

# Changing Gears

Newsletter of the Davis Bike Club

August 2006

## Quick Releases

### Membership Meeting

Monday, August 7, 7:00 PM

Davis Public Library  
Blanchard Room

315 East 14th Street

*(Please park bikes outside)*

Refreshments & Door Prizes!

### Directors Meeting

Monday, August 14, 7:00 PM

Davis Food Coop Conf. Rm.

620 G Street

All Members Welcome

### Race Team Meeting

Wednesday, August 2

Davis Library, Blanchard Room

6:30 pm Race Team Board

7:30 pm Race Team

### NEXT Newsletter Submission Deadline

Sunday, August 20

Please email submissions to:  
dbcnewsletter@gmail.com

## Welcome New Members

*Jeff Clifton*

*Leigh Family*

*Roman Reiger*

*Brendan Connors*

*Scott Alumbaugh*

*Susan Murin*

*Kristen Martin*

## Trailer Joe Shopping Ride Report

by John Whitehead

As it turns out, Davisites CAN bike to Trader Joe's, without having to wait for the new store proposed for University Mall. On July 8, two intrepid ride co-leaders pedaled toward the rising sun, followed by only one other pair of bicycle wheels -- on an empty Burley trailer. Hint: having a ride co-leader is a good way to be sure someone shows up for a questionable adventure.

We used the Yolo Causeway, West Capitol Ave., the Tower Bridge, and a right on red at Third Street. Then we followed L Street with its new bike lanes, all the way under the Capital City Freeway until it funneled us onto Folsom Blvd. After passing the mansions of the Fabulous Forties neighborhood, we arrived at Trader Joe's, on the south side of Folsom Blvd. just past 50th Street.

TJ's has a bike parking area close to the front door, with 2 modern racks sufficient for 10 or 20 bicycles. The worst feature is that bicycles, and any attached trailers, must be lifted up a curb to the bike rack area.

The air-conditioned store offered welcome thermal respite as well as a wide selection of unusual consumables. I did find the chocolate covered pretzels, and then corrected my initial error after noticing the proper version having dark chocolate. My basket contained a few tasty bread loaves, Italian pasta on sale for under a buck a pound, and some cold juice. The most notable find was their trademarked sports drink, "Traderade." It boasts 25% fruit juice in addition to the electrolytes that the other ade is known for.

Dan F. and I filled our shopping baskets, paid, packed bags into the trailer, and headed north on 51st Street. Two whole blocks away, East Portal Park offered vacant picnic tables in the quiet shade of gigantic trees. After a snack and a call home to report progress, we cycled some blocks westbound on J Street, then H Street past McKinley Park into Midtown Sacramento.

*See TJ, page 4...*

## August Meeting Program

By Diane Richter, VP

The August meeting of the DBC will be held on the 7th at 7:00 p.m. We'll be back in the Blanchard Room of the Yolo County Library on 14th St. Our speaker will be none other than Wheelworks owner Joe Santos, who will tell tales of his adventures following the Tour de France. He will be assisted by Mark Adison, who has photographed the Tour several times. Yours truly will be on the San Juan Islands tour during this meeting, our president will also be on vacation, so our able treasurer, Stu Bresnick, will be running the meeting. Come to hear interesting stories, and maybe plan your own trip to France next year.



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**Mt Hood Race Report  
By Jesse Moore**

*(8 days, 7 races, 480 miles and 35,000 ft of self-inflicted suffering that I paid someone for – yea, that about sums it up.*

Day one was Mt Hamilton. Kind of an apathetic race on my part and then a great ride back to the car. Two easy days and a Mt Hood start list that lacked the heavy hitters like Healthnet, Navigators etc. sent me out of Sacramento feeling pretty good about the race. After a solo 10+ hour drive I found myself in Hood River Oregon (one of the prettiest places I've been by the way). As we all know Oregon is always green in postcards. Why? Because it rains all the time of course and last week was no exception. I'm still picking dirt out of my eyeballs and trying to get the road grim off my skin.

The summary: Day 1: I lost almost a minute in less than 3 miles to place like 50 something (rained, slept in the back of the escort at the start line for the next day) Day 2: Woke up and saw the Healthnet car, you know the guys who weren't on the start list...after muttering some obscenities I stumbled over to the sign in table and learned that I had lost almost a minute in 3 miles and why, Australian National TT Champion was there of course. Suited up and did 85 miles of racing, some might call it motor pacing in the rain--got same time as leaders. Day 3: Raining hard. Race starts on top of the long twisty descent and I get dropped by the people who can actually handle their bikes. Chase on and start the rest of the descents at the front to avoid that mistake again. Race was 95 miles with 9000 ft of climbing. I made it 94.3 miles and 8,950ft before I was pushing down on my legs with my hands to keep the pedals turning over. Needless to say I got dropped at that point. (Later on a Navigator rider asked me how I did and then told me he didn't even think the pace was fast. That really helped me feel good about myself... I love pros).

For those of you who haven't seen the UC Davis team prancing around in stars and bars jerseys we won a big event a couple of weeks ago which means our coach, Judd Van Sickle peaked us really well. How does this relate to MT Hood? Well it means that about two weeks after your peak your body is really confused when you do things like what I described in the title. Mine was fine with the volume and would do tempo quite nicely but it seemed to shut down when things really got moving. Of course I've never done a race like that so maybe my body was fine and I just suck.

Day 4: It took a full thermos of coffee to feel like walking and pedaling a bike was even less appetizing than my leftover pasta breakfast. Fortunately the TT had some climbing in it and I was able to claw my way to a 22:20 over the 10.5 miles. This did good things to my GC placing and I lost less than the 1-minute per 3 miles I was expecting. The Crit that night at 7:25pm was actually really fun, the trying to get fed and prepared for check out before the 8am start the next morning was not. It was my first crit experience where I could be inches from the guy next to me and not worry about them doing something lame. Not having to brake in turns and pedaling the whole time was a lot easier on the body as well.

Day 5, stage 6: Starts on another decent and then goes into the most scenic and epic one lane logging road course I've ever NOT seen ...I can tell you all of the sponsors on the guys butts around me though. Did I mention it's still raining, hard? So long freezing descent and they hit the base of the

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**

*See Mt Hood, page 3...*

*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.

