

Changing Gears

Newsletter of the *Davis Bike Club*

July 2006

Quick Releases

**Membership Meeting
Monday, July 3, 7:00 PM
North End of Davis Central
Park, near picnic tables**

The July meeting will be an informal dessert potluck in Central Park. You, the wonderful members, will bring a dessert of your choosing to share, and the club will provide plates, cutlery of the plastic variety, cups, napkins, and drinks (water and soda).

Please also bring a story of the best and worst bike rides you've ever been on to share with others; talking with our mouths full of dessert will be permitted. Spraying your neighbor with a mouthful of soda while laughing at a story should be kept to a minimum. We will conduct a short business portion of the meeting before story time. See you there!

Directors Meeting

Monday, July 10, 7:00 PM
Davis Food Coop Conf. Rm.
620 G Street

All Members Welcome

Race Team Meeting

(no meeting in July --
next meeting August 2)

NEXT Newsletter Submission Deadline

Sunday, July 16

Please email submissions to:
dbcnewsletter@gmail.com

Welcome New Members

**Justin Morejohn
Daniel Stuart
David Gunther
Steve, Laura, Anthony
and Zachary Long
Amy Encalada**

Remembering Ed Martin by President Dan Shadoan

As many of you know, longtime friend and DBC member Ed Martin died in late May. Ed and Ruth came to Davis in 1973 from Riverside and soon settled in their current place on Fortuna Court. He was already active in a society of professional foresters, which he help found. He retired from the State position he held in 1986 and became active in the DBC about that time.



When I joined the Board as Membership chairman in 1987, Ed was the Club's Safety Director, a position he held for over 15 years. For the last part of Ed's tenure as Safety Director, he also served on the City's Safety Commission, where he championed the cause of bike safety at an advisory level to the City.

As Safety Director, Ed was frequently involved with children. He helped stage "Bicycle Rodeos" for grade school children to learn how to handle bikes in unusual situations. Ed started a helmet program where youngsters and adults alike could purchase helmets and get partial rebates from the Club. I'll always remember his helmet demonstrations. First, he'd put a cantaloupe in a helmet and drop it against a curbing, then he'd do the same with an unprotected cantaloupe. It made a point with the elementary school kids.

Ed had an insatiable appetite for history. In particular, his knowledge of the Civil War made the Club's "Battlefield Tour" of the Eastern State a particular learning experience. An avid reader, Ed was a constant participant of the Club's "Read&Ride" tours.

See From the Prez, page 2...



*Ruth Martin and Paul Guttenberg at
2006 March Madness Banquet*

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From the Prez, from page 1...

Ed was a strong cyclist. Many rides with him made me appreciate his strength, endurance and determination. Ed was the oldest Club member to complete 5 passes on the famous Death Ride during the late nineties. He particularly enjoyed riding with the DBC's Over-The-Hill Gang.

Ruth related a story of their 56th wedding anniversary outing on May 13 of this year. They drove to Cantelow and got Ed out for a bit of remembrance of the many times he'd done the climb. He had a sparkle in his eyes and in obvious appreciation and happiness as they push his wheelchair along the oft-painted guardrail he motioned to the great view of his favorite valley below and Sacramento shinning in the distance.

The Club celebrated Ed's contributions at our recent March Madness banquet, and Ruth was there to share stories with friends. We'll miss him but we'll not forget him, a man to remember and emulate.

**March Madness Moments
By Barry Bolden**

The eighth annual Bicycle March Madness was wrapped up with the gala on June 4 at Cantina del Cabo in Davis. Barbeque beef, chicken, sautéed squash and peppers, pasta and salad were served and topped off with their locally famous carrot cake. Some malt beverages were also consumed.

All participants received a certificate and jerseys were ordered by some. If you were unable to attend the banquet, and live in Woodland, Winters, Esparto, Davis, Dixon, Knights Landing or the hinterlands between these metropolises, B & L Bikes in Davis has an envelope for you. They will be there until COB July 5, 2006. After that, check your mailbox.

Paul Guttenberg gave a fine tribute to the late Ed Martin. Ed was the club's safety director for 15 years and was instrumental in encouraging helmet use by school children in Davis. Ruth Martin attended and was given a plaque highlighting Ed's many years of dedication to the club.

In addition to the awards and recognition of the now dry March riders, we had some entertainment. Our first was a "song" by Liese Schadt and John Whitehead with sound effects and props by Bill Whitehead. It had to be seen. There was something about Big Ring Bob and hills. With some encouragement, John may grace this newsletter with the text. Paul Meredith brought back an old tune, Singing in the Rain, with new lyrics, Riding in the Rain. It had to be heard. Paul has sung at every Madness event in memory and continues to

See MMM, Page 4...

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**

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.



