

Changing Gears

Newsletter of the Davis Bike Club

September 2006

Quick Releases

Membership Meeting

Monday, September 11, 7:00 PM
Davis Public Library
Blanchard Room
315 East 14th Street
(Please park bikes outside)
Refreshments & Door Prizes!

Directors Meeting

Monday, September 11, 7:00 PM
Davis Public Library
immediately after membership meeting
All Members Welcome

Race Team Meeting

Wednesday, September 13
Davis Library, Blanchard Room
6:30 pm Race Team Board
7:30 pm Race Team

NEXT Newsletter Submission Deadline

Sunday, September 17
Please email submissions to:
dbcnewsletter@gmail.com

Welcome New Members

Charlie Turner
Tom O'Hare
Steve Miller
Patricia Fyhrie
David Rocke
Eric Onatanian
Carina Uriqat
Linda Bresnick

Airline Ride Across America for DBC, Part Trois by Paul Guttenberg

A bad Country and Western song kept running through my head the morning we prepared to leave Memphis, Tennessee. It involved predawn darkness, rain, blowing wind, and mounting fenders on five bicycles next to a downtown city street with the police watching. Come to think of it, had it been a song instead of my morning activities it might not have been that bad.

With Tennessee State Troopers escorting us, we set out to cross Tennessee. Intermittent thunderstorms kept us from getting too dry, or clean. The drivers on the rural roads were very respectful to our little group, and the troopers had their hands full trying to get them to pass us rather than pulling off the road or waiting behind us. The terrain wasn't overly difficult along our route, but it wasn't exactly flat either. We were headed to Fort Campbell, Kentucky, and so were going to bypass the much hillier eastern half of the state.

After Fort Campbell, we continued across Kentucky and learned a few things about the English language. The city of Versailles, for instance, is commonly mispronounced. The most assuredly correct pronunciation is "Fer Sales." Luckily, the local denizens were swift to help us study linguistics, and happily offered us assistance every time we committed a verbal faux pas (pronounced "Fox Paws").

Rain stayed with us, and mechanical needs grew. This led to longer and longer evening work sessions in front of the hotel. One evening Mike "Wrecking Ball" insisted on helping me with the evening's repairs. As I worked on one of the rider's bikes in the portable work stand, Mike leapt around offering

tools, advice, extra hands, and finally a crushing blow with his foot that snapped the collar holding the stand together. There we were, in the rain, broken work stand lying in pieces, and me holding the bike. He sheepishly asked if there was anything he could do. I opined he could silently hold each bike absolutely motionless for me while I worked on it for the remainder of the Ride Across America. Failing that, purchasing a new stand by tomorrow evening would be a close second choice. As we set out the next morning in fresh rain showers I watched Wrecking Ball pull on a thin nylon windbreaker with a cotton lining. "Mike, is that what you have to wear in the rain?" I asked. "Don't worry, I'll be fine" he answered as the shivering started. He was soaked through and had yet to start pedaling.

"Here, please wear this" I said as I handed him my cycling rain jacket. I had a heavier waterproof jacket somewhere in the support vehicle. All thoughts of my good deed disappeared five minutes later as I looked at the torn jacket with his bleeding body inside it, lying on the side of the road not one mile from the hotel we had just left. He was not seriously hurt, but the jacket was DOA. Somehow we managed to struggle on across Kentucky, West Virginia, and finally to the border with Pennsylvania. There the State Police picked us up again and we were to have law enforcement accompaniment for the remainder of the entire ride. This led to some very interesting moments.

At the highest point we came to in Pennsylvania we stopped just outside a ski resort as we switched troopers at the county line. A "zebra" (one who is so

See Airline Ride, page 2...

September Meeting Program

By Diane Richter, VP

The September meeting of the DBC will take place on September 11 due to the holiday on the first Monday. So, if you show up on the first Monday, you're on your own. If you show up on the 11th, you will get to hear Steve Rex, of Rex Cycles, speak about building bicycles. Hopefully, he will also address the carbon fiber fork issue from the experience of an expert. As usual, we will meet at 7:00 p.m. in the Blanchard Room of the Yolo County Library on 14th Street. The Board of Directors meeting will immediately follow the club meeting, so if you're curious as to what goes on at a board meeting, please stay for that. You may even find that it's so much fun that you'll want to join us next year!

THIS JUST IN: Warren Jones will also be speaking to the club about the Yolo-United Mountain Bikers (YUM) and about local mountain biking opportunities. It's NOT just about skinny wheels! All mountain bikers, come with questions for Warren.

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Airline Ride, from page 1...

senior that there are many stripes on the uniform) took over our group along with a few others. They were proud to be supporting us and the cause we were riding for. Our support vehicle driver made the comment to the troopers that she was afraid she would have an entire box full of citations by the time the ride was over. This senior sergeant just looked at her and said "These are my roads. All of them. I'll tell you what you can do." He then turned to me, and asked, "How fast would you like to come down the mountain here?" The road was posted at 35 miles per hour. I said, "Well, forty-five or fifty would be really nice." He said "No problem" and climbed into his patrol car. Lights flashing and sirens wailing, he took off down the mountain at fifty-five. I was free to go as fast as I wanted, no worries about side traffic or other vehicles in my way. Behind us the group followed, more troopers with lights and sirens behind them. All the way across Pennsylvania it was like this.

New Jersey was even better. Two troopers in particular were detailed to us. Nasar and John took us under their wing. Nasar was the sergeant in charge, and led us through the state while John brought up the rear. They took aggressiveness to a whole new level. Nasar would roar ahead of our group into an intersection, blocking traffic in all directions, using his bullhorn to good effect to keep all traffic away from the bicycles, and then we would pedal as fast as we could. As we drew close, he would squeal off to the next intersection while John would charge in from behind, keeping all traffic at a standstill. They kept this law enforcement ballet running all along the border with New York at the George Washington Bridge. At one stop, Nasar proudly told us that he loved this detail because it was so efficient. I asked him what he meant by efficient, and he just smiled and said "This way I can annoy greatest number of people in the shortest amount of time."