# Davis Bike Club Changing Gears



## Race Team Results by Janelle Gunther

Name	Date	Race	Category	Place
Blake Anton	5/13	Cats Hill Crit	Jr. 17-18	3rd
	6/4	Dunlap TT	Jr. 17-18	6th
	6/17	California-Nevada /North Jr St Track Champ - Kilometer TT	Jr. 17-18	3rd
	6/17	California-Nevada /North Jr St Track Champ - Match Sprint	Jr. 17-18	4th
	6/17	California-Nevada /North Jr St Track Champ - 3k Pursuit	Jr. 17-18	2nd
	6/17	California-Nevada /North Jr St Track Champ - Points Race	Jr. 17-18	2nd
	6/29	47th Annual Fitchburg Longsjo Classic - Individual Time Trial	Jr. 17-18	31st
	6/30	47th Annual Fitchburg Longsjo Classic - Road Race	Jr. 17-18	57th
	7/1	47th Annual Fitchburg Longsjo Classic - Road Race	Jr. 17-18	48th
	7/2	47th Annual Fitchburg Longsjo Classic - Stage Race	Jr. 17-18	47th
	7/9	National Championship Road Race	Jr. 17-18	DNF
	7/7	National Championship Critrium	Jr. 17-18	2nd
	7/6	National Championship Time Trial	Jr. 17-18	48th
Eduardo Avelar	6/17/06	Specialized / Sierra Nevada Crit	Elite 4	DNF
Eduardo Avelar	6/23	Oregon Trail Road Race	4/5	65th
Eduardo Avelar	6/24	Individual Time Trial	4/5	40th
Eduardo Avelar	6/24	Gold Rush Crit	4/5	DNF
Eduardo Avelar	6/25	Dooley Mountain Road Race	4/5	DNF
Eduardo Avelar		GC	4/5	DNF
Stephen Dev	5/28	Mt Hamilton	P/1/2	DNF
	6/4	Dunlap TT	P/1/2	8th
	6/11	Sattley TT	U23	2nd
	6/18	Tour of Nevada City	P/1/2	18th?
	6/23	Elkhorn Classic Stage Race	P/1/2	GC
		Stage 1		16th?
		Stage 2		24th
		Stage 3		DNF
		Stage 4		DNF
	7/2	Vacaville GP	P/1/2	DNF
	7/4	Davis Crit	P/1/2	DNF (307)
Amy Encalada	6/24	Pescadero Road Race	W 4	10th
	7/2	Vacaville Gran Prix	W 3/4	11th
	7/4	Fourth of July Crit	W 3/4	dnf
BRIAN S. FLOYD	4/15	Copernopolis Road Race	45+ Open	DNF(Mechanical)
BRIAN S. FLOYD	5/14	Berkeley Road Race	45+ Open	3th
BRIAN S. FLOYD	7/1	Leesville Gap Road Race	45-49	DNF (2 flats)
Alexander Freund	06/24-25/06	Gold Nugget Junior Stage Race, overall	Juniors 10-12	3rd
Alexander Freund	06/24/06	Gold Nugget Junior Stage Race, Stage 1	Juniors 10-12	3rd
Alexander Freund	06/24/06	Gold Nugget Junior Stage Race, Stage 2	Juniors 10-12	4th
Alexander Freund	06/25/06	Gold Nugget Junior Stage Race, Stage 3	Juniors 10-12	4th
Alexander Freund	07/04/06	Davis Fourth of July Critrium	Juniors Open	23rd
Alexander Freund	07/08/06	Mount Diablo Hill Climb Time Trial	Juniors 10-12	1st
Andreas Freund	06/24-25/06	Gold Nugget Junior Stage Race, overall	Juniors 13-14	2nd
Andreas Freund	06/24/06	Gold Nugget Junior Stage Race, Stage 1	Juniors 13-14	2nd
Andreas Freund	06/24/06	Gold Nugget Junior Stage Race, Stage 2	Juniors 13-14	2nd
Andreas Freund	06/25/06	Gold Nugget Junior Stage Race, Stage 3	Juniors 13-14	1st
Andreas Freund	07/01/06	Leesville Gap Road Race	Cat 4	44th
Andreas Freund	07/04/06	Davis Fourth of July Critrium	Juniors Open	6th
Andreas Freund	07/08/06	Mount Diablo Hill Climb Time Trial	Juniors 13-14	1st
Roland Freund	07/01/06	Leesville Gap Road Race	Masters 50-54	9th
Roland Freund	07/08/06	Mount Diablo Hill Climb Time Trial	Masters 45+	11th
		Mt. Hamilton RR		17th
		Mt. Hood Classic Stage Race		
		Stage 1-		34
		Stage 2-		44
		Stage 3-		35
		Stage 4-		DNF
		GC		DNF
		Nevada City Classic-		DNF
		Elkhorn Classic Stage Race		
		Stage 1		50
		Stage 2		42
		Stage 3		45
		Stage 4		30
		GC		28
Nils Johnson	6/23	Elkhorn Oregon Trail Road Race	4/5	1st
Nils Johnson	6/24	Elkhorn Individual Time Trial	4/5	19th
Nils Johnson	6/24	Elkhorn Gold Rush Crit	4/5	5th
Nils Johnson	6/25	Elkhorn Dooley Mountain Road Race	4/5	2nd
Nils Johnson	6/25	Elkhorn General Classification	4/5	6th
Nils Johnson	7/4	Davis 4th of July Crit	4	10th
Thomas Kellner	6/17/06	Sierra Nevada Specialized Crit	Master 45+	17
	6/24/06	Pescadero Road Race	Master 45+	11
	7/4/06	Davis Critrium	Master 45+	20
Edan Levaton		Junior national time trial	Jr. 15/16	58
		Jr. National Road Race	Jr. 15/16	DNF
		Jr. National Crit	Jr. 15/16	17th (3rd 15 year old)
		Vacaville GP	Elite 3	30
		Leesville gap RR	Elite 3	43