Race Team Results by Janelle Gunther

Race Team News By Joan Anton

Name	Date	Race	Category	Place
Blake Anton	6/4/06	Dunlap TT	Jrs. 17-18	6th
	5/13/06	Cat's Hill	Jrs. 17-18	3rd
	5/13/06	Cat's Hill	Elite 3	Crashed
	5/6/06	Golden State	Jrs. 17-18	2nd
	5/27/06	Jr. District Crit Championships, Livermore	Jrs. 17-18	10th
	5/31/06	Wednesday Night Track Omnium	B's	2nd
Alexis Braun	5/17/06	Junior Crit Championships	?	3rd
	6/4/06	Dunlap TT	?	1st
Michael Braun	5/6/06	Golden State Crit	?	DNF
	5/28/06	Mt. Hamilton Road Race	Masters 35+	31st
Parker Childress	6/4/06	Dunlap TT	Juniors 15-16	14th
Amy Encalada	6/10/06	Celebrate Fremont Criterium	4	2
Scott Fairman	4/23/06	Wente Vinyards Criterium	Sr. 3	49
	4/23/06	Wente Vinyards Criterium	35+ 1,2,3	72
		Madera Stage Race	Sr. 3	unknown
	4/29/06	Stage 1: Sharon TT	Sr. 3	unknown
	4/29/06	Stage 2: Madera Criterium	Sr. 3	unknown
	4/30/06	Stage 3: Dalton RR	Sr. 3	unknown
	5/21/06	Pacific State Bank Grand Prix	Sr. 3	12
	5/29/06	ST Bikes Memorial Day Criterium	35+ 1,2,3	38
	5/29/06	ST Bikes Memorial Day Criterium	Sr. 3	3
Alexander Freund	5/27/06	NCNCA District Criterium Championships	Juniors 10-12	3rd
Alexander Freund	6/4/06	NCNCA District Time Trial Championships	Juniors 10-12	1st
Alexander Freund	6/11/06	Sattley Time Trial	Juniors 10-12	1st
Andreas Freund	5/27/06	NCNCA District Criterium Championships	Juniors 13-14	1st
Andreas Freund	6/4/06	NCNCA District Time Trial Championships	Juniors 13-14	2nd
Andreas Freund	6/11/06	Sattley Time Trial	Juniors 13-14	1st
Roland Freund	6/4/06	Dunlap Memorial Time Trial	Cat 4	10th
Roland Freund	6/11/06	NCNCA District Time Trial Championships	Masters 50-54	7th
Nils Johnson	5/14/06	Berkeley Hills RR	4	4
Thomas Kellner	5/14/06	Berkeley Hills RR	Master 45+	28th
	6/4/06	Dunlap TT	Master 45+	10th
	6/11/06	NCNCA TT Championship	Master 45-49	8th
Jesse Moore		Mt Hamilton	p/1/2	4th
		Mt Hood	p/1/2	
		Stage 1		50+
		Stage 2		Same Time
		Stage 3		27th
		Stage 4		22nd
		Stage 5		Same Time
		Stage 6		9th
		GC		12th
Matt Morenzoni	6/4/06	Dunlap TT	P/1/2	2
	6/11/06	Norcal/NV TT Championship	Elite men	1
Craig Robertson	6/11/06	District Time Trial Championship (Sattley)	Mixed Tandem 90+	1st
Paul Robins	6/4/06	Dunlap TT	Masters 35+ 4/5	16th
Adam Ross	5/20/06	Modesto Criterium	P/1/2	20th
	5/21/06	Pacific Bank Stockton GP	P/1/2	Dropped like a bad habit
	5/29/06	Memorial Day Criterium	P/1/2	Pack
	6/11/06	Tri 4 Real #1	Men 25-29	5th
Amanda Seigle	6/4/06	Santa Rosa Crit	women 3/4	6th
Dan Sweet	5/14/06	Berkeley Hills RR	Elite 3	4th
	5/29/06	ST Bikes Memorial Day Crit	P/1/2	43rd
	6/4/06	Santa Rosa Downtown Crit	P/1/2	Pack
Alan Walls	5/6/06	Golden State Criterium	Master/3/4/5	32nd
Alan Walls	5/20/05	Modesto Crit	Master/4/5	20ish
Alan Walls	5/27/06	Livermore Crit	Master/4/5	8th
Alex Wick	5/21/06	Pacific State Bank GP	jr 14-16	1st
Alex Wick	5/21/06	Pacific State Bank GP	elite 3	pack
Alex Wick	5/27/06	Cyclospor Criterium	jr 15/16	DNF Mechanical
Alex Wick	6/4/06	Dunlap Time Trial	jr 15/16	3rd
Zachary Wick	5/21/06	Pacific State Bank GP	jr 14-16	7th
Zachary Wick	5/21/06	Pacific State Bank GP	jr 17/18	DNF
Zachary Wick	5/27/06	Cyclospor Criterium	jr 13/14	6th
Zachary Wick	6/4/06	Dunlap Time Trial	jr 13/14	3rd
Steve Wick	5/27/06	Cyclospor Criterium	master 35+ 4/5	pack

As part of USA Cycling's junior development program, young racers are sometimes invited to attend training camps at different locations around the US. They are being looked at for potential selection to the Junior National Teams that travel to Europe each August, as well as being brought together to train and learn more about racing.

In March 2005, DBC Junior Race Team members Blake Anton and Joseph Iannarelli attended a road racing camp in Hunt, Texas. The families of the two riders paid for their transportation, training, coaching, room and board. They were there for five days with about 40 other male "roadies" from around the country. There were rides every day, time trials, some fun and games, endless food, and only one major crash all week (not involving Joe or Blake).

Blake and Joe were then invited to spend eight days at the Olympic velodrome in Colorado Springs in May. Joe did not attend but Blake did. He had to take both his track and road bikes. His family paid for transportation, but the coaching and training were the courtesy of the Olympic Training Center -- your tax dollars, most likely! Blake has ridden a few times at the Hellyer Park Track over the past three years. Here is Blake's account of some of the goings-on. Keep in mind - he just turned 18 a few days ago and is still very much a teenager.

