

Changing Gears

Newsletter of the Davis Bike Club

April 2007

Quick Releases

Membership Meeting

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

Directors Meeting

Monday, April 9, 7:00 PM
 Davis Food Coop Conf. Rm.
 620 G Street
 All Members Welcome

Race Team Meeting

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

NEXT Newsletter Submission Deadline

Tuesday, April 17, 7:00 pm
 (earlier submittals may get priority)
 Please email submissions to:
 dbcnewsletter@gmail.com

Ride Schedule Submittals

Sunday, April 15
 dbcridecal@gmail.com

Welcome New Members !

Dean Albright	Paul Duren
Lisa Antonino	Mark Elliott
Sam Beal	Emily Foxman
Kathy Brizzard	Spencer Frink
Mark Burke	Rob Heather
Pete Burnett	Peter Hewitt
Greg Castaneda	Michael Hilast
Lori Cherry	Liz Jessen
Stephan Cohen	Cheryl Johnson
Patrice Courtier	Bob Jordan
Bill DeWolf	Rob Josephson
Jeffrey Du Bois	Carl Klein

Ronald Lew	Tom Ryan
Stan Ling	Bob Schneider
Brendon Lydon	Catherine Stanecki
Aron Mason	David Strong
Richard Moon	Thomas Sweet
Eric Nordman	Russ Thebaud
Michael O'Connell	Daniel Tupper
Valerie Park	Patrick Turner
James Pavlichek	Himgan Wibisono
Garrett Peek	James Yee
Nathan Pina	Eric Zeigler
Massimiliano Poletto	

March Membership Meeting by Diane Richter

The April meeting of the DBC will be held on April 2 (whew, just missed April Fool's Day!) in the Blanchard Room of the Yolo Public Library on 14th St. at 7:00 in the evening. Our speaker will be Dr. Rajan Merchant of the Woodland Healthcare Group. He will be speaking about allergies and asthma, afflictions that plague most of us this time of year (well, at least the allergies). He's planning to answer lots of questions, so anything you want to know about these subjects, here's your chance to find the answers. He may also address food allergies, a problem for some of us as well. I've asked him to address the physiology of allergies a bit, not too in depth, but you may just get a bit of education out of this meeting.

Come early for cookies and coffee or water and lots of conversation about how glad we are that March is over.

THE DC COMMITTEE NEEDS YOU !

There are two spots on the DC Committee that need to be filled. Please think about them and let me know if we can count on your help. We need someone to help at the Finish in coordinating the flow of activities. This includes the returning cyclists, the check-in, the dinner, and the "closing down". The other spot is the Sunday morning clean up. Please consider these. We really need you!
 Robin, roknrobin2@aol.com



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

BOARD NEWS

By Karen Baker

The California Bicycle Coalition is coming to Davis for its Walk/Bike conference on Sept. 11-14. This symposium brings together transportation engineers, planners, Caltrans officials and bike advocates (among others), and the DBC is a \$2,500 level sponsor of the event. For more information on the conference, go to <http://www.calbike.org/> "www.calbike.org". Scholarships are available to DBC members who wish to attend: contact Stu Bresnick at hfhstu@omsoft.com for details.

Please welcome 2007's new DBC board members (n.b. these squibs were self-reported!):

Phil Coleman/Safety: Phil has been cycling for the past 35 years; toured 17 states and 7 foreign countries. Active in Davis Bike Club since 1990. Participant in AM rides by Club for past 11 years.

Bruce Winder/Membership: As I'm new to the board, I was recently told

To provide tidbits by which I am to be known.
My time's often spent processing memberships sent
And getting newsletters into your home.

Otherwise, I cycle each day to Cal-EPA,
In beautiful downtown Sac.
But on the ride in between (as can be painfully seen)
I'm another poetry hack!

Karen Baker/Recording Secretary: Two years ago I moved to Davis, joined the DBC, bought a Bianchi (which I didn't know how to shift) and showed up for the Thursday night dinner ride. I now work part-time as a bike tour guide for a travel company based in Sac., have four Century rides under my belt, purchased another bike, ordered all the food for Foxy's and have signed up for my first DBC tour. When not on my bike, I'm on a bigger saddle: riding my two Quarter Horses (no chain cleaning required!).

Dave Joshel/Quartermaster: He was too busy sorting out the shed to send a bio....look for it next month!

OFFICIAL MARCH MADNESS SPONSORS -- THANK YOU !!!

**Ellison, Schneider, and Harris
LLP, Attorneys-at-Law**

Cantina del Cabo

B & L Bike Shop, Davis

Davis Wheelworks

Velo City Bicycles, Winters

Ken's Bike & Ski

Tandem Properties

Steady Eddy's Coffee House, Winters

Freewheeler Bicycle Center

**Drs. Blackman and Guerrieri,
Optometrists**

Pyramid Construction

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:



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 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.