Name	Date	Race	Category	Place
Karch Miller	6/10	Elkhorn BMX (Rio Linda)-Race For Life	9 & Under Cruiser	3rd
	6/10	Elkhorn BMX (Rio Linda)-Race For Life	9 Intermediate	2nd
	6/11	Elkhorn BMX (Rio Linda)-State Cup Race	9 & Under Cruiser	2nd
	6/11	Elkhorn BMX (Rio Linda)-State Cup Race	9 Intermediate	2nd
	6/18	Oak Creek BMX-Roseville	9 & Under Cruiser	3rd
	6/18	Oak Creek BMX-Roseville	9 Intermediate	2nd
	6/23	ABA Lumberjack National- Eugene Oregon	9-10 Mixed Open	1st
	6/23	ABA Lumberjack National- Eugene Oregon	9 Intermediate	1st
	6/24	ABA Lumberjack National- Eugene Oregon	9 Expert	Missed Qualifying by 1 position
	7/1	Redwood Empire BMX (Eureka, CA) Race For Life	9 & Under Cruiser	3rd
	7/1	Redwood Empire BMX (Eureka, CA) Race For Life	9 Expert	2nd
Shawn Miller	6/18	Oak Creek BMX- Roseville	41-45 Cruiser	2nd
	7/1	Redwood Empire BMX (Eureka, CA) Race For Life	41-45 Cruiser	1st
Jesse Moore	7/1	Redwood Empire BMX (Eureka, CA) Race For Life	41-45 Cruiser	14th
		Nevada City Classic	P/1/2	
		Elkhorn	P/1/2	
		stage 1		6th
		TT		9th
		Crit		field
		stage 4		4th
		GC		4th
		Cat 1 upgrade - no more points to count!!!		
Eric O'Brian		Vacaville GP	Master 4/5	DNF
		Davis 4th of July Crit	Elite 4	DNF
Kyle Paterson	5/31/06	Priarie City MTB Series	Sport-Junior	1st
Kyle Paterson	6/4/06	Dunlap Memorial Time Trial		11th
Kyle Paterson	6/7/06	Priarie City MTB Series	Sport-Junior	1st
Kyle Paterson	23-25 Jun. 2006	Elkhorn Classic Stage Race		
Kyle Paterson	6/23/06	Oregon Trail Road Race	CAT 4	15/93
Kyle Paterson	6/24/06	Individual Time Trial	CAT 4	Flatted but finished (71/71)
Kyle Paterson	6/24/06	Golden Rush Critrium	CAT 4	7/2
Kyle Paterson	6/25/06	Dooley Mountain RR	CAT 4	38/64
Kyle Paterson			CAT 4	Overall Standing 30/62
Kyle Paterson	7/2/06	Vacaville Grand Prix	CAT 4	5th
Kyle Paterson	7/4/06	Davis 4th July Crit	Junior, 15-16	7th
Kyle Paterson	7/4/06	Davis 4th July Crit	CAT 4	15th
Kyle Paterson	7/8/06	Mount Diablo Hill Climb	Junior, 15-16	1st
Paul Robins		Leesville RR	Master 35+/5	3
Vance Russell	25-Jun	Burlingame Crit	35+ / 1-2,3	DNF
Amanda Seigle	6/21	Priarie city mtn race	W sport 0-34	3rd
Amanda Seigle	6/28	wed. night track racing	Green C	4th - omnium
Amanda Seigle	7/4	4th of July crit	W 3/4	64
Amanda Seigle	7/4	4th of July crit	W p/1/2/3	26th
Amanda Seigle	7/5	wed. night track racing	Women's group	4th - omnium
Shannon Still	6/16	Summer Solstice Crit (Ohio)	4	2
Shannon Still	6/16	Summer Solstice RR (Ohio)	4	16
Shannon Still	6/23	Elkhorn Oregon Trail Road Race	4/5	36
Shannon Still	6/24	Elkhorn Individual Time Trial	4/5	16
Shannon Still	6/24	Elkhorn Gold Rush Crit	4/5	17
Shannon Still	6/25	Elkhorn Dooley Mountain Road Race	4/5	44
Shannon Still	6/25	Elkhorn General Classification	4/5	52
	7/4	Davis 4th of July Crit	4	11
	7/8	Covote Creek Critrium	4	DNF
Dan Sweet	06/11/06	District TT Championships	Elite Men	12th
	06/17/06	Sierra Nevada Crit	P/1/2	21st
	06/18/06	Nevada City Classic	P/1/2	25th
	06/23/06	Elkhorn Classic SR Overall GC	P/1/2	44th
	06/23/06	Stage 1 RR	P/1/2	39th
	06/24/06	Stage 2 ITT	P/1/2	32nd
	06/24/06	Stage 3 Crit	P/1/2	22nd
	06/25/06	Stage 4 RR	P/1/2	55th
	07/02/06	Vacaville District Crit Champs	P/1/2	DNF
	07/04/06	4th of July Crit	P/1/2	12th
Cody Tapley	4-Jul	Davis 4th July crit	jr10/18	21st
Cody Tapley	2-Jul	Vacaville Grand Prix	Elite 4	21st
Cody Tapley	124 June	gold nugget stage race	JR 13/14	
		stage 1 road		3rd
		stage 2 TT		3rd
		stage3 road		3rd
		GC		3rd
Cody Tapley	18-Jun	Nevada city classic	jr 13/14	5th
	4-Jun	Dunlap TT	jr 13/14	9th
	23-May	Livermore Crit	jr 13/14	19th
	21-May	Stockton GP	jr 13/14	21st
Alan Walls	5/6/10	Golden State Critrium	Master3/4/5	32nd
Alan Walls	5/20/10	Modesto Crit	Master4/5	20th
Alan Walls	5/27/10	Livermore Crit	Master4/5	8th
Alan Walls	6/18/10	Folsom Crit	Master 4/5	9th
Alan Walls	7/5/10	Davis 4th of July	Master 3/4	33rd
Eric Zeisler	7/4	4th Crit	35+ 3/4	12th

### Mt Hood, from page 2...

first climb, hard...I'm 70 guys back and I'm pretty sure my race is over right there. Lactic for 10 minutes and it levels enough that the guys up front decide now is a good time to hand all of their warm cloths to Roman to carry up the climb (of course he is carrying their cloths and setting tempo on the front, being pro looks like so much fun). I use the opportunity to move straight to the front group and stay there at all costs as we start into the second part of the first climb. By the top I've felt better when I had the flu so I start making deals with my body. "Just make it to the KOM...just make it to the base of this climb...just up this next section than you can stop." Somewhere in the second half of the race it stops raining and the pavement is dry in the sun and wet in the shade and we stat the last descent.... I'm praying for rain again. Little did I know they actually had been slowing down in the rain. Now that it was sort of dry it was 50mph on one lane back roads and I'm 10 guys back with a single file line as far as I could see behind me. I was pretty sure that I'd be dead if I crashed and it would only hurt for a moment so I went with it. Staying attached to the leaders by sprinting out of every turn and down every straight I finish the descent with the front group. Last climb and I'm still making deals with my body but my body is catching onto my little game and telling me the gig is up. At the same time the tempo is getting really hard and I'm watching quality riders from our district get popped while getting to know what hubs the guy in front of me is riding. In short I made it to just under a K to go before I shut down and they started to go at what apparently is a "fast" pace for them. Got 9th on the day and 12th in the GC once the smoke cleared.