My Week at the Olympic Training Center By Blake Anton

Time to recap my 8 days in Colorado Spring at the Olympic Training Center. Well, the first day, when everyone was arriving, I missed because of prom, which started about 90 minutes after I got home from racing and gently crashing at Cat's Hill. So between showering and putting a tux on, I had no time to pack the road bike. I got home later that night, or early the next morning depending on how you look at it, and was up packing my bikes and clothes until 4:30 a.m. Bummer I had to wake up at 6. I caught two flights and slept a bit and ended up in Colorado Springs. Of course no one was there to pick me up, so I called the cell phone of the junior national track coach and about an hour later I was at the track at the Olympic Training Center.

See Race Team, Page 4...

NORCAL AIDS Ride



Photo from Robert Gonzalez

The 2006 Northern California AIDS Challenge was an enormous success! At 6:45am on the morning of May 18th, 60 intrepid cyclists and crew members left Sacramento to begin their 325-mile journey to raise money and awareness for Central Valley HIV/AIDS service providers. Their route took them through the back roads and historic towns north of Sacramento: Gridley, Marysville, Oroville, Hamilton, Colusa, Chico...By the time they arrived back at the Capitol Building 4 days later to the cheers of hundreds of friends and family members, they had experienced it all - unseasonable heat, rain, headwinds, exhaustion, exhilaration, and most of all intense feelings of camaraderie and accomplishment.

Race Team, From Page 3...

After putting my bikes together, I checked out the competition and the track. It's short-- 333 meters and has 33 degree banking. A bit different from Hellyer's 22 degree banking. I wasn't able to ride that day with the kids because right when I finished building the bikes, everyone hopped off the track and we rode our road bikes back to the OTC. There were 10 of us 17-18 year old guys, 3 17-18 year old female racers, and two 15-16 year old racers, one male and one female. I asked the coach if we were missing anyone, and he said we were all "the best in the country" except for one rider who couldn't come.

I got assigned a nice college-style dorm room with two other riders and went exploring. There was a lot of security with awesome full hand scanners, magnetic cards, keys, and lots of cameras and security guards. The dining area was awe-inspiring with tons of free (good) food, and 3 huge flat screen TVs all with sports programs on. And Michael Phelps eating dinner. Of course the 4 girl racers flipped at the sight of him and began stalking him until his final day at the OTC.

The next day began with a track session where I pretty much learned how to ride on a steep track without crashing. A long, hilly road ride came after lunch, and 3 other roadies and I took off on the major hill, at like 20 mph uphill... uggg. The coach said the climb was 7 miles, so I pulled off with like 3.5 to go, and sure enough the finish was 500 m later. Blah. Very social nights ensued, everyone got along pretty well, especially after we journeyed to Walgreen's and bought 10 squirt guns, Monopoly, candy, and a 5\$ golf set that we played in the hallways.

The next few days were very similar. Be social, watch the girls stalk Mike, race on the track for 2 to 3 hours, ride on the road for 2 hours, eat more food than feasible, watch TV, play golf indoors,

water fights indoors, dodgeball, basketball, sleep. One of the days however, me and the other roadies got to go for a ride with Michael Creed. He's chilling sitting next to me, riding uphill putting out like 100,000 watts, talking about his childhood life in Davis (3 years here) while I'm trying to think if not being able to feel my arms is a good thing. Awesome.

On Saturday we did races, trying to get personal records in the altitude. We did 200m sprints and I clocked a 12.3. 4th in the 17-18s. Not bad for a roadie. One other kid and I did the kilo; that's the only race he does (with his \$5,000 Mavic wheels). He got a 1:04, me a 1:08. The difference is the wheels... sweet. Time to go to Junior Track Nationals and get some nice wheels. Daddy...

The final day there was very eventful. While staying up in the computer common area 'til 2 in the morning, Gideon (an elite trackie) comes walking in with Apolo Anton Ohno and Rusty Smith in tow. I was there with 4 of the guys, showing them funny Google videos, and the girls were over in the corner on their laptops. All the guys nod, "Yo. Sup?" The girls don't notice. The 3 Olympians round the corner and I tell the girls who walked by. They lose it, and drop what they're doing, sprinting fast after Apolo. Pictures follow and the girls come back. Twenty minutes later, Apolo comes back and he ends up hanging out with us and watching videos with us for about 20 minutes. Wicked.

The return flight was sad, saying goodbye to everyone, and "Destroy ya later at Nats." Maybe. But the plane flight out of Colorado Springs was brutal. Wicked amounts of turbulence, so the woman in front of me decides to start puking like crazy. It was really hot in the plane so it began to reek like vomit. Good times to end a great trip.

MMM, From Page 2...

return each year. He works on these lyrics all year! Some of them are even suitable for family publications.

Editor-in-chief and photo contest organizer Steve Macaulay, assisted by Terry, awarded the photo contest winners with gift certificates, prints and Steady Eddy coffee mugs. The results were:

- Bike-Specific -- Susan Gishi, The One Sunny Day in March
- Action -- Eric Senter, Final Sunday
- Allegorical -- Steve Macaulay, Relaxing at Steady Eddy's
- Humorous -- Celestine Capart, Ghost Rider
- Human Interest -- Cary Thompson, Image 2419
- Portrait -- Steve Macaulay, Self-Portrait, Evening Commute
- Landscape -- Celestine Capart, Golden Canyon at Sunset in Death Valley
- BLUE SQUIRREL AWARD -- Eric Norris, Cracking up Near St. Helena
- Best-of-Show -- Eric Senter, Causeway Sunset

The only ones present were Cary, Eric and double winner Steve (?). He claims professional photographer Jeff Childress judged the entries. How could Steve win 2 with that self-portrait?? ;} Wait 'til next year! The winners and editor's favorites are posted on the

Changing Gears web photo supplement.