A San Francisco 300-400K Brevet

Dutifully recorded by Cycledad in drier conditions

Any amateur can ride in good weather. It takes a real cyclist to show up for multiple hours of pedaling in a storm, in the dark, against unrelenting headwinds. Diverting from the bon route (the simple call it "lost", others know it as "adventure") and pressing on despite mechanical failures, physical difficulties, and a sense of impending doom is called "randonneuring" (the simple call it "insane"). The recent San Francisco 300K brevet gave ample opportunity for self definition.

Weather forecasters predicted only a sixty percent chance of showers, and the weather the day before was clear, so over one hundred randonneurs seemed to have been present in the morning. There was quite a crowd with their bikes, lights, reflectors, and brevet cards gathered there at the foot of the Golden Gate just before 0600 hours. We cleverly decided to dawdle and let the body of the group take off without us. At least we weren't half an hour behind this time out as we were last time.

Crossing the Golden Gate Bridge behind the group, we found a spare tire that had fallen off of someone's kit. We stopped, strapped it to our gear bag, and rode along in search of its owner. No rider we came upon was willing to claim it, so the tire ended up riding the entire brevet with a substitute team. Hopefully the rightful owner will turn up soon.

Climbing Alta Camino was our first chance to really warm up, and everything seemed to be working smoothly. That was very fortunate, as we had never ridden this tandem before. There's really nothing like a 300K as a test ride for new equipment. To add to the enjoyment, the entire drivetrain had recently been replaced, and never ridden at all. We looked forward to not only a wonderful day of riding, but to the chance for some quality time with tools. Lest this not be sufficient, the tandem captain decided paying attention to the route sheet would be far too demanding, what with manipulating new shift and brake levers, adjusting to the machine, and enjoying rough, wet pavement. Fortunately, the coffee drive-through in Fairfax makes an excellent double espresso, so all was right with the world.

As we passed Platform Bridge Road, I remarked that I thought we should turn right there. The other rider with us insisted that we should proceed straight. The fairly rigorous climb over the hills to Pt. Reyes Station would be a good test for us, so I eagerly pressed ahead. Not only were we able to add another five miles early in the brevet by doing this, but we got an extra climb and some serious braking in wet weather thrown in at no extra charge. My stoker's cheery spirits and strong legs helped us speed along off course and then back on when we finally decided to consult the route sheet. Much of that sheet was still readable, as the rain showers were still relatively light.

Heading up and over one of Marin County's classic bicycle climbs we spied the Regional Brevet Administrator and his henchman at the side of the road. "Secret Control" they gleefully called out as I pedaled right on past. "Shouldn't we stop?" my stoker asked. "Oh yeah, good idea" I replied as I stopped the machine and we turned around. Clearly, one cup of coffee was insufficient to stimulate higher level brain function in the team's captain. Our brevet cards were presented, we were signed in, and shortly we were climbing again. Soon we were two tandems and a single as we sped toward

Petaluma. It looked like the rain was holding off for the most part as we joined another group of randonneurs at the control there. Another coffee and some well deserved baked goods fueled us for the next leg toward Healdsburg.

Entering Santa Rosa the rain stopped holding off. In fact, it let go all the way. Gripping bits and pieces of route sheet during our intermittent traffic stops I was not concerned. I've ridden around Santa Rosa many times, and felt this was a lovely opportunity to tour the city and let my stoker see the sights. About the third time we passed the famous pink flamingo, though, she had had enough sight seeing. In attempt to be agreeable, I promptly turned the bike around and blasted off in the wrong direction. It was only a few shorts miles later that it occurred to me that maybe we should head north toward Healdsburg. At this point, we were well assured of greatly exceeding the 300K distance. As we soaked through and rejoined the course, we decided to find a place out of the rain for a few minutes. A stop at a gas station sufficed, and we rolled on to the Healdsburg control to join a few other stragglers at the back of the main group. We spent some time at this control, drinking hot soup and wringing out.

Dry Creek was definitely a misnomer on this day, as we rode through the area on our way to Guerneville and the coast. The river was high and muddy, and rockslides along the side of the road kept us on our toes. In a couple of sections, Highway 116 was down to one lane and traffic controls had to be used to manage vehicular travel. We joined the queues as necessary, and thankfully were well treated by motorists and rock fall alike. They both missed us.

