

Changing Gears

Newsletter of the *Davis Bike Club*

October 2006

Quick Releases

Membership Meeting

Monday, October 2, 7:00 PM
 Davis Public Library
 Blanchard Room
 315 East 14th Street
 (Please park bikes outside)
 Refreshments & Door Prizes!

Directors Meeting

Monday, October 9, 7:00 PM
 Davis Public Library
 immediately after membership meeting
 All Members Welcome

Race Team Meeting

Wednesday, October 4
 Davis Library, Blanchard Room
 6:30 pm Race Team Board
 7:30 pm Race Team

NEXT Newsletter Submission Deadline

Tuesday, October 17
 Please email submissions to:
 dbcnewsletter@gmail.com

**FOXY FALL CENTURY
 Sunday, October 15**

Welcome New Members

- Ken Kwong
- Andy Rzad
- Glen Wilcox
- Matthew Fleck
- Stephanie & Scott McDonald
- Mason Schmidt
- Honey Walters & Steve Pigg
- David Grundler
- Glenn Fortini
- Tim Karwal
- Claire Reichstein
- Patrick Gaffney
- Kanz-Terhaar Family
- Kawaguchi Family
- Demetrius Houpis
- Tom Clementi
- Lee Family
- Sangho Byun

Amgen Tour of California comes to Davis by President Dan Shadoan

Not since the mid 80's has the city of Davis had the whirring wheels and rush of wind from the pro peloton. I'm remembering



the Coors Classic and the likes of Greg Lemond, Bernard Hinault and Steven Bower riding for La Vie Claire. The route from Napa to Sacramento had the riders passing through downtown Davis and riding the dirt across the causeway from Davis to Sacramento.

Next February 20 we'll be treated to a long awaited replay -- Stage 2 of the Second Annual Amgen Tour of California has a similar course from Santa Rosa to Sacramento with a route that passes through downtown Davis.

Speaking with Eric Smith, one of the route planners, this past weekend lead me to believe the route is not exactly set at this time but it's reliable that a "prime" sprint would be set for downtown at Third and F streets. From there the race continues on F Street to either Covell or Rd 29 and over to Rd 102 and on to Woodland.

I mentioned to Eric, with tongue only slightly in cheek, that it might be better if they just finished the stage in Davis and bussed the riders to Sacramento as the dirt route across the causeway is non-existent and the elevated bike path is no place for a peloton of 100 racers and S.R.16 from Woodland along I-5 is likely to be under water in February.

I believe this event presents a unique opportunity for Davis as a cycling community and for the Club in particular. The Tour of California will need local assistance and the Club has unique experience in hosting bike racing and

See Tour of California, page 2...

October Meeting Program

by Diane Richter, VP

The October meeting of the DBC will be held on Oct. 2 at 7:00 p.m. in the Blanchard Room of the Yolo County Library on 14th St. Come early for cookies, coffee and chatting. Here is the program in the presenter's own words:

Six people +Twenty-two days +Three countries, three languages and three currencies +Many great Czech beers = a Successful Eastern Europe Tour.

For three weeks in August-September 2005, Bill & Linda Bernheim, Dick & Carol Bourne and Lauren & Scott Gradia (the Bernheims' daughter and her husband) enjoyed a self-planned, self-supported tour through the Czech Republic, Austria and Hungary. For the October 2nd meeting, they will show slides from the trip, and talk about the joys (many!) and trials (few) of self-supported touring, and how this trip differed from others they've taken in the past. The Bernheims and Bournes have toured together on nine vacations since 1993; the most recent was a tour of the Alsace and Jura regions of France in August 2006.

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Tour of California, from page 1...

cycling events. The Tour will also need assistance from the local government and law enforcement officials. If the City and the Club work together to make Davis a great host city for Tour, it will come again in the following years.

Let's get ready to be ready!

**Steve Rex, Custom Frame Builder
Speaks to DBC
by Steve Macaulay**

September's membership meeting featured Steve Rex, custom bike builder from Sacramento. Steve brought a few of his frames to the meeting and talked about all the decisions that go into designing and building a custom bike. He answered many questions about frame materials, including advantages and disadvantages of carbon fiber, aluminum, steel and titanium. Interestingly, the first bike he built almost 20 years ago was a mountain bike, and it still is a substantial part of his business along with single road bikes and tandems. Steve emphasized the importance of a good fit for all riders, whether they buy a custom bike or one from a local bike shop. *(Editor's note: Steve offers custom bike fitting services, as do most of our local bike shops)*



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

Hi everyone – as you read this, the preparations for this year's Foxy's Fall Century should be nearly completed. But, let me tell you, there's no shortage of things to worry about, from the tee shirts arriving, to the rest stops running smoothly, to the hopes for a picture book perfect autumn day. As I write this, over 900 people have registered for the ride and I imagine that registration will be closed now (as you read this). If you've registered, whether it's for the 40 km, 100km or 100 mile course, I sincerely hope you have a good SAFE ride on Oct 15. I try to stress safety every time I mention the ride because I am in awe of the numbers of people involved. I want everyone to have a good time, enjoy the scenery and the rest stops and above all, finish the event with a great cheese tortellini dinner prepared by the Cantina del Cabo. Finally, one more plea: If you haven't registered, why not do some volunteering? It's very rewarding to help out with such a great event. If you have any time available during the 15th, or perhaps the day before, we could use an extra person.