Between state police, Port Authority police, and the New York City cops we had one lane on the George Washington Bridge all to ourselves. The bike path would have been better, and there are huge expansion joints in the road surface. Coming down into Manhattan I tried to jump one such gap that I came on suddenly and my front tire hit the lip on the far side, exploding like a gunshot. The wheel stopped instantly on the metal edge, and I flipped over the handlebars, rolling over on my arm and shoulder before popping back up. I was bruised and bleeding slightly, but mostly just stunned. There were five more flats behind me from the other riders, but no more crashes. My spectacular dismount had them all slowing in time. Surrounded by police vehicles, we got to work changing tires and wheels as necessary in the middle of the GW Bridge during mid-morning traffic. A crowd of curious cyclists gathered on the adjacent bike path that crosses the bridge, offering tips such as "What are you doing over there?" and "It's not safe to ride there!"

We finally continued into Manhattan, with New York's finest leading the way. The lead motorcycle had to clear out traffic so that not only the bicyclists but the thirty foot RV behind us could make it to our downtown hotel. At one point, he was clearing a few taxicabs out of our way when one of the cabbies became confused and got stuck halfway against the sidewalk. The officer cleared the other vehicles from our path, roared up to the open window of the miscreant cabbie, and yelled "Stop right there. Don't move!" As I passed by I heard him yell at the cabbie "Hey, don't look at me like I'm

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

retahded!" Bruised and battered, I still could not help laughing out loud. Not all police departments have the same manners.

Through various cities, police departments, and other adventures we finally made it to the Pentagon and the end of our journey. We had a big crowd meet us as left Constitution Avenue and entered the Pentagon grounds. The Deputy Secretary of Defense and the Secretary of Defense himself were there to greet us and address the gathering. Laying the wreath for our fallen on that site was an emotional moment. Sharing the end of the ride with so many others was a terrific experience. We were proud to have come so far and helped so many.



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

DBC Brevets 2006 and 2007
By Jim Sharp

Name	Date	Race	Category	Place
Alexander Freund	7/22/06	NCNCA Road Race Championships	Juniors 10-12	2 nd
Alexander Freund	8/6/06	Timpani Criterium	Juniors 10-12	1 st
Andreas Freund	7/22/06	NCNCA Road Race Championships	Juniors 13-14	2 nd
Andreas Freund	8/6/06	Timpani Criterium	Juniors 13-14	1 st
Andreas Freund	8/12/06	Patterson Pass Road Race	Juniors 15-16	3 rd
Roland Freund	7/29/06	NCNCA Masters Road Race Championships	Masters 50-54	9 th
Roland Freund	8/5/06	Fort Ord Road Race	Masters 45+	17 th
Thomas Kellner	7/29	Diamond Valley Road Race	Master 45+	25 th
	8/13	Esparto TT	Master 45+	6 th
Edan Levaton	8/10	Infineon Circuit Race	Juniors	1st!
Edan also won the overall and beat all 50 people!!! Way to go!				
	8/12	Patterson Pass RR	Junior 15/16	1st!
Chris Morales		Fort Ord RR	Elite 3	pending
Eric O'Brien	7/2/06	Vacaville Grand Prix	Masters 4/5	18
	7/4/06	Davis 4th of July Crit	Elite 4	35
	7/23/06	Albany Crit	Elite 4	crash
	8/6/06	Timpani Crit	Elite 4	pack
	8/6/06	Timpani Crit	Masters 4/5	12
	8/13/06	Esparto TT	Elite 4	17
amanda seigle	7/27/10	wed night track racing	Group C	7th omnium
	7/27/10	wed night track racing	women	5th omnium
Dan Sweet	07/12-16/2006	Cascade Classic SR GC	P/1/2	72 nd
	7/12/06	Stage 1 RR	P/1/2	71 st
	7/13/06	Stage 2 RR	P/1/2	64 th
	7/14/06	Stage 3 RR	P/1/2	66 th
	7/15/06	Stage 4 ITT	P/1/2	63 rd
	7/15/06	Stage 5 Crit	P/1/2	82 nd
	7/16/06	Stage 6 Circuit Race	P/1/2	74 th
	8/5/06	NCNV District RR Champs	P/1/2	23 rd
	8/6/06	Timpani Crit	P/1/2	5 th
	8/12/06	Patterson Pass RR	P/1/2	Lantern Rouge
Cody Tapley	8/6	Timpani Crit	Jr 13-14	8 th
	8/6	Timpani Crit	Elite 4	32
	8/13	Esparto TT	Elite 4	20
Judd Van Sickle	4-Jun	Santa Rosa Dntown Criterium	P/1/2	13
	17-Jun	Specialized Sierra Nevada Criterium	P/1/2	DNF
	23-Jun	Oregon Trails RR	P/1/2	82
	24-Jun	ITT	P/1/2	79
	24-Jun	Gold Rush Criterium	P/1/2	1st!!!
	25-Jun	Dooley Mtn RR	P/1/2	DNF
	2-Jul	Vacaville GR	P/1/2	42
	4-Jul	Davis Fourth of July Criterium	P/1/2	16

The DBC brevets are back. Paris-Brest-Paris (PBP) will be held this coming year (2007). Many riders will want to gear up again for another effort towards completing PBP. Riders new to the brevet scene will want to learn more about ultra-distance events and how to prepare themselves to complete these challenging rides. The Davis Bike Club is again organizing a series of brevets designed to prepare riders to successfully complete PBP.