As a side note: Standing at the finish for 2 minutes my tire popped and I noticed the massive side wall gash I'd picked up.... it pays to have good karma.

## Changing Gears

## Climb to Kaiser 2006

By Chris Lupo

Back in February when I was first contemplating the Climb to Kaiser (C2K) ride hosted by the Fresno Cycling Club, I asked my three time C2K finisher Brother-in-law what I had to do to finish. His response was "Two words, ride hills." And so it began, my quest to finish a ride that Bicycling magazine once rated as one of the five hardest rides in the country. C2K is a 155-mile ride that begins in the city of Clovis, and goes up to the top of the Sierra at 9200 ft. Kaiser Pass. There are 14000 vertical feet of climbing with grades as steep as 20% on some sections. If not one of the top five, certainly hard by anyone's scale.

I knew I would not be the first DBC member to try. I found some names of DBC members that I consider very strong riders on prior year's finisher's lists, such as former DBC pres. Tim Spann and Big Fix ride leader Mojo Cosgrove. I didn't (and still don't) consider myself to be in the same "league" as these riders, but I figured I'd go for it. To train, I asked people what the hardest hill in the area was. The unanimous answer was Mix Canyon. I joined a group of sadistic guys that went out and rode that ridiculous hill once a week. Having family in the Fresno area, I was also able to go down and pre-ride most of the hills before the actual event. A couple of centuries and a double-metric completed my preparation.

On Friday, June 23, it was 106 degrees in Fresno with a forecast of 108 for Saturday. I was anxious to say the least. This would be the hardest ride I'd ever attempted, and now it was also happening on the hottest day of the year so far. Ugh. At least I had some friends to ride with. Fellow DBC member John Campbell agreed a week earlier to try the ride as well. We missed the 5:30 am mass start by ten minutes on Saturday morning, but I wasn't too concerned about that. It was already 75 degrees, and I didn't want to be in a really fast line out to the hills. It was a pleasant ride out of town.

The first climb was Wildcat Grade. It has a short steep section, but it's not too bad when you're fresh. Almost immediately after Wildcat is Burrough Grade, which is about 3 miles of mellow 5-7% (think Cardiac). Some downhill and a rest stop later is where the fun begins. Tollhouse Grade is 7 miles of 7-13%, with a section of 19% at the top. It's exposed and still fairly low in elevation, and the temperature was into the 90's when I arrived at the Shaver Lake rest stop at ~11:00. I was still feeling really good at this point, and didn't spend too much time at the stop, as I knew the hardest climbs were yet to come.

From Shaver, the ride heads toward Big Creek Grade. A cool experience happened along the way. I was riding (fast) downhill with a large group of motorcycle riders that let me share the lane with them. When the downhill ended, I moved over. A burly looking guy with a big mustache and tattoos

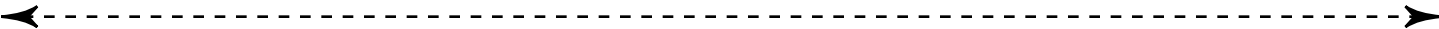
on a Hog got my attention, and yelled over to me, "Hey man... 45... Right on!" He gave me a big smile and a thumbs-up and rode away. I could only smile back.

Big Creek Grade starts at mile 65, is 4 miles long, and has an average grade between 10 and 15% with sections of 20%. This one hurt. It hurt just about everybody. It was still in the 90's even at ~6000 ft. elevation. Riding that narrow, one-lane road was like riding through a war zone. There were moaning riders littered on the sides of the road. They were people that had fallen, or given up, or blown up. People were limping their bikes up the hill. Looks of despair and pain were on everyone's faces. It was an effort of sheer will to ride the whole thing. I arrived at the Huntington Lake rest stop wasted, out of water, starving, overheated and hurting, but I had done it without walking or stopping, and still had enough resolve to finish. It took me nearly an hour to recover at that stop.

I should point out here that the volunteers on C2K were fantastic. They took excellent care of every rider. They would take and park your bike as you came in to rest stops, and get you a chair. They would fill a plate ' and bring it to you, fill up your water bottles, give you cold towels, and fetch sodas. It was a full service operation at every stop, and I personally am deeply grateful for how easy they made things, especially when I was feeling really uncomfortable.

From Huntington it's 9 miles to the top of Kaiser Pass. Seven easy uphill miles followed by two tough miles. Strangely, there was a fast-moving thunderstorm at the top. Booming thunder and cool rain completely changed the scenery and my attitude at the top of the mountain. It was cool and refreshing for the first time all day. Finally, at 4:30 in the afternoon, I saw the canopy that marked the turnaround point. I only stopped long enough to refill my bottles and have someone take my picture. Then it was time to begin the descent. The last significant climb of the day is Tamarack Ridge. Nine miles of 5-7% (think two Cardiacs). The top of that last real climb brought me to 100 miles. It was 5:30 in the afternoon, and I had 55 more miles to ride. For the next 45 of those miles, I averaged about 30 mph, including a rest stop and some small risers. That was the most rewarding downhill experience of my life. I had bugs in my teeth from smiling so much.

I rode the last flat miles into the finish in twilight, sometime between 8:30 and 9:00, equal parts happy and tired. I got my finisher's jersey, and congratulations from my friends and family. I had done it! If you see someone out on the road proudly wearing a white with red polka-dot jersey, say hi. I'd be happy to tell you all about C2K in person.



### *TJ, from page 1...*

Anticipating the climb to the I Street Bridge, we pulled over in the shade and transferred the trailer from my single-speed bicycle to Dan's which could be geared down. The slight inconvenience of road construction on the way out of town was a welcome reminder that the RT Metro tracks are being extended to the Amtrak station (aka historic SP Depot).