The summit moment of the evening was the unmasking of Caneman who rode 3223.41 miles on his porch and 101 on asphalt. That's no easy task. Wait 'til next year! On the podium for the men were Larry Burdick (2773.2) and Jeff Hall (2233). Also, exceeding 2000 wet miles were Paul Guttenberg (2124.6), Ken Johnson (2066), David Nakai (2034.4) and Jim Skeen (2004.8). They will all receive a \$35 gift certificate to any of our March Madness logo-sponsor bike shops.

For the ladies the winner was leader of the Women's Wednesday Ride, Marilyn Dewey with 1227 miles. Joining her on the podium were Marilyn Richison (1039.17) and Liese Schadt (1033). They were followed by a tight pack of Susan Gishi (1027.6), Lynn Katano (1019) and Lois West (1013). See all Special Category winners on page 12 of this issue!

Plans are underway for the ninth annual Mad Marchness. If you would like to help, we are taking applications, written and verbal until the end of the year. Katherine Hess and Jim Homerosky have already expressed interest. Don't forget to go by B & L Bikes to pick up your jersey and/or certificate before July 5.




 News of DBC
 Jersey Rides & Tours




The Tour Turn

By Bruce Dewey, Touring Director

Marilyn and I are just back from a three-week, self-contained credit card tour of Denmark. What's rotten in Denmark? It's the weather. We had two weeks of rain, wind, and cold. What's not? One week of really great weather AND the fact

that bicycles reign supreme. With the world's oldest monarchy and the world's highest standard of living, Denmark is an eclectic blend of things very old and things very new. Some 5 million people live in an area less than one-tenth of that of California. Most Danes live around Copenhagen, on the island of Zealand that is connected to Sweden to the east and the Danish island of Funnen to the west by spectacular, new, bridge-tunnels, both much longer than the San Francisco Bay Bridge. The Danish countryside looks like Iowa with large farms, green rolling fields, and the ever-present aroma of hog farming. Unlike Iowa, there are thousands of wind turbines and you are never far from the sea.

In Denmark, gasoline is about \$6.50 per US gallon which must drive the strong conservation and environmental ethic. Recycling, small cars, alternative energy, energy conservation and bicycles—all are here. While restaurants serve really good food, smoking continues to be a major and divisive problem. The political solution has been to require a label on the door. Regrettably, nearly all restaurants have chosen to make their label "smoking."

Limited car parking and roadways in central Copenhagen encourage extensive public transit and bicycle use. The sheer density of bikes in downtown Copenhagen is not unlike the UCD campus. Although none wore helmets, all cyclists signaled turns and strictly obeyed traffic laws! Motorists always yielded to bicyclists. When I goofed by making an American-style left turn (specifically, with the cars on a left turn arrow) a motorist rolled his window down and yelled something with great passion. Fortunately, I know no Danish. (To turn left, bicyclists are supposed to ride through the intersection in the bike lane, stop, and wait for the green light to complete the turn, staying in the bike lanes.)

Everyday bikes were black, heavy, squeaky, and slow with large baskets fore and aft. We saw many innovative arrangements for carrying children to school, including one tricycle that carried four children. Letter carriers' bikes had training wheels, so they didn't need a kick stand. Women with heels and dresses, men in suits, young, and old, all rode bikes. Denmark has an extensive network of generally well marked cycle routes, most with asphalt paving. Typical routes are combinations of totally separate paths, wide shoulders, and low traffic rural roads. All trains have places for carrying bicycles and frequent service. Bicycling around the country is a great way to meet people. For example, we met Henrik, a pro racer from Aarhus out on a solo training ride. Over a quick bakery lunch, we got to one of the two favorite topics, comparing prices. Henrik paid something like \$6500 for his new Cervelo/Dura Ace/CSC carbon bike. (Same bike is at least \$2000 less at Davis Wheelworks.) Henrik's income tax bite is 30% of his wages (he has a day job in a clothing store) in addition to the 25% tax (called "moms") on all goods and services. Even though more than half his income goes to taxes, he likes their system for the medical care, education, extensive infrastructure, and the social safety net. The other favorite topic? Our fearless leader in Washington, DC.

Denmark is super expensive for tourists. Accommodations similar to Davis's Hallmark Inn (private bathrooms, non-smoking rooms, locked inside storage for bicycles, and central location) cost from \$140 to over \$200 nightly. A simple meal like a salad, a small pizza, and a glass of wine costs \$20-25. A nicer meal, such as you'd find at Bistro 33 or Seasons was \$50-60 or so per person. Car rentals and gasoline are astronomically expensive. On the other hand, trains are inexpensive.

Is Denmark a good place for bike tours? Pluses include the friendly, well-educated populace nearly all of whom speak English fluently and the extensive bicycle infrastructure. The food was very good and the hotels were clean and comfortable. We saw many neat castles and old towns with cobblestone streets. Copenhagen's Tivoli is the greatest place in the world to hang out. Minuses include high prices and volatile weather—rain, wind, and cold are possible during any month. For me, it was very disappointing that runway 26 of the Aalborg airport now covers the small farm where my grandmother had lived a hundred years ago.

And just as we are getting over the jet lag here comes new distress: The Visa bill.