We will begin with a fall brevet series. The 200Km brevet is scheduled for Saturday September 30th. It will start from the Davis Park & Ride at the northeast corner of I-80 and Mace Blvd (Mace Blvd and 2nd behind Ikeda's) at 7:00am. Check-in begins at 6:00am. Entry forms and ride information, including route sheets and maps, will be on line at (davisbikeclub.org). Then look under ultradistance events and brevets. The route will be the traditional route to Pope Valley and back to Davis.

The 300Km fall brevet will be held Saturday October 21st with the same start location at the Davis Park & Ride. Check-in at 6:00am and the brevet starts promptly at 7:00am. Again registration materials and ride information will be on line. The route will be an out-back from Davis with the first and third controls at Pope Valley and the second control at Cobb elementary school at the top of Cobb Mountain.

DBC will also offer a randonneuring seminar in conjunction with a 100Km "brevet populaire" in the late winter and then a complete series of brevets in the spring (200, 300, 400, 600Km). Successful completion of all of these qualifying brevets (200-600Km), in sequence and within the specified time limits, are required for entry into PBP. All qualifying brevets must be completed in 2007. The spring brevets series will be aimed at getting riders certified for PBP and for preparing everyone for a successful PBP. Dates, routes, and start times for the 2007 events will be published later. For additional information contact: Jim Sharp at (jwsharp@ucdavis.edu or 530-795-1937).

2006 Foxy Fall Century Coming -- October 15!
by John Hess

Hello Davis Bike Club Members, My name is John Hess and I'm the head of the 2006 Foxy's Fall Century. It's my duty and pleasure to remind you that the Club sponsored century, named in honor of Ed (Foxy Grandpa) Delano, is coming up on SUNDAY Oct 15, 2006. As a lot of you know, this a change from the typical third Saturday of October, and I'd like to ask your help in making it as good as an event as ever. The day may have changed, but the goal is the same: get out and ride your bike.

This year, I've made the short course a bit shorter and dropped the entry fee so parents can bring bike riding children out on a trip to Dixon. The Metric and Imperial (I love the way that sounds!) Century rides are roughly the same as last year, with rest stops and lunch stops placed along the way. Registration is online this year, through active.com. A very few day-of-event registrations will be available, but they will be more expensive, so if you really want to do the ride, please register online early. Go to: http://www.active.com/event_detail.cfm?event_id=1345400 or active.com and search for Foxy's.

If you're not interested in riding any of the course, there's plenty of volunteer work available to ensure the event goes off smoothly. Help at a rest stop, be a corner marshal, drive sag along the course, help at the start/finish line, there are plenty of opportunities to help. Contact me at johnfhess@comcast.net and we'll work out something to fit your interests and time schedule.



Thanks and Gratitude

By Steve Wick, Junior Race Team co-Coordinator

She was driving away with my oldest child in the drab, predawn hours of a February morning, frost on the windshield, headlights peering through the early morning fog. This was not the scene of some parent's worst nightmare, at least I was hoping it wasn't. Instead it was the beginning of a junior race program that promised growth. It had started the night before when, after a chance meeting with Blake Anton, I'd made a phone call to his mom, Joan. She convinced me that she could safely take my son, Alex, to his first bike race the following morning. I'd never met her before, but somehow she convinced me to allow Alex to race in Napa County with Blake. Little did I know what Alex and I were in for.

Joan was the coordinator of the then tiny Davis Bike Club Junior Race Team. She coordinated for one rider, but she had the talent, heart, and nurturing spirit to do the same for many more. Patiently, Joan showed Alex how to register, pin a number on his jersey, pass junior roll out, and make his way to the start line. History shows a less than stellar result that day for Alex, but I never heard about it. Instead, Joan had nothing but praise for my son.

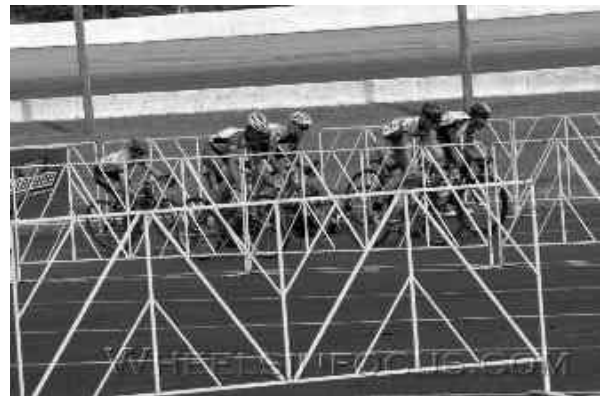
Since that first day Joan has continued to nurture aspiring cyclists with praise and direction. In the process, she has grown the junior race team from one rider to three, to seven, to a roster that now boasts over twenty athletes—each one of them receiving individual attention from the self-styled “team mom.” She has helped DBCJRT athletes to four podium appearances at Junior Nationals, at least 11 district championships, two invitations to the US Olympic Training Center in Colorado Springs, CO, and a victory against top adults in Pro/1/2/3 category races. She has directed athletes to three junior point series championships, and was on watch as her junior race team became the dominant force in Northern California.

During her tenure as Junior Race Team Coordinator, Joan has been a proven talent with organization, communication, team building, and fund raising. She's spent countless hours making airline and hotel reservations, learning how to read race calendars, developing sponsorship packages, pinning on race numbers, and washing water bottles. She has shopped for, cooked for, and cleaned up after incredibly hungry, messy bike racers. And she has driven countless miles in the name of junior bike racing and flown countless more. She's dedicated time not only to the local kids on the team, but served the entire Northern California region as an advocate for juniors in the Northern California/Nevada Cycling Association.

With Blake's graduation from the junior ranks at the end of this season, Joan has deservedly decided to give up her title as Junior Coordinator. I'm not sure how I'm going to replace her (she has promised to consult), but I do know that I owe her a huge debt of gratitude for all she has done. So, with that: **Thanks Joan Anton for all the energy you have put into creating the Davis Bike Club Junior Race Team as it now exists.** I am sure I speak for many when I say, you will surely be missed.