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



Foy's Bike Shop

Mike's Bicycle Centers & Sausalito Cyclery

see www.mikesbicyclecenter.com for locations

or take advantage of the Repeat Customer Rewards Program at:



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

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



Race Team Results by Janelle Gunther

Name	Date	Race	Category	Place
Alexander Freund	8/19	Dunnigan Hills Road Race	Juniors 15-16	5 th
Alexander Freund	8/26	San Ardo Road Race	Juniors 11-12	1 st
Andreas Freund	8/19	Dunnigan Hills Road Race	Juniors 15-16	2 nd
Andreas Freund	8/26	San Ardo Road Race	Cat 4	5 th
Roland Freund	8/12	Patterson Pass Road Race	Masters 45+	14 th
Roland Freund	8/19	Dunnigan Hills Road Race	Masters 45+	15 th
Roland Freund	8/26	San Ardo Road Race	Masters 45+	8 th
Roland Freund	9/2	Challenge Road Race	Masters 45+	8 th
Janelle Gunther	9/9	Logan to Jackson Road Race	W4	<14 hours with 206 miles from Logan UT to Jackson Hole, WY no teammates or pacelines
Joe Iannarelli		Timpani Crit	P/1/2	11th
		Crockett Crit	P/1/2	7th
		San Rafael Crit	P/1/2	14
Edan Levaton	8/31	Infineon Circuit Race	Juniors	5th
Eric O'Brien	8/16/06	Dunnigan Hills Road Race	Master 4/5	1st!
	8/17/06	Susuin Harbor Crit	Elite 4	DNF
	8/23/06	San Ardo RR	Master 4/5	28
	9/4/06	Giro di San Francisco	Elite 4	DNF
	9/9/06	Carrera de San Rafael	Master 4/5	DNF
Judd Van Sickle	5-Aug	NorCal NV Road Race Championships	P/1/2/3	DNF
	14-Sep	Carrera de San Rafael	P/1/2	17
Dan Sweet	8/19	Dunnigan Hills RR	P/1/2	47 th
	8/27	University RR	P/1/2	18 th

RACE REPORT - LOTOJA: Logan to Jackson Road Race 206' miles from Logan, Utah to Jackson Hole/Teton Village, Wyoming Base elevation: 4500', 3 mountain passes up to 7500'+, September 9, 2006

By Janelle Gunther



I recently started riding again after having taken two years off, being busy with other things. Last fall I started training again figuring that maybe in a year I'd try my hand at racing. However, my competitive nature got the better of me and I decided to try racing this season to see what would happen. Early on I decided that, while I love the excitement of crits, I suck at them. While looking around for other interesting things to do this season, I heard about LOTOJA, the Logan to Jackson Road Race. Wow! That's sounds like 206 miles of craziness and at elevation no less. Well, what do I have to lose but my sanity? So I plunked down my \$125 and signed up.

I was a bit nervous about the whole LOTOJA thing since I had mostly been training for the time trials and short RR's (i.e. 2-3 hours). My longest ride this season was 70 miles. I had some good endurance blocks, but hadn't done a lot of really long distances (i.e. 100+). So my goal here at LOTOJA was to see what I could do without specific training. I figured that it couldn't be too bad considering I signed up for the Davis 12/24 a few years ago when I was a newbie. At that time I had never done any serious riding, nor actually climbed anything and still managed to put in 111 miles before the time ran out. The hardest part about the whole thing was

the drive out. After going over Donner Pass into Nevada, I couldn't get anything on the radio except a country music station. HELP!!!! SOS!!!! Finally after what felt like an eternity, I finally managed to get CarTalk on NPR. I thought I'd died and gone to heaven. Unfortunately, that only lasted for maybe 10 minutes. Never again will I forget my CD's. Finally I got reception on another station except it was some kind of religious programming talking about avoiding sin and temptation. I mean I'm religious too, but my problem is I don't have **enough** temptation in my life. Any 30-something single guys in DBC need a training partner???

Finally after 2 days of part-time driving, I arrived at my sister's place in downtown SLC where she's

working as an attorney for the state. Before I could say too much, she handed me an 88-page brief for me to proofread on some kind of legal stuff related to elderly people. Well, I guess now I won't feel bad for crashing her place. lol. Arriving at elevation was interesting. At 4500' or so, my lungs began to ask where all the air went. This was mitigated quite a bit however by the gorgeous scenery. There is some world class climbing not 5 minutes drive from downtown, over in Emigration Canyon. I spent the rest of the week doing some training rides along with a bunch of local cyclists also training for LOTOJA. Adjusting to altitude took a while and I never quite felt 100%, but after a few days most of the initial symptoms went away. The Tuesday before the race, I visited Max Testa's new lab at TOSH and spent the day with him and Eric Heiden. We also managed to do some lab testing as well. It was good to see that in spite of the altitude my vo2max results turned out well, with my power at VT and Vo2max cracking the goals we had set when I first started training and not too far from what I can do at sea level. Over the next few days I tried to rest a lot since I was still feeling a bit of altitude sickness and perhaps still a bit tired from the lab testing. On Thursday I didn't feel good and was thinking oh great, if I feel like this on Saturday I won't be able to get past 60 miles let alone 206. More rest was in order and seemed to do the trick. By the time Saturday morning rolled around I felt a lot better and actually up to doing this thing. You know, it's kind of like being on a roller coaster and seeing the big drops coming, but you can't get off the thing until some time later. Well, I suppose I could have got out of it, but I've got too much pride to throw down the toilet not to do it.