The last challenge was negotiating our way into one of the middle lanes under the green sign to West Sacramento. Hmm, this piece of pavement would be an ideal place to paint some of those new lane-sharing arrows that the city of Sacramento is introducing. Despite the imposing multi-lane situation with freeway entrances both left and right, the west end of I Street and the lanes to the bridge are reasonably bicycle-friendly, at least on the weekend when traffic is light. The decades-old 2-lane bridge approach might always be under-utilized by cars, in which case it would be a candidate for conversion into one car lane plus a bicycle lane.

The main drawback of this ride was the air quality on the Yolo Causeway. Trader Joe's opens at the same time every day, so next time I'll go when there is less car exhaust, e.g. starting at 7:30 am on a Sunday.



## The Tour Turn

By Bruce Dewey, Touring Director

Here in Eugene, DBC's Grand Tour of the Oregon Coast has just finished. Eighteen riders represented the club. An early-morning bus shuttle from Eugene to Longview, Washington opened the tour on Monday, July 10. Daily stages covered a total of 325 miles passing along the Columbia River, the rugged Oregon Pacific shores, the coastal mountain range, and, on the final day, a flat stage paralleling the Willamette River. We stopped in Astoria, Manzanita, Pacific City, Newport, Corvallis, and Eugene.

The word of this tour must have reached Oregon cycling fans in advance, because everywhere paparazzi were pointing digital cameras at us. Editor Steve Macaulay apparently negotiated a deal with several of them to sell their photographs to *Changing Gears* and our website, so fans everywhere can share in the excitement of the tour. Men riding in smoke-belching pickup trucks would roll down their windows to yell loudly, and their dogs in back would join in. Even drivers of the largest log trucks blasted their horns as the peloton passed. In the burg of Coburg, just outside Eugene, fans lined the route to see us. (Marilyn told me later that our group could have entered the parade as a float, but we would have needed to wait for an hour for the beginning.)

Rain complicated Wednesday's grueling stage down to the Tillamook Cheese factory and along the Three Capes Highway. The team car was very busy providing support. Stu Bresnick apparently led this stage, as he passed the Dewey Duo plagued with multiple tire troubles as well as several others. Actually, the Cucinotta Crew broke away and arrived at the finish hours ahead of the others, but it is rumored they were supported by Tillamook County Transit.

The Barcellos Tandem Team and the Winder Tandem Team led Friday's mountain stage. Running inland through the Coast Range from Newport to Corvallis, this stage was punctuated with several great climbs on back roads with great pavement. However, the mile and a half of packed gravel on this stage really separated the riders. Jacques Franco was the leader in several stages. The Grant-Donahue Duo, the Homeroskys, and the single riders Richter and Kahn consistently finished with the peloton, which was often led by the Macaulays.

Special credit is due Steve Kahn, our responder to medical problems. He frequently donned latex gloves (*on his head?* -- Editor) hoping to do an examination. Fortunately, there were no real medical emergencies so Terry Macaulay dutifully played the victim at the finish so Steve could "strut his stuff".



As most readers know, the above report is mostly fictional, but the names and places are true. The truth is that we had great fun, leisurely riding, and wonderful scenery. US 101, of course, had heavy traffic. Great rooms and good meals awaited the riders as they finished every day. Especially great cuisine was enjoyed at the Pacific City Inn. The best and largest rooms were at the Salbasgeon Suites in Corvallis. Even the woman at the frilly B&B in Astoria was fun as she sternly directed everyone where to sit for breakfast. (Oh yes, I heard that Stu made Jacques take the canopy bed in their room at the B&B.) Most of all, the tour director would like to thank all the riders for the camaraderie, for riding safely, and especially for their willingness to help with piloting the van and other details. All of us are ready to go on the next tour.

## 2006 Jersey Rides

*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.*

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>

# August 2006 Ride Calendar

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		<b>1</b> Mocha Joe Loop Race Ride	<b>2</b> Solano Bakery Women's Wed. <b>RACE TEAM MTG</b>	<b>3</b> Steady Eddy's Winters Dinner Race Ride	<b>4</b> Early Bird Vacaville Café	<b>5</b> Wheelworks/MC RH Phillips Winery San Juan Tour Marin/Mt Tam
<b>6</b> Sun. Training Shasta Summit Century	<b>7</b> Early Bird Zamora & More <b>MEMBERSHIP MTG</b>	<b>8</b> Mocha Joe Loop Race Ride	<b>9</b> Solano Bakery Women's Wed.	<b>10</b> Steady Eddy's Winters Dinner Race Ride	<b>11</b> Early Bird Vacaville Café	<b>12</b> Wheelworks/MC Singles Spin Truly Beginner's Ride
<b>13</b> Sun. Training Burrito Bros / Carrot Cake Ride	<b>14</b> Early Bird Zamora & More <b>DIRECTORS MTG</b>	<b>15</b> Mocha Joe Loop Race Ride	<b>16</b> Solano Bakery Women's Wed. Road Ride	<b>17</b> Steady Eddy's Winters Dinner Race Ride	<b>18</b> Early Bird Vacaville Café	<b>19</b> Wheelworks/MC Third Saturday
<b>20</b> Sun. Training Tour of Napa <b>NEWSLETTER DEADLINE</b>	<b>21</b> Early Bird Zamora & More	<b>22</b> Mocha Joe Loop Race Ride	<b>23</b> Solano Bakery Women's Wed.	<b>24</b> Steady Eddy's Winters Dinner Race Ride	<b>25</b> Early Bird Vacaville Café	<b>26</b> Wheelworks/MC Tahoe Epic start
<b>27</b> Sun. Training Crater Lake Century	<b>28</b> Early Bird Zamora & More	<b>29</b> Mocha Joe Loop Race Ride	<b>30</b> Solano Bakery Women's Wed.	<b>31</b> Steady Eddy's Winters Dinner Race Ride		

## 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, regroup often.
<b>T2</b>	Easy, Gentle Grades	Road 29 at Hwy 113 Overpass	<b>P2</b>	9 - 12	Tourist riding; stops/regroups as needed.
<b>T3</b>	Rolling Hills	English Hills, Pleasants Valley Road	<b>P3</b>	12 - 16	Mod; solid riders; regroup @ 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.



## August 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 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

7:45 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

7:45 am start -- T1/P3/35 mi  
Dan & Sharon Cucinotta, 756-1711 or  
scucher@aol.com

8:00 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

7:45 am start -- T1/P3/30 mi  
Gerry Peterson, 756-1254 or  
gnipeter0856@juno.com

8:00 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

Now that June is behind us, we'll need to remember to bring our lights and be sure the battery is fully charged. Come out on this easy-going dinner ride to Winters. Expect friendly conversation. No-one will be left behind!