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, 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

July 2006 Ride Calendar

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1 Wheelworks/MC Ed Martin Memorial Service
2 Sun. Training Lake Solano Loop	3 Early Bird Zamora & More MEMBERSHIP MTG	4 Mocha Joe Loop Race Ride 4th of July Criterium	5 Solano Bakery Women's Wed.	6 Steady Eddy's Winters Dinner Race Ride	7 Early Bird Vacaville Café	8 Wheelworks/MC Singles Spin Trader Joe's Death Ride
9 Sun. Training	10 Early Bird Zamora & More DIRECTORS MTG	11 Mocha Joe Loop Race Ride	12 Solano Bakery Women's Wed. Road Ride	13 Steady Eddy's Winters Dinner Race Ride	14 Early Bird Vacaville Café	15 Wheelworks/MC Third Saturday
16 Sun. Training NEWSLETTER DEADLINE	17 Early Bird Zamora & More	18 Mocha Joe Loop Race Ride	19 Solano Bakery Women's Wed.	20 Steady Eddy's Winters Dinner Race Ride	21 Early Bird Vacaville Café	22 Wheelworks/MC Bay in a Day
23 Sun. Training Let's Do Lunch	24 Early Bird Zamora & More	25 Mocha Joe Loop Race Ride	26 Solano Bakery Women's Wed.	27 Steady Eddy's Winters Dinner Race Ride	28 Early Bird Vacaville Café	29 Wheelworks/MC Dan's Last Bachelor Ramble
30 Sun. Training	31 Early Bird Zamora & More					

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.

July DBC Rides

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.

Recurring Rides

Ed Martin Memorial 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.

Second Saturday Singles Spin

July 8 (2nd Saturday), 9:00 am
T1/P3/30-50 mi
NO RIDE LEADER AT PRESS TIME
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 rider. NOTE: Ride leader will be a little variable for the summer, should stabilize by the fall.

Third Saturday Ride

July 15 (3rd Saturday), 9:00 am
T1-5/P3-4/30/40/55/65 mi
David Joshel, 756-7409 or
davidjoshel@hotmail.com
Winters (30, P3) Lake Solano (40, P3)
Cantelow (55, P4) Mix Canyon (65, P4).
Optional food stop at Winters. With the multiple distance and pace options available, most riders can find a distance and pace suitable for them.

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

Ride to Ed Martin Memorial Service*

July 1, Saturday, 10:00 am
The regular First Saturday Ride is cancelled for July so that DBC'ers can ride as a group to Ed Martin's memorial service. Please wear your DBC club jersey to show your support for the family. Details will be announced via the DBC Listserve.

Lake Solano Loop

July 2, Sunday, 8:30 am
T2/P3-4/45 mi
Stu Bresnick, hfhstu@omsoft.com
Meet at Starbucks on west Covell at 8:30. We'll ride up to road 29 then Buckeye to route 128 around the lake, and back to Winters for a rest stop. Then, return to Davis via Putah Creek Road. Possible detour to the dam if people are interested.

DBC Fourth of July Criterium Classic*

July 4, Tuesday, 7:30 am
T1/fast/varies
The ever-popular DBC Fourth of July Criterium, back for its 30th running in downtown Davis (headquarters are at E Street between Second and Third). See <http://dbcrceteam.org/Events-results/2006/4-july-crit-flyer.pdf> for more information. Contact Janelle Gunther snicklefritz@gmail.com to sign up as a volunteer!

Death Ride*

July 8, Saturday, 5:30 am
T5/your choice/129 mi
The Death Ride. If you need a ride description, you don't belong there. See www.deathride.com for details. Starts in Markleville. A DBC Jersey Ride. Within 72 hours after finishing a jersey 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.

Trader Joe's*

July 8, Saturday, 8:30 am
T1/P3/40 mi
John Whitehead, 758-8115 or
jcw@dcn.org
Co-Ride Leader is Dan Fishbein, fishbein@dcn.org. Meet at Veterans Memorial near 14th and B Streets in Davis. Bring money for shopping and your camera (*Editor: don't bring money to buy a camera!*). Ride leaders will take turns hauling purchases in the trailer. If no one shows up, we reserve the right to reconvene an hour later for the single speed ride.

Changing Gears

continued...

July 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

Bay in a Day Century/Double Century*

July 22, Saturday, early am
T1-4/your choice/100 or 200 mi
NOT a DBC Jersey Ride, listed here FYI. See <http://bayareabikes.org/biad.htm> for more information. Your chance to circle SF Bay by bicycle, or cut it short by taking a BART shortcut. Starts in Novato.

Let's Do Lunch*

July 23, Sunday, 8:30 am
T1/P3/28 mi
Jim & Wendy Homerosky, 297-7455, or
jhomerosky@aol.com

Let's do lunch, it will be great. Join Jim & Wendy on a slower-paced social ride exploring territories east of Davis. We'll pull into Fuzio around 11:00 for an early lunch on their cool, shaded patio. Meet at the Veterans Memorial Center. Please call or email by 7/22 so we'll have a headcount for lunch.

Dan's Last Bachelor Ramble

July 29, Saturday, 8:00 am
T2/P3/30+ mi
Dan Fishbein, 669-6628, or
fishbein@dcn.org
Wedding bells will be ringing for Dan and Ali soon, so the groom gets one last ride as a single man. No particular destination, just all the trouble we can cause on two wheels. All genders welcome, and all clothing must remain on for duration of the ride! Sorry folks, those are Ali's rules. (Note from Humble Ride Calendar editor: Dan has obviously learned the proper "Yes, Dear" right from the start).