The weather turned out to be perfect for the event. It was (I think) in the high 50's, low-mid 60's for most of the race. The only "weather" we really saw all day was a 5-10 min. shower with a bit of hail in one of the canyons. They had a staggered start, with the CAT1/2 men going first and then so on every few minutes. They limited the start packs to about 50-60 people, which

See LOTOJA, page 4...

LOTOJA, from page 3...

seemed fairly manageable. Unfortunately, my powertap setup crapped out on me right after my warm-up, so I was only able to capture HR and cadence data. I'm not certain what speed we started off at, but it *felt* like the typical pace in the CAT4 women's RR's in spite of the fact that we would be racing for 206 miles! The pack stayed together fairly well for the first leg which was about 34 miles or so, going from Logan to Preston through farm country. Coming into Preston we had our first feed zone, with 9 different stations for people to meet up with their support crew. The moving handoffs seemed to go fairly well, but a lot of people opted to get off their bikes, grab food/switch clothing, etc. in 2-5 minutes. Judging from the number of people at the feed zones, it seemed as if a decent percentage of the people came with a crew.

I was expecting the trip out of Preston to be one long gradual climb from ~4500-7500' judging from what the course profile showed. However, it was much more rolling than the map made it out to be. You'd have lots of small climbs that would gradually roll upwards, then back down a bit, then up again. It was the kind of thing that could slow you down just enough that you would notice it, but not so bad that it would fry your legs. The real climbing came in the last 2-3 miles or so. I don't know the exact length because of the %#\$% powertap problems, but I think my

guess is probably pretty close. The grade was in the 6-7% range. By this point the various groups were all over the road. People were supposed to be racing only with people in their start pack, but judging from what I saw, no one was really sticking to this. I saw some groups with CAT 5 men, citizen women, CAT4 women, master men and so on...I got the impression that the race organizers really only paid attention to this for people who were in contention for podium or top 10 placings - basically the people out in the front.

The climb was over fairly quickly and rewarded the riders with a spectacular descent. Coming out of Strawberry Canyon was amazing because the road was partially blocked to traffic so you didn't really have to worry about cars. In addition to that, the roads were basically wide and sweeping so you also didn't need to use your brakes. I don't think I touched mine at all on the descent. I'd kill to know how fast I was going because I had completely spun out. lol. The next part of the course had two big, 2-3 mile climbs that were fairly abrupt, but not too long. They were preceded by similar terrain as before, some flat, some rolling. It was the kind of course that kept you on your toes "by" constantly changing and never really letting up. Quite different from the up-and-down brutality of the 'Death Ride'.

See LOTOJA, page 5...

Davis "Critical Mass", Safety, the Davis Bike Club and the Universe

by Paul "Safety, Education, Advocacy, and at times Disobedient" Guttenberg

Critical Mass has been raised on our list as an item of discussion. As one who has had some personal experience with Critical Mass events, remains a dedicated cycling advocate, and is currently both a League of American Bicyclists instructor and your humble Safety and Education director, I thought it would be appropriate to present both opinion and background.

For those whose time is limited, a circumstance I well understand, I will present my position initially. Critical Mass events in general embody a lot of energy in favor of utilizing bicycles as transportation. This is overwhelming positive. If we, as a club, can harness some of that energy we would enlarge our influence and change our community beyond anything that we individually have dreamed of. If we are to remain a leading advocate for local cycling culture, we cannot alienate those who sincerely wish to dedicate themselves to alternative transportation. That being said, I do not believe that Critical Mass events have a legitimate place in Davis, and are much more likely to become an outlet for poor behavior than a force for change. We need to redirect those efforts here.

Should you have the time and inclination to continue, some background information follows.

Critical Mass, both as a term and as a movement, comes from an old film "Return of the Scorcher." For those of you who haven't seen it, it is well worth watching. While it is hardly the ultimate cinematic masterpiece, it is interesting for its energy and cycling enthusiasm. Critical Mass is the term used for the first time in this film to describe how cyclists in China would gather at an intersection until there were enough of them together to safely cross en masse. In San Francisco, and then around the world, Critical Mass events formed in which cyclists would form large groups to literally take back the streets. One of the high, or low, points depending on your predilections, was a series of Critical Mass events staged after a cyclist was intentionally run down and killed by a truck driver in Chicago. There is an excellent book called *The Immortal Class* by Travis Culley that gives a personal perspective to the situation at that time. The driver, incidentally, was exonerated as the court felt cyclists had no business being on the roads. This notion was famously upheld by the Illinois Supreme Court years later in another accident where a cyclist died as the result of clearly unsafe road conditions. The Court held that cyclists were "not intended road users" and therefore the State had no obligation to provide them safe facilities or warn them of hazards.




Acts of civil disobedience have their place in attempting societal and legal change. Sitting in at the dean's office is one such activity a few of us may recall. Bear in mind, there is a difference in staging a peaceful sit-in and trying to destroy property. To the extent that Critical Mass events used to peacefully try to assert that cyclists deserved to share our roadways, that civil disobedience was one that I hope most of us can understand. Sadly, over the years many Critical Mass events have lost this focus. In the good old days (yes, I am that ancient) Critical Mass functioned as a Xerocracy. That meant that the route followed by the riders was the one that some cycling office worker Xeroxed the most copies of. Meeting at Justin Herman Plaza in San Francisco, the majority of route sheets won. Traffic being what it is on a Friday afternoon, most drivers seemed to put up with it, and there was a lot of waving, greeting, and conversation as part of the "event." The notion was that everyone could use the roads, and while intersections were difficult, there were none worth dying for. Waiting a few extra minutes for extra traffic to pass, even cyclists, was not such a high price to pay for a civil and more efficient society.