In the Criterium -- By Edan Levaton

In the Criterium in the 15/16's at Nationals I was in a breakaway on the last lap of 5 riders and the first 2 guys in the breakaway crashed right in front of me and I almost ran over them (one of them being my ex-teammate from LA Juan Saldana and the other Taylor Phinnie, Davis Phinnie's son)....anyways, I had to skid out and lost all my momentum on the 3rd to last turn before the finish and unfortunately I was caught by the pack and a bunch of riders caught me and I ended up 17th, 7th out of the 15 year olds....not soo bad but I could have done better....here's a picture. (if you look closely you can see the crash and me in the front). Not to mention this was my first time competing in a National event.



UCD Bike Auction Coming Soon!

The public is invited to attend the biannual University of California, Davis Bicycle Auction on Saturday, October 14, 2006. Over 400 bicycles will be available for sale to the highest bidder. The bicycles may be viewed from 8 - 9 a.m. with bidding getting underway at 9 a.m. and lasting until all items are sold. The auction takes place in the new West Entry Parking Structure at the intersection of Hutchison Drive and Dairy Road. Bicycles of many sizes, types and conditions are available for sale. Purchases may be made with cash or check. For further information, call the UC Davis Transportation & Parking Services Bicycle Program Coordinator at (530) 752-BIKE (752-2453) or visit <http://www.taps.ucdavis.edu/bicycle/general/auction.html>.





News of DBC
Jersey Rides & Tours




The Tour Turn

By Bruce Dewey, Touring Director

We're just back from the DBC tour of the San Juan Islands of Washington State and the Vancouver Island area of British Columbia. Robi and Carol flew to Seattle, took the shuttle bus to Anacortes, and rented a new Trek tandem at a local bike shop. Alan and Robert also flew into Seatac and shuttled up to Anacortes. Early arrivers enjoyed a first rate sidewalk art festival. The rest of us drove and complained about the snarled traffic around Seattle. We did beat a week of 100-degree heat at home with some really nice weather.

Everyone made the bike ride from Anacortes to the ferry port early on Sunday, August 6. A leisurely 2-hour cruise landed us in Sidney, BC and a short walk took us to the Sidney Waterfront Inn, our home for the next three days. Splitting into small groups, we toured beautiful city of Victoria, the Saanich peninsula, and the Butchart Gardens at various times. Marilyn, Larry, Alan, Robert, and tandemeers David and Phaik Foon joined me on "Bruce's Birthday Ride," which was the 100-km Rotary Tour that utilized three ferries. The longest leg was on hilly back roads on the main part of Vancouver Island. Salt Spring Island was even hillier, and unfortunately, very busy with car traffic. Thanks to everyone for making it a great birthday, with a challenging ride that was really over the hill.

Our ferry to Friday Harbor on Wednesday, August 9 was during dinner hour. Larry had a close call, as he chased back from the security line to a store in Sidney for something he and Dee thought, but wasn't, forgotten. Wow, Larry can go really fast when he has to. After settling into Friday's Historic Inn, those who didn't eat at the snack bar on the ferry went to late dinners. The port town of Friday Harbor has several really good places to eat. Small groups made their way to various loops on Lopez and San Juan Islands. Dee and Celestine explored Friday Harbor and the San Juan historic sites on their own. Most of the crew went to Orcas Island on Friday. Diane and Carol S explored the pottery makers. Leon, Alan, Larry, Marilyn, David, Phaik Foon, Robi, Carol D, Robert, and I conquered Mt. Constitution. While the marine layer that morning made for very comfortable riding conditions the downside was a misty view.

Bicycling is THE way to tour the islands. With our bikes we roll right on the ferries; people with cars must wait in line for hours during the busy periods. Our week-long tour quickly passed; on Saturday everyone ferried back to Anacortes. Heading south, we took good memories of cool weather, hills, nautical ambiance, invigorating cycling, stimulating discussions, delicious meals, and great companionship on the tour.

Tour directors note: Now is the time to think about tours for next year.

Truly Beginners' Ride

By Steve Macaulay

Many of the Club rides are longer and faster, as we all improve our cycling skills. On August 12 we held a beginners' ride for those just getting into cycling or looking for a more relaxed pace. Our group of 11 cyclists rode down city bike lanes, around the University, under a few of our bike tunnels, and a nice stop at Common Grounds in south Davis. We followed one bike lane that dead-ended into a field! (an anonymous DBC member who works for local government assures us it will eventually go somewhere) We rode over I-80 on the bike bridge and back to our starting point at Vet's Memorial. It was a great ride for our group: Russ, Paul, Dutch, Karen, Parker, Ken, Carin, Linda and Terry. We will have another ride in September – see the schedule.



2006 Jersey Rides

Sat, Sept 16 Knoxville Fall Classic Double www.quackcyclists.com

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.

September 2006 Ride Calendar

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1 Early Bird Vacaville Café	2 Wheelworks/MC RH Phillips Winery
3 Sun. Training	4 Early Bird Zamora & More	5 Mocha Joe Loop Race Ride	6 Solano Bakery Women's Wed.	7 Steady Eddy's Winters Dinner Race Ride	8 Early Bird Vacaville Café	9 Wheelworks/MC Singles Spin Beginners' Ride
10 Sun. Training	11 Early Bird Zamora & More MEMBERSHIP MTG DIRECTORS MTG	12 Mocha Joe Loop Race Ride	13 Solano Bakery Women's Wed. Road Ride RACE TEAM MTG	14 Steady Eddy's Winters Dinner Race Ride	15 Early Bird Vacaville Café	16 Wheelworks/MC Third Saturday
17 Sun. Training NEWSLETTER DEADLINE	18 Early Bird Zamora & More	19 Mocha Joe Loop Race Ride	20 Solano Bakery Women's Wed.	21 Steady Eddy's Winters Dinner Race Ride	22 Early Bird Vacaville Café	23 Wheelworks/MC
24 Sun. Training	25 Early Bird Zamora & More	26 Mocha Joe Loop Race Ride	27 Solano Bakery Women's Wed.	28 Steady Eddy's Winters Dinner Race Ride	29 Early Bird Vacaville Café	30 Wheelworks/MC Fall 200K Brevet

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.

