sent to Congressmen Lungren & Miller from District 3 & 7 urging them to stay on top of this project. This project was labeled High Priority in the SAEFTEA-LU Bill so don't let the money slip through our spokes! The money is there, they just have to get it done!

Most of all what I learned in Washington DC is we have to be active to be heard. I am already planning my trip to Washington DC for the 2007 National Bike Summit. I can only hope that some day in the near future when there is a call to action for bicyclists we can get a 1000+ bicyclist advocates to the Capital to be seen and heard. Three hundred is a lot of people, but when it comes to getting the attention of Congress and The Senate it needs to be done in greater numbers. So along with pedaling for helmets next March, join me in Washington DC to advocate for safer, better bicycling access.

A huge Thank You goes to the DBC Board for giving me a grant to pay the registration fee for the National Bike Summit.

For more information on bicycle advocacy feel free to contact me [beth@blbikeshop.com](mailto:beth@blbikeshop.com) and join the League of American Bicyclists: <http://www.bikeleague.org/>

-----**Changing Gears**-----



## On Your Left

by John Whitehead



For various reasons I didn't go to Chico for the Wildflower ride this year, but prior-year memories are sufficiently clear to write about a phenomenon which, while perhaps widespread, has been particularly well represented on that ride in recent years past.

The situation is that I'm riding along the right edge of an otherwise vacant and smooth ribbon of pavement that is about 25 feet wide, i.e. a deserted 2-lane road. A faster and typically young male cyclist approaches from behind, and passes me with about three inches between the back of his right glove and the back of my left

one. As he goes by, he shouts (you guessed it), "On your left!"

Such experiences leave me wondering whether some people believe that "on your left" carries a legally binding meaning along the lines of, "I'm hereby transferring to you my own responsibility to avoid a collision." I asked one of them once, on that long downhill piece of State Highway 32 about 8 miles into the Wildflower Century, where I deliberately avoid going as fast as possible because my daily life doesn't include being surrounded by 12 friends who would be happy to take turns helping me with crutches.

"Why don't you just move over?" He was dumbfounded and silent. Could he have been a single-track rider out for his one annual day on pavement?

I've been passed many times on many other organized rides (plus an even greater number of disorganized rides) by people who move over a reasonable distance and don't comment. I believe I do the same when I pass others. If common sense isn't good enough, it is clearly stated in the law that the person doing the passing has the responsibility to move over and pass to the left at a safe distance (e.g. California Vehicle Code section 21750).

One possibility that comes to mind is that people might be misled by a slight discrepancy between the law and bicycle racing rules. The law specifically permits using the left side of the road when passing (e.g. CVC section 21650), while I've heard that bicycle racing rules prohibit riding to the left of the centerline (not necessarily without good reason).

How many of us have actually bought a copy of the California Vehicle Code and read the small fraction thereof which delineates the Rules of the

Road? Just take a \$5 bill to any DMV office then turn to Division 11, beginning at section 21000. It's one of the first things I did in 1979 as a young road user because I didn't appreciate the confusing folklore that naturally arises when the majority of people don't actually read the rules.

Hopefully to illustrate the point more than to gloat, my thankfully-infrequent traffic court appearances include one occasion when I explained the finer points of passing on the right (not to change the subject) to a judge and a traffic officer who both said that I had done something horribly wrong. In the crowded Pleasanton courtroom, they were unable to admit I understood the law correctly, and the judge actually lost his cool, raised his voice, and shouted at me to never do it again. The "it" was approaching a right turn by driving my car at 2 mph to the right of a stopped line of cars which happened to include a police car stuck in traffic. I had to call the court clerk the next day to learn that the case against me had been dismissed.