Then a more "edgy" crowd became involved. Getting arrested became a higher priority than riding a bicycle. I'll never forget the manic attempts of a few individuals to get arrested at a Santa Cruz Critical Mass event years ago. The police really just wanted us to keep riding our bikes, and even if a few chose to ignore stop signs, signals, and so forth, they would let it go. Finally, one of the group laid his bike down in the middle of the street, and then lay prone in front of the police car. He was released that evening, poor thing, and never got to have his day in court.

Davis is in much the same situation. Cyclists here tend to get away with flagrant disregard of the law, even though motorists tend to be more than polite. I'm not stating that mistakes aren't made, but in general motorists here bend over backwards to allow cyclists access to roadways. Personally, I am offered the right of way many more times than I am owed it by law. We simply don't have a community that fights against cycling. Critical Mass fixes nothing here. I am afraid it has been co-opted as an excuse for poor behavior.

There are legitimate reasons for civil disobedience. There is something wonderful in having a new generation eager to assert the rights of cyclists. There is much work we can all do toward that end. We need, as a group, to find a way to bring that all together. As the Davis Bike Club, we should participate and guide all those who further cycling in all its forms.





News of DBC
Jersey Rides & Tours


Liese in training
for Italy

Ink Grade
Victory Stand!

The Tour Turn

By Bruce Dewey, Touring Director



As this is being written, eighteen excited DBC members are about to leave on the club's Tour of Italy. Preparations for this tour extend back more than two years. A small planning group worked with Liese Schadt and Dan Barcellos about where to go and what to see in Italy. Liese has been in Tuscany, Umbria, and Rome several times, so the club is indeed fortunate to have her volunteer to be decider-in-chief. Dan is contributing his considerable experience with tour logistics. Last year, several members attended evening Italian classes at Davis High School, also meeting for weekly study sessions. This tour filled up immediately when it was opened at the annual tour meeting last February. For the few cancellations that followed, there were members on the waiting list to take their places.

In addition to three get-acquainted meetings, the group recently took two training rides that would be similar to days in Tuscany. The last Saturday in August, a loop ride from Napa tackled Mt. Veeder and the hill leading up to the Artesa Winery, south of Napa. That evening, dinner was at Strings Italian Restaurant. The first Saturday in September took a loop ride went from St. Helena, around Lake Hennesey, up Ink Grade, and down Howell Mountain. A gourmet lunch at Tra Vigne and a visit to an olive oil press and store operated by an Italian family wrapped up this fun day.

After flying into Rome, the tour group takes the train up to Florence where the bike riding begins. The route is sort of S-shaped, starting westward toward Lucca and Pisa, then southeast to several towns including Siena and finishing in the Umbrian towns of Assisi and Orvieto. Then a train ride back to Rome, for a couple days sightseeing before boarding the plane back home. One highlight is a planned stop at Dave Peterson's villa in a rural location in Umbria, 25 miles south of Cortona. Some readers may remember Dave, the owner of Wheelworks here in Davis several years ago. Now, Dave is reported to be living an "Under the Umbrian Sun" adventure. I'll have more on that next month.

All-in-all this has been a good year for club tours. Many thanks to David Joshel for leading this month's Lassen Tour. Bill Sbarra had a big crowd for the Nevada City weekend in April, where the highlight was Bill's yummy Italian dinner. Earlier, Bob Brouhard took several riders in style down the coast all the way to Santa Monica. We were at full capacity for our tour that went down the northern half of the Oregon Coast and also for the one that revisited the San Juan Islands and Sidney, BC. By the way, Steve Macaulay made a great DVD that runs about 10 minutes with a collection of Oregon Coast tour pictures. I'd bet Steve could be convinced to show this at a club meeting. And I like the music, too.

So, another touring season is winding down. We all thank the many volunteers who helped plan rides and tours, who drove sag, who provided medical care, who took pictures and made DVDs, who scouted and mapped routes, who searched for food and lodging, who cooked yummy food, and who did many other jobs to make our club tours great. Well, next year is not far off and your club needs YOU! Where do you want to go? If you'd like to lead a tour and haven't done so before, excellent support for planning and logistics is readily available. There are many excellent places for bike tours near and far—but we need your help to make it happen. We are currently campaigning to encourage everyone to wear our blue and yellow club tour jersey made by Voller, now being sold at club meetings for just \$25. Bill Sbarra often says that hills are your friends, so I thought we'd have a "hill" of a contest to award one of these great jerseys. Just figure out the correct answer to the "hillish" question that follows and email your answer, your name, your snail mail address (to send the jersey to), and your size to jerseyride@davisbikeclub.org. One entry with a correct answer will be selected at random to receive a free DBC tour jersey.

Here is your question:

You ride up a hill that is 1 mile long at a steady 10 miles per hour. At the top, you quickly increase your speed to 25 miles per hour and ride steadily at this speed down the other side, a distance of 1 mile. What is your average speed for the total distance (2 miles)? Contest closes October 7. Good luck! If you buy one of the tour jerseys at the next club meeting, and you are the winner, we'll refund your \$25. You can't lose!



LOTOJA, from page 4...