September 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

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.

RH Phillips First Saturday Brunch*

September 2, Saturday, 10:00 am
T2/P3/45 mi
Anne Huber, ahuber@jsanet.com
Meet at the WOODLAND Nugget parking lot. This is a lovely ride through rolling hills of northern Yolo County ending up at RH Phillips winery for their monthly brunch. The meal varies each month, can generally be found on the RH Phillips website, and will be announced on the DBC listserve. The ride leader may also post it on the DBC listserve. The food plus wine pairing is always delicious, and always just \$10 plus tax (so bring some extra change). But you can bring your own lunch if you wish. Possible earlier start time from Davis (to meet with the Winters crowd) will be announced on the listserve.

Second Saturday Singles Spin

September 9 (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
cont'd

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

September 16 (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

Truly Beginners' Ride*

September 9, Saturday, 8:30 am
T1/P2/24 mi
Steve Macaulay, 753-3048 or
macaulay.steve@gmail.com
Based on our success in August, the Beginners' Ride is back again! This month we will follow the Foxy's 40k (24 mile) route from UC Davis to Dixon and return. We will start at the University Club on campus at 8:30 am. Route adjustments will be made if the group wants to stop at Solano Bakery, but we will keep the mileage the same. Spandex optional. If you are getting ready for the Club's Foxy Fall Century, this ride is for you.

Fall 200k Brevet*

September 30, Saturday, 7:00 am
T5/P1-6/127 mi
Jim Sharp, 795-1937 or
jwsharp@ucdavis.edu
Ride starts at the Davis Park and Ride at the northeast corner of Mace Blvd and I-80. Check-in starts at 6:00am. Ride starts promptly at 7:00am. Traditional route to Pope Valley and back to Davis (except for the new start/finish). Time limit 13.5 hours. About 4,000 ft of climbing. Brevet applications will be available on line (www.davisbikeclub.org/ultra) or contact Jim Sharp. We also plan to have brevet maps, elevation profiles, and cue-sheets available on line. Lights required if riding after dark.

Changing Gears

A Midsummer Night's Double
By Eric "Le Lanterne Rouge" Senter

"Lord what fools these mortals be!" were my thoughts as I embarked on the Mt. Tam Double Century (MTDC) this past August 5. I would repeat the phrase to myself many times that day. Sponsored by the Marin Cyclists, the MTDC is one of the newest double centuries on the California circuit, the inaugural edition being held in 2004. The ride features 15,000 feet of climbing in and around Marin and Sonoma Counties, including its namesake, Mount Tamalpais. Considering the challenge presented by the course, some riders began riding as early as 4:00 AM; I chose the 5:00 AM mass start, hoping to perhaps find a friendly wheel to follow. Of course, the more reasonable thing would have been to have stayed in bed, but then, riding doubles and reason keep little company.

Leaving from San Rafael, the peloton of some 200+ riders snaked its way through the sleeping neighborhoods, north and west out of town. I fell in with a group of about two dozen riders and we spun our way through the inky darkness up Lucas Valley Road. Soon the grade began to pitch upward and my mini-peloton began to splinter. I was gradually surrounded by fewer and fewer riders, and I realized with dread as I glanced over my shoulder that I had become le lanterne rouge, the absolute last rider on the course...this was going to be a long day. My inauspicious beginning motivated me to put a little more emphasis on the pedals and I caught back up with my group. As we crossed over the first summit of the day, Big Rock, I cruised to the front of the group – I was one of the few riders with a real headlight and those without were more than happy to let someone else show them the way down. Sunrise didn't come until about an hour after the start, by which time the course had crossed a few more small hills and entered the yuppie enclave of Fairfax.

It was here that the first substantial climb of the ride began, a four-mile pitch up Bolinas-Fairfax Road. The climb wasn't particularly steep, but it served to further embed me at the rear of the pack. Following a rest stop at the summit of Pine Mountain and a rolling technical descent over bone-jarringly rough roads (thus establishing a pleasant complement to the climbing), the ascent of Mt. Tam proper began. The first part of the climb switched-backed upward through redwood forest, but as the course gained the ridgeline the forest gave way to open grasslands and wide vistas of the Pacific Ocean, Stinson Beach, the Golden Gate and San Francisco skyline, the Bay Bridge, Angel Island, and the Tiburon peninsula – truly spectacular scenery.

After reaching the checkpoint at the "summit" of Mt. Tam at mile 38 (actually the parking lot before the trail leading up to the true summit), the course backtracked for a few miles and then began a long, technical, sometimes bone-jarring descent to the sea. Another rest stop at mile 50 was followed by a picturesque ride northward along the coast through Stinson Beach, Olema, and Point Reyes. The coastal road still bore markings from the Tour of California, which passed through in February. George was popular, so was Floyd. No markings for le lanterne rouge, though (sniff). At Point Reyes, the course turned inland toward Nicasio Reservoir and the passed the "cheese factory." During this part of the ride I encountered dozens, no hundreds, of cyclists riding in the opposite direction. In addition to the MTDC, the Marin Cyclists were also holding the Marin Century, metric, double metric, half-metric, quarter-metric and double-

decaffeinated-half-caf-with-a-twist-of-lemon-metric centuries this day. These riders—who had clearly chosen more sensible routes—were still smiling...wimps! After turning west on Hicks Valley Road I came to the third rest stop at Lincoln School at mile 84. Up until a few miles before this point I had been feeling fine. Unfortunately, however, my friends and constant companions on endurance rides, muscle cramps, had begun to announce their presence. "O Monsieur Lanterne Rouge! Nous sommes ici!" To which I replied "Merde!" and eased my already snail-like pace. I popped a few Endurolytes and started guzzling fluids in earnest, and eventually began to feel better.