Airline Ride Across America

by Paul Guttenberg

September 11, 2001 changed our world in many ways. Forgotten are the thirty-three aviators that gave their lives on the morning of that fateful day trying to prevent the tragic terrorist attack. Aviation professionals and avid cyclists gathered in their memory to raise awareness and funds for their memorials. Those crewmembers families deserve a place to remember and to grieve. Our nation needs to remain cognizant of those that sacrificed everything to preserve our freedom. Some of us want to alter things. We can change the

world on our bikes.

The ride began just outside Los Angeles International Airport on April 2, 2006. Our core group consisted of five individual riders. Tom "Time Bomb" was our leader, and made Captain Ahab look like a gregarious happy-go-lucky fellow. The event was his brainchild, and regardless of reality, ability or rectitude he always believed he was in charge. His friend, Bobby AKA "The Toddler", joined us to ride across the country in his tennis shoes. Our support people gave him his nickname early in the ride due to the constant attention he demanded. Rob "Kabuki Boy" was there from Maryland, and was so badly sunburned by Day Two that he had to cover all exposed skin with white zinc oxide. Next was "Marky" Mark, who easily had the consistently best coiffure of the group. Finally there was yours truly, Paul "The Energizer Bunny", who just kept going and going and going. Soon it was my head against the wall, and not a pair of cymbals I was banging. Hundreds of airline personnel, friends, family, and media representatives congregated at Dockweiler Beach for the send off. California Highway Patrol vehicles flanked us, and the Airport Police joined in as well. Four bicycle officers led us on a loop through the airport, then dismounted and saluted as we exited the boundary. We were off to the east. For those of you familiar with Los Angeles, try to imagine riding your bicycle along the Miracle Mile, then through downtown, without stopping at stop signs or traffic lights. Imagine motor vehicles giving way to your human powered conveyance. It was a once in a lifetime experience. The CHP was very professional and efficient, conducting a running traffic stop to keep us rolling through the entire city. While some of us lost a little bit of hearing due to the constant sirens, it was well worth it. A number of local riders had joined us for the first day, and we were all thrilled at the way the day went.

We were thrilled, until the final part of the ride, at least. That's when our organizational and navigation problems began to manifest themselves. Without delving into the psychological processes of overbearing control, misinformation and jealously guarded egomania, suffice it to say that our band of twenty or so riders split into three by the time we neared our destination. As "the map" was guarded as a religious relic to only be viewed by the high priest, and cue sheets were forbidden as tools of the devil, we were left to our own devices. Three of us, myself included, found ourselves wandering aimlessly about the eastern reaches of the Los Angeles basin. When one of the riders began stopping motorcycle gang members to ask directions, I realized we were in desperate straights. Lacking the male genetic material that interferes with asking directions, I stopped at a convenience store, guiltily read a map, called our destination hotel for the address and directions, and then set off. The three of us were soon sitting in the lobby, wondering where everyone else was. Eventually, they rode up shortly before dark, minus one rider. Mark had fallen to the back and got stuck behind a train. The rest of the group, having reformed by then, simply left him to fend for himself. When he found his way to the hotel alone, he was not amused.

Starting a thirty-three day bicycle ride across the country on such a note is not the most auspicious of beginnings. Luckily we were able to learn from our mistakes. Studying intently where we went wrong allowed us to take the necessary steps to make things worse, much worse. In the ensuing days, we strenuously endeavored to set the bar for our performance ever lower. My personal philosophical watchwords for the trip became "Please, isn't there any way we could possibly make things more difficult?"

Not only did I ride the entire distance, but I was also the team mechanic. Beginning that first evening, I would set up a portable maintenance stand and undertake the necessary repairs and tune-ups to allow us to start trouble free the next morning. The long hours were taken out of my allotted sleep time, but other than crash damage we suffered no major mechanical failures for the duration of the trip. There were a variety of difficulties, to be sure, from balky shifters, derailleur adjustments, brake tuning, and fit complaints. All these were handled in due course and no one missed a mile due to them. Miles were missed in various and sundry other fashions.

Day Two, for instance, as we approached the outskirts of Blythe, California, we were "ordered" into the RV that served as our support vehicle for the last ten miles into town. I was fuming. We were to ride across the nation, and here we were climbing into a motor vehicle on the second day. I made sullen look like the "Happy Dance" by the time we reached our hotel. One of our support crew, Panda, a Washington, D.C. based flight attendant, took me aside and offered to drive me back up the road from where we had come early in the morning so I could ride the missing mileage. I was touched – in more ways than one. Individually I informed the other riders of my plan to set out before dawn, and arrive at the hotel

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

-----See Airline Ride, Page 9.-----

Airline Ride, From Page 8...

with the missing road miles accomplished. One by one they each agreed to come along. When our fearless leader learned of the plot, he decided to ride as well rather than face the growing insurrection alone. As we reached the hotel he informed us "this would never happen again."

So it was that on Day Three I was told to quit the ride by "Time Bomb" for the first time. It wouldn't be the last time, but it was a seminal event that helped establish my position as rebel leader, creative mechanic, and recalcitrant dedicated cyclist. A leadership style of yelling, screaming, cursing and irrational decision-making also became prevalent. Somehow we hashed things out and I survived to the end of that day in Arizona. As we approached our destination for the night, Wickenburg, an elderly couple on the side of the road with large hand-lettered signs of support greeted us. Bill and Marilyn had recently retired, he from the ministry, and they heard about us through their son who is a Captain with United Airlines. They had waited on the side of the road for three hours for us to come by just so they could show their support. It wasn't long before we were all having dinner together at a local establishment. Bill and Marilyn were there the next morning to see us off with a prayer. On and off for the rest of the ride we would call them in the morning and get sent off for the day by speakerphone.