The decent from Salt River seemed shorter and not as steep as the one in strawberry canyon. It too was followed by what seemed like a lot of variation in terrain: flat stuff, rollers, even some gradual uphill as well. There was a headwind through the last canyon that made things interesting. The last part of the course was on a slight uphill going from Jackson to Teton village. Kind of annoying after already doing 200 miles, but it was over soon enough.

I rode the thing solo - no teammates and no pacelines - and finished in 13 hours 50 minutes (14.9 mph average incl. stops) which I was happy about considering that I hadn't trained for it. I managed to get in soon enough to get my official time recorded as well. Looking back, it was an interesting experience because I had to go completely on feel since my bike electronics weren't working. I suppose that's not a bad thing, but it did require a lot of mental focus to listen to my body instead of looking at HR or power to see what was going on. I guess I really like this long-distance stuff because before I could break into the ibuprofen and massage stick, I'd already made reservations for next year!!

October 2006 Ride Calendar

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2 Early Bird Zamora & More MEMBERSHIP MTG	3 Mocha Joe Loop Race Ride	4 Solano Bakery Women's Wed. RACE TEAM MTG	5 Steady Eddy's Winters Dinner Race Ride	6 Early Bird Vacaville Café	7 RH Phillips Winery
8 Second Sunday Ride	9 Early Bird Zamora & More DIRECTORS MTG	10 Mocha Joe Loop Race Ride	11 Solano Bakery Women's Wed.	12 Steady Eddy's Winters Dinner Race Ride	13 Early Bird Vacaville Café	14
15 	16 Early Bird Zamora & More	17 Mocha Joe Loop Race Ride NEWSLETTER DEADLINE	18 Solano Bakery Women's Wed. Road Ride	19 Steady Eddy's Winters Dinner Race Ride	20 Early Bird Vacaville Café	21 Third Saturday DBC 300K Brevet
22	23 Early Bird Zamora & More	24 Mocha Joe Loop Race Ride	25 Solano Bakery Women's Wed.	26 Steady Eddy's Winters Dinner Race Ride	27 Early Bird Vacaville Café	28 Foxy's Workers Ride (?)
29	30 Early Bird Zamora & More	31 Mocha Joe Loop 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
T1	Flat	Davis to Woodland or Sacramento	P1	10 or less	Relaxed; family & kids, regrouping 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; regrouping @ 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.

October 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

8:45 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

8:45 am start -- T1/P3/35 mi

Dan & Sharon Cucinotta, 756-1711 or

scucher@aol.com

9:00 am start -- T1/P4-5/39 mi

Phil Coleman, 756-4885 or

coleman6@pacbell.net

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

THURSDAY >> Winters - Steady Eddy's

8:45 am start -- T1/P3/30 mi

Gerry Peterson, 756-1254 or

gnipeter0856@juno.com

9:00 am start -- T1/P4-5/30 mi

Phil Coleman, 756-4885 or

coleman6@pacbell.net

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

FRIDAY >> Vacaville Heritage Café

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, 5:30 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 Hospital, 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

Bring your 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!

RH Phillips First Saturday Brunch*

October 7, 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 Sunday Ride*

October 8 (2nd Sunday), 7:45 am

T1-5/P3-4/60 mi

Glenn Mounkes, 220-3513 or

glenmonk@yahoo.com

Meet at Davis Amtrak Station, 840 2nd Street. Ticket costs \$10.00. Take 7:55 am train to Fairfield and ride your own pace back to Davis via Hwys 121, 128 and Cardiac hill. Regroup at Wooden Valley and Berryessa Dam. Optional food stop in Winters.

Third Saturday Ride

October 21 (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.

We are no longer listing the *Somewhat Sporadic Second Saturday Singles Spin (S^6)* and the *Saturday and Sunday Morning Training Rides* because of an executive decision to not list rides that do not have a designated ride leader. We'd be happy to relist them if someone will step forward to assume responsibility for the ride.

Non-Recurring Rides

Foxy Fall Century*

October 15, Sunday

T1-5/P1-6/ 40K/100K/100 mi

It's upon us once again - the premier century ride in the known universe - DBC's Foxy's Fall Century! Come ride with us and with our guests, or better yet volunteer to help on the ride. See <http://www.davisbikeclub.org/foxys/2006/index.htm> for more details. Starts at University Club, UC Davis.

DBC Fall Brevet Series*

October 21, Saturday, 7:00 am

T5-6/P1-6/300K

Jim Sharp, 795-1937 or

jwsharp@ucdavis.edu

Meet at Park n-Ride, Mace @ I-80. Check in starts at 6:00 am. Ride starts promptly at 7:00 am. Route goes from Davis through Middletown to the top of Cobb Mountain. Time limit 20 hours. About 8,000 ft of climbing. Brevet applications on line (www.davisbikeclub.org/ultra), or contact Jim Sharp. Brevets maps, elevation profiles, and cue-sheets should also be available on this website. Lights required if riding after dark. Helmets required on all DBC rides.

(Possible) Foxy Workers Ride*

October 28, Saturday

No details yet, but this is a possible date for the traditional Foxy's workers ride -- for those who worked to help put on Foxy's Fall Century. Details distributed to volunteers separately.

Beginners' Ride

Nothing scheduled for October -- ride the Foxy Fall Century's 40k ride! Pace and course are terrific for beginning cyclists, families and those who like a more relaxed day on the bike.