As we grew closer to the coast, gusts of wind began to buffet us. "Isn't the wind supposed to die down as the sun sets?" asked my stoker. "Don't worry, I think it is clearing to the west!" I shouted over the wind. Technically, Japan was west of our location and it could have been clearing over there. At the river mouth the full force of the wind hit us, which had the advantage of preventing rain from falling on us. It was now driven into our faces and sides. We climbed, rolled, and kept the tandem canted over into the wind to hold our road position. We passed a fairly substantial group of randonneurs at a market, and tried to shout hello over the storm. We ended up stopping ourselves in a bit to make some more adjustments, and then set off into the growing gale and darkness. Our goal was to reach the control at Marshall by 6 pm when the store closes, and we thought we had a good chance. For a very brief few miles, this looked highly possible as we turned inland and the wind was at our backs. Then reality and wind hit us as resumed our southwesterly course. We pushed through Valley Ford, barely managing twelve miles per hour on the flats at times. Climb after climb and turn after turn, we cruised along Tomales Bay wondering what had happened to the town of Marshall. We finally figured it was no longer there, a victim of budget cuts no doubt, when the Marshall store hove into sight. Incredibly, bicycles were out front and lights were still on inside! It was 6:30 pm, but the staff kept the store open for cyclists as they cleaned up and prepared to shut down. The locals took pity on randonneurs in the torrential downpour. We were able to get hot cocoa and a few other things before they closed the register. Cyclists were huddled shivering around tables in the warmth and light. One in particular was having a very hard time, and had been there for an hour trying to get going again. Asking one of the staff if he had any garbage bags he could spare, I was rewarded with smiles and plastic. Soon I had that rider adorned in the latest Hefty Bag haute couture, and he was able to proceed with us along the road. In fact, we gathered a few riders in our wake as we pushed on toward the south. Our luck held as we pushed against the fierce headwinds, the rain was intermittently stopping to allow it to hail instead.

See Brevet, page 10...

Masters Race Reports

Bay Front Criterium presented by Shell Oil Elite 4, Martinez, CA, February 10.
Eric O'Brien

When I rolled out of bed in the morning and saw torrents of rain splashing down my window, I nearly got right back in bed. In my native Nebraska, rain like that in one place means rain everywhere within driving distance, and I knew I didn't want to race in a downpour. I take my cycling pretty seriously, but not seriously enough to risk a broken collarbone on my questionable wet-weather handling skills. However, after four years in Davis I've learned that the weather can change really quickly here, that rain in one valley often presages sunny skies in another, so I loaded up the bike and headed to Martinez.

The rain stopped before the whistle, but the course was still pretty wet. The race wound through a pretty little downtown area filled with candy shops, diners, and mom n' pop retail stores. Manhole covers lurked in every corner, and wet paint at crosswalks issued quiet invitations to the emergency room. I sat in 5th-10th for most of the race and held my position pretty easily. With about eight laps to go, a CVC guy slid out right in front of me going through a corner. I missed his head with my front wheel by six inches, but I lost 15 places when I threw the bike outside to avoid him. I spent the next 2-3 laps trying to refocus, but I just couldn't get out of my head. I started racing very tentatively—taking slow turns, allowing gaps to form between myself and the rider in front of me. I started getting yo-yoed off the back of the group of 30 (out of 70 starters) who finished the race, and the referees pulled me with 2 laps to go.

I felt really good, but not quite good enough to overcome slow turns and close the gaps they created. On the drive home I decided to spend some training time on the mental aspects of bike racing. I need to plan for a near-miss contingency strategy in order to deal with the adrenaline rush that screams at me. "Be thankful you're alive! Get off the damn course! You must be out of your mind to race bikes!" "Especially," says my mind, "in pouring rain!"

Cherry Pie Criterium Elite 4, Napa, CA, February 11.
Eric O'Brien

I posted much better results in this race than I did in Martinez, even though I had weaker legs. Funny how that happens... I had never raced the Cherry Pie course before, but the race directors at the Eagle Cycling Club have evidently reversed it. The course sits in an office park just off the main highway leading into Napa. We started the race by rolling down a pretty good-sized hill on the right side of a center-divided road. At the bottom of the hill, the course took a wide, sweeping right-hand turn that slowed things down considerably for everyone but the first 15 riders. I've always known racing near the front is easier than sitting on the back, but this turn brought that fact home in sharp relief.

Of course any criterium descent must lead to a climb, and climbs are not very kind to me. During my pre-ride I took one look at the hill and got pretty pessimistic about my chances, but I also hoped that I might be able to lag climb it well enough to stay in contention. The first 2-3 laps were quiet and tentative, which I found pretty reassuring. The field of 80+ swept through the turns cleanly and smoothly, using much better lines than the ones I saw in Martinez. Because of my starting place at the very back of the group, I was near the tail of the pack for 3-4 laps, but I managed to pass 5-6 guys on each descent as I tried to make my way up to the front. After another 4 laps or so, I looked behind me and realized almost no one was there—attrition had culled about half the field, and only 30 racers finished. Joe Dohert suffered a mechanical about half-way through, so I was on my own.