Phoenix was our nearby destination for the next day, and we made it with the usual arguments and navigational difficulties. That really wasn't so bad, certainly not as bad as Bobby's crash. He managed to fall off of a broken piece of road, plant his front tire into a crevice, and break his frame in three places. I dove right to avoid him, and got one small scratch on my knee. I was up and over him immediately, and at first was concerned by the swiftly spreading dark fluid on his back. On closer examination, I realized his packets of energy gel did not survive the impact. His shoulder, side and legs were also damaged, along with a good ding in his helmet, but other than that he seemed to be all right. The bicycle was another story. I gave him what was left of his top tube as a memento. The other parts of the frame we packed up while Tom called the manufacturer back in New Jersey. It was close to five o'clock on the east coast, and he wanted to catch them before they left their offices. Incredibly, by noon the next day we had a new frame and fork waiting at the front desk of the hotel for us. It had been delivered while we were at a media event in downtown Phoenix at the headquarters for US Airways. A local mechanic came out to help me work on the bikes the previous day, so that evening he came over again and we got Bobby's bike fully rebuilt with the parts from the crashed bike. When I got to bed a little after midnight, I was tired but satisfied.

For the next several days Bobby spent most of his time healing in the RV behind us, but would come out for an hour or two of riding as he felt up to it. As the miles wore on, our leader took longer and longer breaks in the vehicle too as we kept the bikes rolling forward. Climbing seemed to become more and more difficult for him. Three of us took turns pulling and were able to maintain a decent pace. "Kabuki Boy" was a very strong rider, despite his obviously painful, sunburned condition.

Lordsburg, NM to Las Cruces, NM was to be our shortest day for a while. The previous day we had ridden nearly 160 miles. Crossing New Mexico that day was a mere 120 miles. The next four days were to average nearly 180 miles apiece. Luckily, our welcome into Las Cruces could not have been finer. From the escort provided by the New Mexico State Police, to the welcome of the County Sheriff (a Cat 3 road racer), to the family that hosted us for dinner, it was a marvelous evening. The next day the Sheriff escorted us, on his Trek Madone and in uniform, all the way to the border of Texas at El Paso. There we were received by the local police and sheriff's departments, and escorted to El Paso City Hall where we met the mayor pro-tem, city staff, and various other officials. We paraded through town and then to Fort Bliss for more media events and to greet the troops. Somewhere in there I worked on replacing Bobby's shifter levers that had been crashed along with a few other maintenance duties. Luckily, another local mechanic came out to lend a hand with the bikes. Soon it was two o'clock in the afternoon, and only another 140 miles to go for the day. It wasn't long before it was just we three on the road again, and between our efforts and the benefits of a booming tailwind our speed increased dramatically. Rolling into Van Horn that evening was a relief to us all. I set up the stand and started work at 9 o'clock, took a break for dinner around 10, then a bit more work before hitting the sack. The rest of the repairs could wait until morning.

Day after day the three of us would ride through the heat and wind, along rough chip and seal roads. Periodically one or two of the others would come out for a bit, but normally by ten or eleven o'clock in the morning we were on our own. We would push as hard as we could across the featureless terrain in the sun and wind, finally get to our hotel after dark, then wake up in the morning to look out at a landscape that was apparently unchanged. Rob was still suffering horribly from sunburn, and by the time we approached Abilene it had turned into something much worse. He now had a full-blown case of shingles, and one eye was swollen completely shut. I was getting five hours of sleep each night on the good days, and had lost that mental edge that

normally allows one to recognize the difference between dream states and physical reality. It was teetering on this brink that we either managed to finally overcome the stress, or cracked under the strain. I'm not sure which. Bobby had been given a few easy tasks to help us keep the bikes running. Apparently this was too much, and he spent most of each day in the coolness of the RV lying on the couch. Our support crew tried to double up their duties to pull the weight for The Toddler. Rob finally read him the riot act, and told him he had to be more proactive. Bobby responded in characteristic fashion.

Three of us were riding along the highway when Mark's tire blew out. We had stopped with the Sheriff right behind us. We had law enforcement accompaniment for much of the route, and all across Texas. We could see six or seven shards of wire casing from a truck tire sticking out of the rubber. Bobby leapt out of the RV with a pump in hand. We were very hot and sweaty, tired, and a little short. As he came up I told him we needed a new tube and tire. He came up, handed me the pump, and ran back to the RV to shortly appear with a new tube in hand. I told him again we needed a tire as well. The Toddler stared at me blankly and asked "Do you want the tire now?" I told him "No, anytime you want us to be able to start riding again we need the tire." Bobby ran back to the RV, began untying one of the bikes from the rear rack, took a wheel off of it, ran back to us, and said "Why don't you just take the tire off of this wheel?" I replied, "That's fine. If it's easier for you we'll just take more time." We were in a rush for another crazed media event, and there were brand new tires lying in the RV ready to go. Bobby changed his mind, grabbed the wheel back up, and began remounting it to the bicycle and replacing the bicycle in the carrier. As he left, I said to no one in particular "I'm going to slap that boy."