Changing Gears

Winter Long-Distance Series Begins Nov. 4

by Amy Rafferty

Are you thinking about riding your first brevet or double century next spring and need some guidance over the winter months? Are you a seasoned long-distance rider looking to stay in shape over the winter to be ready for early spring events? Do you want to build a good base for putting up some big numbers during March Madness? Come to the Club's winter long-distance training series and ride with like-minded cyclists. PBP is coming in August 2007, and it's never too early to start preparing. The Davis Bike Club will once again host a full series of supported brevets in March, April and May. The goal of this winter ride series is twofold: to help new and returning brevet riders build their long-distance fitness in time for the March brevets, and to meet new and old friends and share our collective wisdom about long-distance cycling.

The rides are scheduled for 8 a.m. the first Saturday of each month, and all will start and finish at the Mace Boulevard Park-n-Ride lot, off I-80 at Mace and County Road 32A. Exact routes and mileages will be finalized later, but the general plan is for a 65-mile ride on Nov. 4, an 80-mile ride on Dec. 2, a 100-mile ride on Jan. 6, finishing with a 200k ride on Feb. 3. This progression, together with the training you do on your own, will prepare you physically and mentally for the start of the Davis brevet series on March 10. Rain does not cancel these rides, but common sense will prevail, and routes may be changed or shortened depending on weather conditions. Everyone is welcome on these rides. If there are a lot of riders with different speed preferences, we'll just divide into groups. If you have questions or ideas, contact ride leader Amy Rafferty, aerafferty@ucdavis.edu, (530) 666-5468.

"Redemption: My Cascade 1200"

**By Big Ring Bob
Part Two: SALVATION**

Eight hundred miles later I arrived at the start in Monroe, Washington, where I spent Friday meeting other riders and confirming my suspicions that I was one: too old to be doing this and two: sadly under trained and over weight. That night after bike inspection I had dinner with Gerry Goode from Tucson who at 67 is a real 1200K veteran but strikingly thin, along with his young friend, Mark, from Golden, Colorado, who further depressed me with his tales of past triathlons. It was off to bed early for our 6 AM start.

So who gets much sleep the night before a big ride? Tossing and turning, knowing the alarm and phone were set to ring at 4:30, I played over and over in my mind the ride facts: 762 miles in ninety (90) hours which means that if one never dismounts from one's bike one has to ride a constant 8 (eight) miles per hour, and that the next four days had the following distances: Day One to Cowiche - (220) miles; Day Two to Quincy - (213) miles; Day Three to Mazama - (167) miles and day four back to Monroe - (165) miles. Six big passes lay ahead and we had been informed at check-in that we were on an altered route due to snow blocking a twenty-mile section of last year's course. What else lies up the road? At least I could make a complete fool of myself in somewhat obscurity. However, the weight of "Terry's Challenge" (i.e. "If you feel you can do the ride.") and a somewhat passing familiarity with other northern California randonneurs (Paul Vlasveld, Reid Walden and Jack Holmgren) caused me to take depth breaths when reviewing the many ways to "fail". I awoke before my two alarms. Scooped my Frosted Flakes and banana from my lucky bowl. Threw down a large orange juice and

coated all my exposed body parts with sun block before dressing and rolling my bike into the elevator for the start.

Outside the motel in early sunshine were (72) mostly hard, young bodies including one mixed couple tandem and (4) solo females who shortly were led by B-M-B Chief, Jennifer Wise, in a pre-ride pledge which goes as follows: "I pledge allegiance to the ride of the Seattle International Randonneurs and Randonneurs USA, of which it is part, one pedal stroke, after another, unrelenting with exhaustion and achievement for all." I was very glad to be underway and rolling towards my only goal - the next (first) control, some fifty miles to the south.

And that was my complete ride strategy! Namely, to set my sights on, concentrate no farther down the road than, the next control, which was always fifty to sixty miles. I always keep my Camelback and stomach full. Seldom did I ride alone. And NEVER did I think of QUITTING.

For the next four days (87 hours and 57 minutes, exactly) the days became nights, which quickly became days again. On Saturday (Day One) we headed south through lush green rolling hills, skirting the towns of Renton and Tacoma before reaching our first control in Eatonville. Continuing south the traffic slackened as we passed through Morton and headed east to Randle; our second control. The day's featured climb was White Pass (elev. 4500'), which was a three-hour slug late in the afternoon, which when I reached the summit in the setting sun, greeted me with bone rattling chills.

See Salvation, page 9...

Salvation, from page 8...

(Early into the ride it became strikingly evident that the volunteer corps of the SIR group was simply FIRST-RATE! And to them I am very grateful!)

A sandwich, hot cup of soup and heavy sleeping bag surrounding my salt-caked body really improved my physical and mental condition before I donned all my clothes for the long descent. Our overnight at a Catholic retreat (mile 220) was achieved at 11:34PM after climbing the last four miles. So Day One went well. I was in my top bunk about 12:30 and feeling good about my prospects. Remembering one write-up from last year's ride I braced myself for Day Two recalling the consensus view that "It's the toughest day and very few do not finish if they can complete Day Two." I think this year's Cascade riders would have a different opinion.