##### 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

August 12 (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

August 19 (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

##### Marin Century/Mt. Tam Double\*

August 5, Saturday  
T7/P7/ 100-200 mi  
A DBC Jersey Ride. See [http://www.marincyclists.com/html/MarinCentury/2006\\_Marin\\_Century/2006MtTAMDouble%2003-05-06.htm](http://www.marincyclists.com/html/MarinCentury/2006_Marin_Century/2006MtTAMDouble%2003-05-06.htm) 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. Ride starts in San Rafael.

##### San Juan Islands Tour\*

August 5-12, Saturday-Saturday  
Bruce & Marilyn Dewey, 753-9188 or  
deweyms@hotmail.com  
Tour description is on page 10 of April 2006 issue of Changing Gears. Although this tour is full as of press time, call ride leaders if you want to be on waiting list.

##### Shasta Summit Century\*

August 6, Sunday  
T7/P7/ up to 135 mi  
A DBC Jersey Ride. See <http://www.shastasummitcentury.com/> 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. Ride starts in Mt Shasta City.

##### Truly Beginners' Ride\*

August 12, Saturday, 8:30 am  
T1/P2/10-15 mi  
Steve Macaulay, 753-3048 or  
[macaulay.steve@gmail.com](mailto:macaulay.steve@gmail.com)  
Intimidated by those spandexed, fast cyclists in the Club, and wondered why you are a member? This ride is for YOU! Join the newsletter editor and friends for an easy-paced ride. Meet at Vet's Memorial at 8:30. We will ride to the university, along the Arboretum, under Interstate 80 on the bike trail to Common Grounds in south Davis for a coffee / snack break and return. We will stick to bike lanes and trails to the maximum extent possible. Any kind of bike, bike trailers, tandems, Bike Fridays, and even recumbents are welcome! Bring money and bike locks, and don't forget the helmet (required on all DBC rides). Spandex optional.

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Changing Gears

continued...

## August 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

#### Burrito Brothers Carrot Cake Ride\*

August 13, Sunday, 8:15 am / 8:30 am  
T4/P4/50 mi

Steve Macaulay and Tim Spann, 753-3048  
or [macaulay.steve@gmail.com](mailto:macaulay.steve@gmail.com)

This is a rare return of the Burrito Brothers Ride, combined with the even rarer Carrot Cake Ride. Start at Casa Macaulay on Road 95 (email for directions) at 8:15 am, with an alternate start at 8:30 am at the end of the Russell Blvd bike trail in front of Three Palms Nursery. We will ride the Four S Roads, Allendale through the English Hills, over Steiger Hill Road, down Gibson Canyon to the cross road to Pleasants Valley Road, then back to Casa Macaulay via Putah Creek Road. Lemonade and carrot cake will be served after the ride. Use of big chain rings encouraged for the climb up Steiger – a Dr. Pistachio tradition. Limited to 12 riders, unless you bring more cake!

#### Tour of the Napa Valley\*

August 20, Sunday  
T?/P?/ up to 100 mi

A DBC Jersey Ride. See <http://www.eaglecyclingclub.org/tour.htm> 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. Ride starts in Yountville.

#### Eric's Tahoe Epic\*

August 26-27, Sat-Sun  
T?/P?/ ?? mi

Eric Norris, [enorris@campyonly.com](mailto:enorris@campyonly.com)  
Eric's traditional Davis-Tahoe round-trip-in-a-weekend. Possibly with a new course this year. Details to be posted on the DBC listserve.

#### Crater Lake Century\*

August 27, Sunday

T?/P?/ up to 100 mi

David Joshel, 756-7409 or

[davidjoshel@hotmail.com](mailto:davidjoshel@hotmail.com)

See <http://www.craterlakecentury.com/> for details on route profile, registration etc. It starts and ends in Ft Klamath, OR which is just north of Klamath Falls OR. Contact Ride Leader off list if interested in carpooling to this ride, have van with roof rack, room for four. It's approximately 5 hours drive from Davis. Leave AM Sat 26th. Motel or camp (preferred) return Sunday evening estimate back to Davis approximately 11PM. NOTE: NOT A DBC JERSEY RIDE!



## 2006 Lassen Park Tour

**Dates:** Friday September 15 to Sunday September 17

**Ride Leader** David Joshel [davidjoshel@hotmail.com](mailto:davidjoshel@hotmail.com) 530.756.7409 or 530.400.0858

**SAG Driver:** Betty Jane Polk

**General:** A two day tour of a scenic, uncrowded mountain region. Snow capped mountains, lakes, and forests await your visit. Lassen Peak at 10,457 feet is the southernmost peak of the Cascade Range which begins in British Columbia.

**Route:** Friday afternoon: Drive from Davis to Mineral. Approximately 165 miles, 3.5 hours drive time. Leave Davis at 2:00 pm to arrive at Mineral before dark. Dinner at Mineral Lodge or Red Bluff

Saturday: bike Mineral to Old Station. Approximately 93 miles and 4500 ft of climbing to Old Station. Grades generally not over 6%, mostly long gentle rollers.

Sunday: bike Old Station to Mineral through Lassen Park on Hwy. 89. Approximately 50 miles and 6500 feet climbing. Long climb to summit of road is 9 miles at 6% grade. Summit of road is 8,512 feet. Last 16 miles are downhill back to the town of Mineral.

**Cost per Person (approx.):** \$150.00 based on double occupancy rooms; one Dinner and one breakfast, carpool/gas expenses

**Lodging:** Friday, Mineral Lodge in Mineral. Saturday, Hat Creek Resort in Old Station, California.

**Weather:** Average minimum low 38 (brisk mornings) Average maximum high 74 National Weather Service Data from Mineral, CA Weather Station.

**Food:** From Saturday morning until Sunday afternoon all meals and sag food will be provided by club except the second breakfast on Saturday. Saturday dinner and Sunday breakfast will be a group effort to prepare.

**Participation:** Tour limited to 16: Rider selection by Ride Leader based on the following:

Current DBC membership; 3) Date your \$25 non-refundable deposit (Payable to the Davis Bike Club) is received by Ride Leader at 2743 Loyola Drive, Davis, CA 95616. Deadline for signup is Saturday, September 1, 2006; 3) the availability of rooms in Mineral and Old Station.