Despite my slow pace, I was nevertheless confident that I would be able to make a critical cutoff time at the next rest stop – I had about 3 hours to go 30 miles, piece of cake! It was then that I overheard a rest stop worker announce that the cutoff was not 30 miles distant, but 40 miles. Oh, that changes things. Daunted, I mounted up and looked for a wheel to suck. Alas, 99% of the peloton had since left, and everyone still around was also looking for a wheel to suck – great. Fortunately, an energetic fellow came along and soon we were trading turns, gobbling up the miles, and picking up stragglers as we went. "Maybe I will make it," I naively thought. Then, I encountered the Marshall "Wall."

I should mention that, between Mt. Tam and Marshall Wall, the course consists of about 50 miles of small climbs and rollers (have I mentioned the bone-jarringly rough roads?). Cumulatively, these begin to take their toll, not unlike bleeding to death from a thousand paper cuts. On its own, Marshall Wall is not a difficult climb. On the other hand, it's not a particularly easy climb, nor the type of terrain you want to encounter while trying to make up time, say to make it to a cutoff point that has just been moved 10 miles down the road. Needless to say, my energetic friend and his merry band of stragglers dropped me without a second thought, and visions of making the cutoff, hence, completing the double century, began to slip from my grasp.

As I limped up the climb, and then the roller after that, and the one after that, and the hill after that, ad infinitum, I tried to think of creative things to say to my friends when they ask how my "big ride" went. Unfortunately, all I could do was whimper. I pulled into the Valley Ford rest stop thinking surely that my ride was over, as I had only 30 minutes to make it to the "new" cutoff. As it turned out, the cutoff was not 10 miles down the road, but at this rest stop, as I had originally thought! I can just imagine the guy at Lincoln School snickering to himself as he saw all the dismayed faces.... A little over half-way done, I've made the critical cutoff point, nothing to worry about, right? Well, there was that little matter of riding 85 more miles to the finish...over endless rollers and bone-jarringly rough roads... and, oh yes, that really sharp bump on the profile labeled Coleman Valley Road. At mile 124, Coleman Valley Road is typical of many Sonoma County roads that head directly inland from the coast: steep, with gradients approaching 16 to 18 percent. Ouch. Fortunately, the agony lasted for only a mile or so, and then I was returned to the

course's regular scheduled agony: endless hills, rollers, and bone-jarring technical descents. It is my firm conviction that someone in the Public Works Departments of Marin and Sonoma Counties is embezzling countless sums of money, and I have the roads to prove it. Either that or the Marin Cyclists have a mean streak when it comes to laying out a bike ride.

Eventually the course circled southward back to the rest stop at Valley Ford. Now less than 60 miles from the finish, I was buoyed by recalling the ride description from the Marin Cyclists' web site: "Mostly flat and great for pace lines," or some such pabulum. Unfortunately, by this time there were few other riders around with whom to form a pace line. In the interest of fairness, I must disclose that there are relatively fewer hills than earlier in the course, and that I actually rode in a group for about 15 miles. Not a pace line, mind you, but certainly better than riding alone. In Petaluma, at mile 170, I imbibed manna from heaven: Cup-O-Soup, Coke, and chips. Why can't every meal be like this? I picked up my headlight (dropped from the first rest stop), and watched the sun set as I struggled over the summit of Red Hill. I pedaled past the cheese factory again, this time in same the direction as I had earlier seen the 100-milers ride. In near total darkness at the Nicasio rest stop, only 13 miles from the finish, I stopped for just a few minutes then accompanied a fellow named Don on the last leg home. We rode along exchanging stories of rides past, comparing notes about rides we'd both done and boasting of our supposed deeds on ones we hadn't. He pointed out the LucasFilms studio locations along Lucas Valley Road, though there was nothing visible in the darkness, not even a Wookiee. Finally, Big Rock once again came into view, illuminated by the nearly full moon, followed by the run into San Rafael.

I finished ahead of the course closing time with a whopping 20 minutes to spare. Maybe I'll see if I can cut it closer next year. After all, it takes effort to be le lanterne rouge!

Course Evaluation (rated on a scale of 1 to 5)
 Difficulty: 5
 Scenery: 5
 Food: 5 - standard rest stop fare, plus Gatorade, V8, Sustained Energy, Endurolytes, Clif bars and shots, and bottles of Hammer Gel to fill up your flask
 Support: 5 – cheery staff, lots of SAG, especially on the latter stages of the course
 Road quality: 0
 Overall Rating: 5



"Redemption: My Cascade 1200" **By Big Ring Bob** **Part One: The Sin**

"Do you know you're sitting in the middle of the road?" came the voice. "No. I really don't care," I replied. It was about midnight on Monday night, June 26, and I was at the lowest of my several low points having reached the summit of Loup Loup Pass (elev. 4020') some 565 miles into the Cascade 1200. The voice was that of Mark Olsen, younger brother of Bill, with whom I'd been riding for the past two days. In their daily, matching, orange Performance jerseys and Shimano sandals they at that moment became my saviors. "Thank you, thank you for waiting," I bayed. "Let me help you off the road" Bill said.

For the past three hours I had been climbing alone in the dark the seventeen-mile slope with its numerous false summits. Ascending a familiar mountain in the dark is somewhat exciting but on a foreign road along the desolate eastern front of the Cascade Mountains under a constant canopy of big fir trees in total darkness, I found the experience soul searching. Bill, Mark and I mounted our bikes and descended mostly by the light of their Schmidt Hub generated beams to our overnight, arriving in Mazama (mile 600) at 2:30 AM. At that point I felt my odds of completing this ride somewhat improved with only 165 miles remaining. But how you ask did a seemingly rational sixty year-old husband, father, grandfather and content retiree get in such a pickle? In a word: "redemption" but let me explain.