Day Two started innocently enough with a pleasant control stop in Selah and my introduction to the Olsen brothers, Mark from Rochester, Minnesota, and older brother, Bill, who lives in New Jersey. To compensate for the snow detour we rode a very scenic out and back to Ellensburg along the Yakima River. It was during this sixty mile out and back that I became acutely aware of the prevailing theme for the next two days, poignantly

characterized as SERIOUS HEAT. Paralleling Interstate 82 we passed through Zillah before heading north at our next control in Sunnyside. Now for those of you who picture "Washington" as cool, green and frequently wet I suggest you experience some summer what is



referred to as the Mid Columbia Plateau; which I'd call high dessert. Pedaling to our control in Mattawa we saw signs for the Hanford nuclear works before crossing the Columbia at sunset and heading for our overnight in Quincy. Darkness brought cooler temperatures but also a real scare! We three had joined a pace line on the town's outskirts and with only a few miles to go we saw in the distance the many bright lights of several emergency vehicles. Coming upon the scene we saw a rider lying in the ditch, his bike mangled and instantly we knew he was one of us. At the control we learned that a driver had intentionally clipped Patrick Grey but left his riding mate, Thai Nguyen, untouched. His femur was broken and they did eventually catch the kid in a stolen car but all of us took a deep breath. There but for the Grace ... we arrived at 2:30 AM having finished what we thought would be "the toughest day".

Leaving with Mark and Bill at six we stopped for "fuel" at Ephrata's Safeway where I chatted with a lovely female octogenarian who invited us to lunch. I thanked her in a somewhat convincing fashion of how we constantly heard the clock ticking and so hated to burn daylight. And burn we did! The next control was at a corner called "Farmer" which resided in a converted church, meeting house, or former Grange Hall whose battered wooden floor was littered with hot, exhausted, dehydrated, famished, salt caked cyclists. I drank, ate, stretched and soaked my feet in a kiddie pool of ice water. There was no shade outside and upon leaving I made the mistake of touching a knee to my top tube. How hot can titanium get, anyway? For the next four hours I wanted to stop for a breather but did not see any shade - not a tree, shrub, telephone pole, farmhouse or other object to block the sun's rays. We rode on until we once again reached the Columbia River where if you think things are bad, ... well, they can always get worse. It was outside the town of Brewster, having traversed the Moses Coule, seen



signs for Lake Chelan and descended a very difficult rough hill I encountered my one and only flat. It was special, however, because the flag lady who was controlling traffic on Route 97 for the road crew, which was laying chip seal, said, "It's 109 on the bank thermometer and you really shouldn't

be riding your bikes today." Bill, Mark and I huddled at the Subway Shop where we fueled up and I changed my flat ... my second lowest point of the ride. After reaching our control in Mallot I actually looked forward to the sun setting; cooler temperatures and getting this "Loup Loup Climb" behind us. After borrowing a quickly offered new tire from SIR volunteer, Dan Turner, which became my good luck charm, we were off. After the lonely climb, the dark descent and my aforementioned rescue by the Brothers Olsen we arrived at our overnight in Mazama at 2:34AM on Tuesday morning! Simply stated we had less than twenty hours to eat, shower, sleep, eat and ride the remaining 165 miles to Monroe.

But ... it was only after my aforementioned rescue at the top of Loup Loup Pass and after arriving at the river resort in Mazama did I think I MIGHT finish the ride. The last day ... let me repeat that ... THE LAST DAY ... had the best scenery: Washington (elev. 5488') and Rainy (4800') Passes; alpine lakes; glaciers, tree shaded, quiet roads and the great company of seasoned randonneur, Gerry Goode.

Contending with some headwind was a small price to pay for imagining the prize within our grasp as we captured the control in Marblemount and set our sights on the last control in Granite Falls. The sun was now low as we left knowing that we would finish in time; save some major mechanical disaster. We



picked up others along the way and Mark, Bill, Gerry, Paul and I snaked up the remaining hills and negotiated the numerous turns before arriving at the Holiday Inn Express finish three minutes before ten pm.

A motel never looked better. Pizza and beer never tasted better. A padded banquet room chair never felt better. And the applause of the family, friends and volunteers never sounded better. I had tossed a heavy burden of guilt and finished my toughest bike ride.

What a priceless 60th birthday gift!

Seventy-two riders had left this address on Saturday morning and fifty arrived prior to the midnight (90 hour) deadline. Urs Koenig of Seattle had ridden it non-stop in 53 hours and 42 minutes but he probably is less pleased with his ride than I am with mine. Often I'm asked by friends, neighbors, my wife, sometimes by kids and other cyclists, "Why ride those things?" And I could offer any number of several shallow reasons such as "the camaraderie" - you do get to meet lots of young, handsome folks from all over the country; "the travel" - everyone's an expert if he's/she's at least 500 miles from home; "the bragging rights" - think of your name on a website or listed in the

See Salvation, page 10...

Salvation, from page 9...

RUSA magazine, or maybe it's the "loss of youth" – who likes giving up anything to old age. But for me it's "THE GOAL". There is such a sense of accomplishment in taking what seems to be an impossible height and reaching it. So often we fear failure to the extent that we don't try or we're severely handicapped in our several attempts to succeed. It's interesting to me that these rides are as much mental as physical. And that this mental toughness seems to come with age. (Seldom do you see riders in their 20's or early 30's.) Just as the Davis Double is roughly ten 20 mile rides, a 1200K randonnee is fifteen 50 milers – and you get almost four days to ride them. So I say if you're new to cycling set a goal; maybe it's only to Winters where you'll meet a friend for a car ride home. If you're comfortable with a round-trip then add Lake Solano to your next ride. After that there's Cardiac, Mt. George, Trinity, Vetter, Oakville, the Geysers, Skaggs-Springs and beyond. You'll surprise yourself and probably become a century rider, a double century rider and certainly, a randonneur or randonneuse. Club brevets are coming this fall. And next year is the biggest 1200 randonnee of the all: Paris-Brest-Paris. Take that first step, and then another, and another, and ... From a famous book in the 60's by Robert Persig "Zen and the Art of Motorcycle Maintenance" came the lines "It's better to travel than arrive ... and "the journey's the thing." My corollary to those is "challenge yourself because failure

is so much better than not suiting up." About 10:30 that Tuesday night as I was washing down a third piece of pizza with a third or fourth cold beer, a young SIR volunteer who must have heard something of "Big Ring Bob" approached me. He asked, "Are you really eighty years old?" Looking to him no doubt "old" but of an indeterminate age I managed to smile broadly and said, "No but I hope to be some day." Certainly the Cascade 1200 "aged" me but in the very best way. Ride a little farther tomorrow. You'll be glad you did!