Mark looked at me, and very slowly and loudly deadpanned "GET -- IN -- LINE." We became hysterical, two of us laughing our heads off on the side of I-20 with the county sheriff behind us and our third rider, useless eye bandaged, desperately trying to hear what was going on through his spreading infection while the ride organizer screamed at us from the RV various and sundry meaningless orders. We finally got rolling again, but didn't stop laughing for an hour.

There was nothing to do but get Rob medical assistance and send him home to the East Coast for further treatment and recuperation. Now it would be just Marky Mark and The Bunny on the road for the large part of every day. That was all right, though. There would be no screaming and cursing that we could hear. Those left in the RV were in different straights.



Big Fix Begins By Steve Macaulay

Right before we went to press our reporter and staff photographer captured the start of the Big Fix, the ride across America to raise funds for medical research to fight Histiocytosis, a deadly childhood disease. This ride is supported by the Davis Bike Club. If you are on the Club's email listserv you have received a number of emails from Eric Norris about the ride including how to donate (go to <http://www.fixhistio.org>, click on the "Sponsor a Rider" link and look for Eric's name!) and how to follow the ride (Eric's Big Fix blog: <http://bigfix2006.blogspot.com>).



The ride kicked off with inspirational speeches, great singing, coffee and pastries, and a requisite dipping of the bike wheels in a pail of Pacific Ocean water. Mojo Cosgrove said he was too lazy to drive to San Francisco to start the ride, and instead arranged for the Ocean to come to Davis.

The event was attended by parents, survivors and sufferers of histio, and a large contingent of DBC riders. It was truly an inspirational event, with riders from around the country. Remember that these riders are riding a fixed-gear bike – one speed, no coasting. Apologies to “Campy Only” Eric Norris, but a few of the bikes were not Campy-equipped! Our web photo supplement has more pictures, and you can see the pink bike in color.

Dr. Pistachio Ride

Saturday, June 17 was our official “goodbye” to former DBC Prez (and membership director) Tim Spann, a.k.a. Doctor Pistachio. After almost five years of pedaling and pruning, Tim received a well-earned Ph.D.



Tim came to Davis with little experience in cycling – his prior efforts were with a tricycle when he was four years old. So ... two wheels was new. He took up cycling with a vengeance, and quickly joined the Davis Bike Club. Can anyone recall a DBC event the last few years that did not have Tim as a course marshal, start/finish/rest stop crew member, registration and help desk guy, or member of the cleanup crew? Sometimes he actually rode a bike, but often he was out there with the rest of the volunteers making things happen. Time, tears and available space in this issue do not allow us to recount Tim's experience in the Club – but he represents the best in all of us as a volunteer and believer in cycling as a sport and life style.

So, the ride? More than 30 riders accompanied Dr. Pistachio on a typical DBC P3 ride to Winters. We captured photos of the ride and lunch at the Putah Creek Café. The full set of pics are posted – in color – to our web photo supplement. Also included are a few pictures of the party at Beth and Tom's house that evening – after more than a few margaritas we almost forgot why we were there! Tim will be in Davis for a few more months (“Job? Anyone got a job?”), so you haven't lost a chance to congratulate him. We expect to see Tim in his usual place on July 4 – joining the rest of the volunteers helping to put on another successful Fourth of July Criterium in downtown Davis.



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 <input type="checkbox"/> Renewal <input type="checkbox"/> Address Change	Basic Membership, 1 year..... <input type="checkbox"/> \$20.00 single or <input type="checkbox"/> \$30.00 family \$ _____ Basic Membership, 3 years..... <input type="checkbox"/> \$50.00 single or <input type="checkbox"/> \$75.00 family _____ 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:

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

DBC Member Classifieds & Announcements

THANK YOU

June Ride Leaders

JACK KENWARD • Barry Bolden • Gerry Peterson
 PHIL COLEMAN • Dan Shadoan • Larry Burdick
Paul Grant • Tim Spann • Jay Bauer
 Jim Somerosky • Jean Jackman
 Myke Berna • **LIESE SCHADT** • Eric Norris
 BRUCE & MARILYN DEWEY

Don't forget the Changing Gears web photo supplement:

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

Ride Schedule On-Line

Our monthly 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 a dialup connection.

March Madness 2006 Special Category Winners and Runners-Up	
Category	Winner/Runner-up
Youngest solo rider	Bill Whitehead ?? – age not reported) Lyle & Chloe Sommer – 8 yrs
Youngest tandem rider	(Either a Sommer kid or Bill Whitehead, neither reported tandem miles)
Oldest rider	“more experienced” riders did not list age – no award
Most miles on a tandem	Bob & Lois Weast – 1013 mi Ted Sommer – 327 mi
Most miles on single speed or fixed gear not a trailerbike	Eric Norris – 810 mi Sandy Borowsky – 420 mi
Most miles on a stationary bike <i>(Note: second place was a fiercely contested category among the very-early-morning set)</i>	K.S. McClellan – 3223 mi Nicole Slaton – 275 mi Alan Hill – 250 mi Mary Seabury – 237.5 mi
Rider living farthest away	David Nakai, Fallbrook, CA (499.4 mi) Lynn Katano, Monterey Park, CA (402.5 mi)
Female with most miles	Marilyn Dewey – 1227 mi Marilyn Richison – 1039 mi
Male with most miles/Overall Top Miles	K.S. McClellan – 3324 mi Larry “The Legend” Burdick – 2773 mi

(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*.
 Email to: dbcmembership@gmail.com
 or send mail to: B&L Bike Shop, or send



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