I first heard of The Cascade 1200" when Dan Brekke asked Albert Kong why he was doing Bill Bryant's 300K. I had dropped my vest and Albert, who had hoped to ride The Cascade last year but had broken his leg, was riding with us to The Pinnacles. Albert rode into the turnaround carrying my vest and I asked, "Where are the Cascades?" He smiled and said "Washington State". And from that innocent inquiry the story begins. I returned to Santa Cruz on the 300K feeling strong and completed Donn King's 400K on May 14th once again enjoying the camaraderie of randonneuring and thinking of successfully completing his 600K a few weeks later.

But it was not to be. Just what excuse seems most convincing? Suffice it to say that shortly into the ride I had mechanical problems (non-shifting derailleur) and in Pope Valley acquired a severely upset stomach. I rode on to Middletown but then committed the mostly unpardonable sin of "DNFing". As I sagged back to the brevet start in Windsor the weight of my "guilt" was beginning to grow. It would I predicted sadly define my cycling season, and regretfully on the following Monday I wrote Cascade organizer, Terry Zrmhal, of the Seattle International Randonneurs that I was canceling my registration. His reply (i.e. challenge) will long rattle around in my head after he inquired, "Are you canceling because you didn't finish the 600K or because you feel you're not up to the ride?" I replied "I KNOW I can finish the Cascade 1200 but did not think I was



entitled to come having not completed this year a qualifying 600K.

Now I was in real trouble. Having been in the San Juans for a few days and in Seattle over a weekend, I had no idea what their ride was really like, but ego and a genuine test of one's mettle were on the line. Terry's next email gave me hope and a chance for "redemption" but with a heavy price.

It read, "Ideally we would like everyone to do a full series (of brevets) and we know riders may have off days. You're a seasoned veteran – if you think you're ready and still want to do the ride, you still have a spot in the ride. Cheers, Terry." His post was dated June 5. The Cascade 1200 of which I had dreamed of completing but for which I had not properly qualified and had quickly forgotten was now ON AGAIN. The ride left in eighteen (18) days! Was I up to the task? Could I fulfill my commitment? Was a really much bigger DNF in my immediate future? Oh, the shame ... my big mouth ... won't I ever learn?

My only smart move had been silence. What a mistake it would have been to tell my local riding buddies, Larry, Barry, Walt, Jim, Phil, Don, as well as neighbors, kids and other DBC members. At least the shame of not finishing could be limited to my wife, Ellie, the ride organizers and a few other riders from northern California. I would have to sneak up to Seattle and do my best. Uff-da! The pressure-thrill-angst-adrenaline rush of it all!

From the SIR (Seattle International Randonneurs) website I had gathered some good, some very disturbing and some very quizzical news. It seemed that for every positive there were a couple of negatives and that the unknowns would just have to be dealt with. Having completed B-M-B in '97 and P-B-B in '99, both in about 84 hours I had solid memories of what's involved, but having ridden that far in that time period seven long years ago I now seriously questioned my physical and mental conditioning. "Buck Up" I told myself. "Don't take yourself too seriously" became my matre.

To the positive the Cascade 1200 is advertised as "group oriented style of riding which shares common overnite stops. Riders start more or less together each morning. Daily stages take advantage of the long northern 'equinoctial' days to provide lots of daylight riding." The 765-mile route is a large counter-clockwise circle, which has three scheduled overnight stops where your duffel is waiting, as is a shower and prepared food. Much like PAC Tour one only needs to reach the next control and soothing shower at the end of the day – "Ya, Right!" My self-induced psychotherapy consisted on looking no farther than the next control and none was more than 65 miles. I would be riding with other like-minded folks "surrounded by the beauty of Washington State – from the Columbia Gorge in the south to the North Cascades and from the lush forests in the west to the high desert of the mid Columbia Plateau in the east." Of course I had no idea what that meant but did know we started in the foothills northeast of Seattle, headed south of Mt Rainier and began the first of several long climbs – White Pass.

Most disturbing, however, were several of the write-ups from last year's inaugural event which contained phrases such as "Expect Anything, the Cascade Mountains – a region that creates its own weather"; "Terrible Two Meets 1200K"; "Fenders Recommended – ¼ front and ½ back," and statements like "much of the route is remote and devoid of commercial services." Almost laughable in a rather sad, sadistic, sick bike humor sort of way were several of their FAQ responses, which go as follows:

"Q. Will mechanical support be available between controls?

See Cascade 1200, page 10...

Cascade 1200, from page 9...

A. Because of the remote nature of the route, there will be very few opportunities to acquire mechanical support commercially. It is imperative that riders assure their bikes are in top condition before attempting the Cascade 1200. Riders take care of their own maintenance.”

Certainly one has to rank mechanical preparedness up with physical, emotional, psychological, mental, spiritual and intellectual fitness – duh!

“Q. Will there be vehicle support along the route?

A. No, randonneurs are expected to be self-sufficient. There will be a sweep vehicle to provide emergency assistance to any riders who suffer injuries or accidents.”

Picture I suppose the Lewis & Clark Party on bicycles with their rifles and Indian scouts.

“Q. If I abandon, how do I get back to Monroe (i.e. the start and finish)?

A. A bus? Hitchhiking? Ride your bike? There will be limited support vehicles so riders are expected to find their own way back to Monroe should they abandon.”

Now that’s what I like: “COMMITMENT.” The only city I saw close to the route was Yakima and the others; really only small towns and villages (and there aren’t many) certainly didn’t have car rental agencies or Amtrak. One might find a weekly bus but hitch hiking might be your only way “home”.