Big Ring Bob At His Best

Unsung Davis Classics: A Season of Short Tours in the Central Void

By Ted Sommer, "Tour Director"

For years I have heard riders from the Bay Area and surrounding provinces complaining about the lack of variety of rides around Davis. Some regularly refer to our hometown as the "Central Void". I beg to differ. Below is a list of some of my seasonal favorites that coincidentally traverse the same patch of pavement. Tours leave daily each morning at 6:30 am. See you on the road!

Virtual Hill Ride: For those of you who don't think we get hill training in the Valley, this breezy beauty takes place during the first gale force north winds of the fall. Sustained fun for 35+ miles (hard to ride in a straight line).

Tour de Sensory Deprivation: A winter solstice classic. Short days mean dark mornings and darker evenings. Extra points if you work in windowless offices. 35 miles (but feels like 100 in the dark).

The Big White: The Central Valley's own version of the "nuclear winter" adds damp fog to near-freezing temperatures. Takes epic place during the first dense fog advisory of the winter, then repeats daily for up to a month or more. 35 miles, unless you get lost and end up in Esparto.

The Big Wet: A spring classic. In the majority of years, the great fire hose in the sky causes our valley rivers to go wild. Floodwaters spill into the Yolo Bypass, creating our very own inland sea. Exciting views from the Yolo Causeway watching floodwaters rage beneath your tires. Typically occurs during Davis Bike Clubs March Madness miles, often in horizontal rain. The fair weather version of this ride is also known as the "Marsh Midge Munch" as billions of tiny flies hatch in the receding floodwaters. 35 glorious soggy, buggy miles.

Tour de Causeway: This strenuous stage takes place each year during the Tour de France, preferable on one of the famous hill days like Alpe d'Huez or Mt. Ventoux. Starts with an early climb over the "Col de F Street Overpass", followed by a thrilling descent past the old Hunt's Cannery; riders have been known to hit 20 miles per hour on this epic descent! Roll through Mace Ranch and scenic farmlands before a grueling haul up onto the Yolo Causeway. The fast descent off of the Causeway leads to the quaint village of West Sacramento. The ride finishes with a Category 3 climb up to Tower Bridge, before entering the Champs de Capitol Mall with a sprint to Arnold's house. 18 miles.

Causeway Cooker Classic: This definitive valley ride takes place each year during the first 105+ degree day of the year. The ride heads out to Sacramento during the civilized early morning hours, then returns into the afternoon inferno. Best conditions include hitting every stop light along the pavement of West Sacramento. 35 sizzling miles.

Budzilla's Last Breath: No riding season is complete without at least a few of these breathless burners. Takes place during the first "Spare the Air" day of the summer, then repeats daily for a week or so, often in combination with the Causeway Cooker Classic. Hazardous for sensitive groups, perfect for insensitive cyclists. Respirators optional. 35 hacking, wheezy miles.

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? <input type="checkbox"/>	Date _____
Name _____	Age _____	Signature _____	Racer? <input type="checkbox"/>	Date _____
Minor's Name _____	Age _____	Parent/Guardian Signature _____	Racer? <input type="checkbox"/>	Date _____
Minor's Name _____	Age _____	Parent/Guardian Signature _____	Racer? <input type="checkbox"/>	Date _____

ACCIDENT WAIVER AND RELEASE OF LIABILITY

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

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

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

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

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

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

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

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

Parent Guardian Waiver for Minors (Under 18 years old)

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

Helmets are required on all club rides.



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



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

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

Changing Gears

DBC Member Classifieds & Announcements

Garage Sale

Bikes - mountain and road, plus parts & accessories (also other sporting goods items) on Saturday, October 7, 9 AM to 4 PM & Sunday, October 8, 10 AM to 2 PM at 2518 Corona Drive (north of Albertson's, off Anderson). Bob Brouhard bobbrouhard@sbcglobal.net

THANK YOU

September 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
 JIM SHARP

Don't forget the Changing Gears web photo supplement:

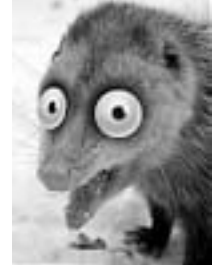
http://www.pbase.com/g2_steve/oct_2006_dbc

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.



Yolo United Mountain-Bikers (YUM)

If you mountain bike or know someone who does, go to the new website *** www.yumnation.net ***. From there you can join the YUM mailing list or more importantly become a YUM member and help Envision, Build, Maintain & Enjoy!

Warren Jones
 President - Yolo United Mountain-Bikers (YUM)
www.yumnation.net

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



Davis Bike Club
 Membership Card

FIRST CLASS



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



Davis Bike Club
 610 Third Street
 Davis, CA 95616