### Top ten reasons for signing up for the Lassen Tour:

10. It's cheap. A two-day tour for less than \$200.00. What a deal!!
9. Change of scenery. After being in Davis all summer you deserve a break.
8. It will give you a goal to train for.
7. No cutting the grass or housework that weekend.
6. 16 miles of downhill at the end.
5. See how many varieties of trees you can ID on route.
4. The company of fellow DBC cyclists.
3. The Paul Bunyan statue in Westwood.
2. Lassen National Park. Natural scenic wonder.
1. Get away from email, voicemail, cell phones and television for 2 days.

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



## Marin Bike Advocates Showcase Greenway Project By Russell Reagan

A truly exciting bikeway project is taking shape in Marin County. On Saturday, May 20, after I finished corner marshalling for the DC at Roads 99 and 27, I took my bicycle to San Rafael via Amtrak and a bus from Richmond. For the first time in nearly three years, the Marin County Bicycle Coalition (MCBC) was giving its tour of the North-South Greenway, a bike path planned to link the downtowns of all the cities along Highway 101 in Marin County -- and eventually much of Sonoma County. We made several stops on the ride where elected officials, advocates, and staff of various agencies briefed us on segments of the project.

The Northwestern Pacific Railroad connected all the towns of Marin County in the early 20th Century. The North-South Greenway is being built on the old railroad grade. Pedaling south from San Rafael, we rode on segments of asphalt path on the rail right-of-way in Larkspur, Corte Madera, and Mill Valley. Elsewhere, we followed streets and paths as close as we could get to the abandoned rail line, where gaps in the Greenway are slated to be bridged. These include two tunnels, and a wetlands area in Larkspur where some of the original rail still exists on a partially demolished trestle.

Joe Breeze of Breezer Bikes, one of our ride leaders, shared childhood memories of the last freight trains that ran as far as Mill Valley on the old NWP. And now trains are planned roll again, north from the Larkspur ferry terminal. Matt Stevens represented Sonoma-Marín Area Rail Transit and described the rail agency's plans. I had just met Matt a few days earlier at the UC Oil Forum here in Davis ([www.ucoilforum.org](http://www.ucoilforum.org)). SMART plans to run commuter trains to Sonoma County: Petaluma, Santa Rosa and, eventually all the way to Cloverdale 68 miles to the north. Extension of the Greenway north, along a rebuilt rail line for commuter trains, is planned to proceed as one project.

MCBC Advocacy Director and ride leader Deb Hubsmith, three members of the Marin Board of Supervisors, and a mayor and a vice-mayor from two cities, discussed the many challenges such as securing funding, coordinating efforts of various government entities, and addressing concerns of all the cities and neighbors of the planned Greenway. A problem that might never occur to most of us: one of the challenges Greenway advocates are facing now is who will bear responsibility for, and cost of maintaining the facility.

We in Davis and regular users of the American River Parkway take such facilities for granted. But NIMBY opposition to building new paths -- God forbid with underpasses, or tunnels -- often poses a serious obstacle. Neighbors in Larkspur opposed one segment of the Greenway on which we rode before it was built, right behind many backyards. Now with the path in place, the bikeway is viewed as a positive amenity that enhances property values. Similar experiences have been reported elsewhere.

On the hilly segments of the ride, we took the least difficult available route around two closed railroad tunnels. Opening these tunnels to bikes and pedestrians will cut travel times dramatically, due to their direct routing and the even grade of the old rail line. What's especially intriguing is how hidden away and inaccessible the tunnels are -- yet for many years they were on the mainline for travel up and down Marin. During a stop at the north portal of the Cal Park Hill tunnel, Supervisor Steve Kinsey gave an impassioned speech on current progress and momentum to reopen the tunnel to bikes and pedestrians, and eventually trains. A key technical challenge is closing the tunnel at night, demanded by neighbors to the south. MCBC, however, advocates 24-hour access. The longer Alto tunnel between Corte Madera and Mill Valley is years away from reopening, due to partial collapse in a storm in the 1980s, and its proximity to many homes.

The ride concluded in Mill Valley where Supervisor Charles McGlashan talked about efforts to build a spur path connecting to the Tennessee Valley trailhead (mountain bike trails to the beach and the rugged wildlands of Golden Gate National Recreation Area). From there we headed to our final stop for socializing and more advocacy talk at Wilderness Trail Bikes.

Marin's North-South Greenway, the Winters rail trestle bike path, Davis's network of bikeways -- these projects and many others often proceed an inch at a time in the planning stages. Bike facilities still are not viewed as essential transportation infrastructure. They are not standard issue like our streets and highways. It takes dedicated members of the community to envision them and work with all concerned parties to turn those visions into reality.



*Nowhere to be seen along the 204-mile course of the DC after 7 AM, I skipped town to have this picture taken of me along Marin's "Greenway" bike path in Larkspur. Here I'm wearing my (large!) t-shirt from volunteering that morning. The event date on the shirt made a good conversation topic with other riders. Second from left is Marin County Supervisor, bike advocate Charles McGlashan. Deb Hubsmith, instrumental in advocating the Greenway and Marin's Safe Routes to Schools program, is on the far right.*

## Airline Ride Across America, Part Deux

by Paul Guttenberg

We'll leave the disaster of our arrival into the Dallas-Ft. Worth metroplex alone. Let the words of the senior sergeant on duty that helped arrange escort sum it up: "This never happened." We were joined that night by two new riders, one of who would remain with us for the rest of the entire ride. Henry and I had emailed back and forth a few times. He had done extensive, solo, unsupported touring. I felt confident he would be an asset and heartily invited him along. He was eager to help, eager to ride, and able to take care of himself. It must be noted that Henry longitudinally challenged. He's substantially shorter than most American adults. He also rides a Bike Friday. This will be important shortly.

Members of the Dallas Bicycle Club had been invaluable in arranging our support across Texas. After our media day, they were eager to accompany us on our ride out of Dallas along one of their normal training routes. Our expert and fearless leader informed us that we were not going to ride with them. After our arrival into the area he had determined that it was unsafe to cycle through Dallas. We would all be getting into the RV to drive fifty miles out of town before getting on our bicycles. I spoke privately with the president of the Dallas Bicycle Club, assured him that someone from the Airline Ride Across America would be there, and quietly arranged for myself and two other riders to meet him and his club early in the morning. After all their assistance over the previous month, it seemed horribly wrong to deny them a chance to participate with us.