So with this depressing knowledge and more endless attacks on my

great resolve to “Finish The Ride” I began to marshal my equipment; knowing that SUCCESS ALL DEPENDS ON YOU. It may be helpful to next year’s P-B-P aspirants or those riding this year’s B-M-B or Last Chance to cull, sift and winnow my extensive list of both necessary and nervously packed items which I categorized as follows, Bike: Lights – (2) HL-EL 500s + (2) Micro Cateyes & (2) rear Cateyes; (2) Water bottles with Hammer Gel Perpetuum; Reflective Vest & (2) Ankle Bands; Camelback; Big Red Jand Saddlebag with (2) tubes, (2) tire levers; (1) Multitool; (1) Pocketknife; (2) PowerBars; (4) AA batteries; (2) AAA batteries and (2) Zip lock bags of Perpetuum. Permanently mounted on my bike were my computer, (3) Mavic spokes and my Blackburn Tire Pump. As for my duffel which may have been those four days the largest single canvass bag moving across the state of Washington, and into which I stuffed the following (please don’t laugh in my presence): (4) jerseys; (4) bike shorts; (4) pairs sox; (1) pair water-proof Seal Skin Sox; (2) pairs short-fingered gloves; (1) pair long; (2) sets arm & leg warmers; (1) vest; (1) Tyvek raincoat; (2) long sleeve polypro jerseys; (1) head gator; (4) AA batteries; (2) AAA batteries; (6) Zip lock packets of Hammer Gel ‘Perpetuum’; (6) Power Bars; (1) new folding tire; (3) new tubes; spare road bike shoes with pedals; sunglasses; spare regular glasses; spare empty wallet; sleeping bag; travel pillow; sleeping pad; towel with soap dish and in my toiletries kit I crammed a toothbrush, shaver, shaving cream, Tylenol, medicine; deodorant, nail clippers, Chap Stick, No Ad Sun Block, ear plugs and eye shade. “Expect anything” weather wise dictated my packing regimen.

So early the morning of Thursday, June 22 I snuck of out Davis, having taken my bike on a test ride with the regulars earlier in the week. Loaded down with big saddlebag, dual rear and front light, several that morning did comment on its unique appearance but when asked I just mumbled, “I was thinking of a long ride later in the year.” If they only knew how nervous I was.

PART 2 Next Month...

**SILENCE THAT SQUEAK,
PROTECT THAT CARBON!**

By Jack Berger

Are you annoyed by squeaks emanating from your bike? Are you worried that metal bolts are digging holes into the mounting surfaces of your expensive new carbon fiber (or plastic) water bottles or other accoutrements?

Here is the fix: buy a few bonded sealing washers from OSH hardware in Woodland, size #10X 1/2. These are metal on one side and rubber on the other. To protect carbon fiber items, use two: one on each side with the rubber toward the carbon. For squeak silencing, one may be all you need. The washers are slightly conical so that they spread and flatten as you tighten them down.

**The 2007 NorCal AIDS Challenge - Third Time's the Charm!
By Joaquin Feliciano**

Registration is now open for the third annual NorCal AIDS Challenge (NCAC), scheduled for May 17-20, 2007! In case you haven’t heard about it, the NCAC is a 4-day, 330-mile bicycle ride that raises funds for and awareness of HIV/AIDS service providers in the Central Valley. In 2006, the 39 NCAC Cyclists and Crew Members raised over \$100,000 in donations, with over \$75,000 of that going to the event’s three main beneficiaries – Breaking Barriers; AIDS Housing Alliance; and Center for AIDS Research, Education, and Services – as well as to smaller agencies that provide HIV/AIDS services in our area. Together, these agencies serve over 5000 people infected with and affected by HIV/AIDS.

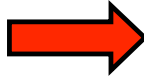
The 2007 event promises to be better than ever. It features a new, more scenic 4-day route that will take cyclists through the Napa Valley, all the way around Clear Lake, and up and over Resurrection Hill before returning to Sacramento via Cache Creek and Winters. The event will be fully supported, with rest stops every 15-20 miles, SAG, tech, and medical support, catered meals, and massage, chiropractic services, and programmed entertainment each night. You’ll sleep in tents at local fairgrounds and your baggage will be trucked from campground to campground each day so all you have to worry about is riding your bike through some of the most scenic terrain in all of California.

To participate, every Cyclist needs to raise at least \$1500 in donations. Crew Members need to raise at least \$200. A well-developed cyclist training and fundraising program is already in place to help folks who find the distance and/or fundraising intimidating – that’s why it’s called a Challenge! For more information about the event and to sign up, visit our website at: www.norcalaidchallenge.org or call our event Co-Directors at (916) 448-RIDE.

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

<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">TOTAL AMOUNT DUE \$ _____</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.



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

✳ **FOR SALE** ✳

\$1,900 - 1997 Cannondale RT 3000 Tandem, Frame Aluminum, Color Purpleen (Purple-Green-Black angle of view dependent), Size Small Frame 21" Captain, 19" Stoker. Shifting upgraded to Shimano Ultegra 9sp STI, Drum Brake, Short Pull V-Brakes, Dan & Cid Barcellos, 530-756-1903.

🔗🔗🔗🔗 **THANK YOU** 🔗🔗🔗🔗

August Ride Leaders

JACK KENWARD • Barry Bolden • Gerry Peterson
 PHIL COLEMAN • Dan Shadoan • Larry Burdick
 Paul Grant • Bruce & Marilyn Dewey • David Joshel
 Steve Macaulay • Russell Reagan
 ERIC NORRIS

Don't forget the Changing Gears web photo supplement:

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



Steady Eddy's – a truly "bicycle friendly" place!
 Photo courtesy Eric Norris

(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*.
 E-mail to: dbcmembership@gmail.com
 or send Snail-mail c/o B&L Bike Shop.



Davis Bike Club
 610 Third Street
 Davis, CA 95616