One August day about a year or two ago, the DBC Third Saturday Ride shared part of the route with the Winters Road Race. As a double paeline approached me rapidly from behind in the complete absence of curves and cars, a bicycle bell began ringing furiously. One of the leaders shouted "on your left" just prior to passing with little clearance, then each successive rider came incrementally closer to me. While they were going by, I couldn't resist shouting, "Just move over and use the road." After all, there was only an extra 5 feet or so between them and the centerline. Is safe passing too much to ask of people who pride themselves on bicycle riding prowess?

Considering all cyclists' concerns about being passed too closely by motor vehicles, one would think that cyclists would have less of whatever it is, or lack thereof, which prevents some motor vehicle drivers from respecting our rights to use the road safely.

I'll close with a conversation that took place about 20 years ago, somewhere outside of Dixon.

Me, approaching a police car after a harrowing incident: Here's the license plate number of a vehicle that passed me too closely, which is dangerous and illegal.

Law Enforcement Professional Who Apparently Never Went Anywhere Without A Car: Did the vehicle actually hit you?

Me: No.

LEPWANWAWAC: Then it must have been safe. Look me up again when you're lying motionless in the gutter.

It is hard to imagine why anyone who rides a bicycle would not appreciate that moving over sufficiently to pass is just as fundamental as staying to the right at other times.

### **Tour de Nez Bicycling Festival – June 21-24, 2006 by Terry McAfee, President Procrastinating Pedalers of Reno**

Northern Nevada's premier cycling extravaganza, the Tour de Nez, features the best in pro and amateur bicycle racing and an opportunity to sell and shop at Northern Nevada's biggest bicycle and bicycle clothing and accessory swap. Make plans for a weekend in Reno to turn your unused bicycle paraphernalia into cash and watch some great bicycle racing. The Bike Swap on June 24 that benefits the Tahoe-Pyramid Bikeway, a 116-mile bike route following the Truckee River from Lake Tahoe to Pyramid Lake.

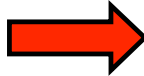
For additional information, see [www.tourdenez.com](http://www.tourdenez.com) and [www.tpbikeway.org](http://www.tpbikeway.org). The Bike Swap is a project of the Procrastinating Pedalers of Reno, Reno 's largest bicycling club, [www.pedalers.org](http://www.pedalers.org).

-----Changing Gears-----

*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](http://www.DavisBikeClub.org)

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

Revised 03-26-2006

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

## May Ride Leaders

**JACK KENWARD** • Harry Holden • Gerry Peterson  
 PHIL COLEMAN • Dan Shafoan • Larry Burdick  
 Paul Grant • Dave Dickson • Jay Bauer  
 David Joseph • Dan & Sharon Cucinotta • Marilyn Dewey  
 Liese Schadt • **JOHN WHITEHEAD** • Diane Richter  
 --- and ---  
 \*\*\* ROBIN NEUMAN \*\*\*  
 (PERENNIAL DOUBLE CENTURY CZAR)



## Ride Schedule On-Line



Our monthly ride schedule is available on the DBC web site ([www.davisbikeclub.org](http://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 a dialup connection.

Don't forget the Changing Gears web photo supplement:

[http://www.pbase.com/g2\\_steve/june\\_2006\\_dbc](http://www.pbase.com/g2_steve/june_2006_dbc)

## A Brief Guide to DBC Online

Website: [www.davisbikeclub.org](http://www.davisbikeclub.org) ←  
 Club email list: [dbc-subscribe@dbclist.org](mailto:dbc-subscribe@dbclist.org)  
 Send to all subscribers: [dbc@dbclist.org](mailto:dbc@dbclist.org)  
 Remove from list: [dbc-unsubscribe@dbclist.org](mailto: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.



Ever wonder who those crazy guys are at Wheelworks? They are -- left to right -- Rory the Arp, Bruno "Bulldog" Pitton, Tim "Sherpa" Mualchin, "Lil" Kev Milosovich, and Joe "Jose" Santos.

(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](mailto:dbcmembership@gmail.com)



Davis Bike Club  
 610 Third Street  
 Davis, CA 95616