This resulted in a, shall we say, "spirited", discussion in our leader's room that evening. Toward the end of our mutual disagreement, Bobby walked in. He told us he had just met Henry, seen him and his bicycle, and believed there was no way he should be allowed to ride with us as someone like that would only be a handicap. This was from the fellow who showed up in his sneakers to ride across the country, crashed and broke his frame, and spent the majority of each day riding in the RV lying on the couch. Our leader immediately agreed with him about Henry, sight unseen. For the first time I think I really lost my temper. As I stomped out of the room I let them know that I thought both of their maternal parents were truckers or words to that effect. Later, there was a group meeting where I was told in no uncertain terms that failure to follow our leader's directives to get into the RV would result in dismissal.

Going to bed that night, I figured I would ride out of town for fifty miles or so with the Dallas club, then turn around, ride back to the airport, and fly home. All night long calls were going back and forth. Organizers on the East Coast, family members, participants and even one or two rational people spent hours on telephones. A number of people, including some key support people, were now ready to quit. Letting my typically shy and retiring nature prevail, I led the two other riders to meet the Dallas Bicycle Club at the appointed time and place before the rest of the group had arisen. As our group reached the edge of town, we rendezvoused with the support vehicle and the bulk of the riders dismounted from the RV. Time Bomb and a couple of other riders needed me to make adjustments to their bicycles, and then we all set off to the east as a group. Necessity had temporarily overcome authoritarianism, producing silent capitulation. While I wouldn't describe us as one big happy family, we were riding together again. Henry, by the way, acquitted himself admirably. For the rest of the ride he was one of toughest riders out there, staying on the road long after conditions had driven others to the shelter of the RV. Every evening, he was there to help me work on bikes, eagerly taking on the more menial tasks to allow me time to adjust and fine tune. His dedication and spirit went a long way to keeping the ride together and moving forward.

That night we were hosted to a Texas barbeque at a several hundred acre ranch outside Sulphur Springs. This involves slaughtering a cow, roasting it over an open spit, and then munching away as its fellows dumbly walk by in the fields, staring at the party on the porch. I raised my glass of ice tea to them in sympathy, but had no difficulty in performing yeoman's service to the peach cobbler. We had an early morning service when the sun rose the following day, as it was Easter Sunday. It was a beautiful sendoff, and we were again accompanied by several denizens of Sulphur Springs as we made our way out of town. The heat and humidity were beginning to rise, and when we reached Texarkana at the end of the day we were eager for the cool relief of the hotel.

Crossing Arkansas the next day the mercury steadily rose, and the rolling hills showed no sign of abating. As we neared Little Rock, TB exited the cool sanctuary of the RV to demand that we all get in the vehicle for a mile and a half near Little Rock. Despite the presence of a wide shoulder on the highway and a sufficient though longer side route, he had determined that we could not possibly continue on the bicycles. Rather than staging another confrontation, I got in the RV with the rest of the group. I had my usual nefarious Plan B in reserve. We dismounted after the mile and half, and rode with to the hotel. We were met at the lobby by media and hotel representatives, congratulating us on our ride so far. I didn't even unclip from my pedals. I wheeled around, rode back out on the road, and without saying a word to the stunned faces under the hotel's portico I rode back out to the side road along the highway and rode the route back to the hotel. When I got back in a little under an hour, unpleasant words were yet again exchanged, but at least no threats were made. I was learning to take joy in the little things.

One of the local television reporters in Little Rock was a Cat II racer, a sprinter by specialty, and Todd decided he would ride the next day with us from Little Rock, AR to Memphis, TN. Our distance that day would be one hundred ten miles. The temperature on the road that day would be just shy of that mark, and the humidity was not far behind. For mid-April, this was a historic heat wave in that part of the country. By mid-morning there were just four of us on the road, Mark, Todd, Henry and myself. With both air conditioning units running full blast, the RV was a much more comfortable environment. Luckily, we had a headwind on the road to allow us to enjoy the conditions for an even longer period of time. Henry was the first to succumb to the heat and humidity, and retreated to the RV in another hour or so. Todd kept pushing himself, but was used to riding that distance. His skin became dry and clammy, and he began to noticeably slow mentally. His camera man was following in a car, and became concerned as well. We finally got him into the RV, where he lay on the sofa and the support crew was able to care for him. Mark and I, not wanting to stop for more than a minute or two at a time, pressed ahead with the State Police escort and allowed the other vehicles to catch up when they were ready. Nearing Memphis, everyone stopped and exited the RV for the triumphant procession across the Mississippi River. Todd, however, was cooked. After about a mile he was near collapse. We stopped, loaded the poor fellow who had really given it his all back into the cool comfort of the RV, and continued to our destination. Somehow, he managed to pull himself together enough to film an interview with us for the evening news in front of our hotel. The last I saw of him, he was collapsed in the front seat of the news station's car, eyes closed and head resting against the window as his camera man began the drive back to Little Rock. We called the next day to check up on him, and although weak, he was recovering from his day of riding with the Airline Ride.

Officers of the Hilton Corporation hosted us to a wonderful dinner in Memphis that night, and I threw caution to the winds. I attempted to single handedly drink all the root beer and water I could get, but alas the restaurant's stores were greater than my capacity. A local shop provided me with some extra parts and tools I needed to repair a pedal or two, and that night I attempted to get everything ship shape. Watching the weather report shortly before retiring, I saw good news and bad news. The heat wave was to end by morning. A cold front was pushing across the middle of the nation at last. This meant we would have a few days of major thunderstorms. I requested an early wake up call, and fell asleep dreaming of fitting and installing fenders in the early morning darkness.

*(Part Three next month...)*



*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

## July Ride Leaders

**JACK KENWARD** • **Barry Bolden** • Gerry Peterson  
 PHIL COLEMAN • Dan Shafoan • Larry Burdick  
**Paul Grant** • **John Whitehead** • David Joshel  
 Dan & Sharon Cucinotta • Jim & Wendy Homerosky  
 DAN FISHBEIN • Stu Bresnick



## 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/aug\\_2006\\_dbc](http://www.pbase.com/g2_steve/aug_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.



Ken's Bike and Ski -- a few of the crew helping out customers.

(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