No one really tried to initiate any breaks—Third Pillar controlled the front very effectively. I just kept spinning up the hill in my little ring, hoping that the other guys who were mashing up in 53's would be burning more energy. On the penultimate lap, I squirted up to about 20th and sucked wheels until we hit the base of the finishing climb. I reminded myself that I'm known as a decent sprinter, so I

Race Team Results by Amanda Seigle

Name	Race	Date	Category	Place	
Alan Rowland	EB Crit	2/4	elite 4	24th	
	Snelling RR	2/24	Mstrs 35 +	3rd	
Amanda Seigle	Bay Front Criterium	2/10	W 3/4	3rd	
	Bay Front Criterium	2/10	W P/1/2/3	18th	
	Cherry Pie	2/11	open women	26th?	
	UCLA ITT	2/17	Collegiate WA	8th	
	UCLA RR	2/18	Collegiate WA	4th	
	Snelling RR	2/24	W 3	10th?	
Cody Tapley	Merced Crit	2/25	open women	10th	
	mt Sna Bruno hill climb	12/31	jr. open	16th	
	Cal Aggie crit	1/19	jr. open	18th	
	Cal Aggie Crit	1/19	elite 3/4	pulled	
	Bay Front Classic	2/10	elite4/5	pulled	
	Cherry Pie	2/11	jr. 15-16	20th	
Derek Byrne	snelling Road race	2/23	jr 15/16	20th	
	Cherry Pie	3/10	elite 4	pulled	
	Bay Front Classic	2/10	jr 12-18	9th	
	Cherry Pie	2/11	Elite 5s	29th	
	Eduardo Avelar	Ealry Bird Crit #1	1/7	4/5	pack
	Ealry Bird Crit #2	1/14	4/5	pack	
Eric O'Brien	Cal. Aggie Crit	1/20	3/4	pack	
	Ealry Bird Crit. #4	1/28	4/5	pack	
	Valley of the Sun Stage Race TT	2/16	4	54th	
	Valley of the Sun Stage Race RR	2/17	4	65th	
	Valley of the Sun Stage Race Crit.	2/18	4	Pack	
	Valley of the Sun Stage Race GC	2/16 thru 2/18	4	53rd	
Eric Zeigler	Bay Front Criterium	2/10	Elite 4	DNF	
	Cherry Pie Crit	2/11	Elite 4	12th	
Ian McPherson	MTB Challenge #2 - Granite Bay	2/25	40+ Single Speed	4th	
Jason Eiserich	Cherry Pie	2/11	Jrs. 17-18	22 out of 35	
	Cherry Pie Criterium	2/11	Elite Cat 5	10th	
Judd Van Sickle	Merced Criterium	2/25	Masters 35+ Cat 4/5	11th	
	Bay Front Criterium	2/10	2/3	6th	
	Bay Front Criterium	2/10	P/1/2	Dropped like a rock	
Nils Johnson	Cherry Pie Criterium	2/11	P/1/2	39th	
	Snelling Road Race	2/24	P/1/2	Back of the pack	
	UCLA ITT	2/17	Collegiate A	21st	
Paul Robins	UCLA RR	2/18	Collegiate A	6th	
	Snelling RR	2/24	Cat 3	7th	
	Cherry Pie Crit	2/11	Elite 5	13th	

decided to bury myself and live with the consequences. When I stood up, I passed 10 guys without really trying as the pack dispersed laterally to both sides of the road for the sprint. I took a line up the middle behind two other guys and sat about 10th with 50 yards to go, but the two guys locked bars right in front of me (again, huh?). One rider went down hard to the right and stacked up that side of the road, but the guys on the left got a clear shot at the line. I braked hard, hopped left around the crash, and rolled in for 12th. This was the first hilly crit I've ever survived—last year I got shelled at Santa Cruz, The Giro di SF, and at the Carrera de San Rafael—so I was really pleased with how the race felt. Of course I'm kicking myself that I left my real sprint in my legs, but I also avoided another crash—and this time, I managed not to panic.

Snelling Road Race, Saturday, February 24, 45+
Fred Schnaars

I arrived at the race very early because my wife's race started 15 minutes before mine (Jane races as a Cat 2 for Metromint), so I had plenty of time to warm up for about 40-50 minutes on the trainer. I had not met Roland Freund, the other DBC rider in my category. We rolled up to the start waiting our turn. The course always features a three-mile long neutral section with a Motorcycle escort. My PowerTap read 170 watts on the roll out, but that number jumped to 500 watts+ as the hammer was dropped! As usual with 45+ races, the peloton immediately accelerated to 25mph—I suppose because we try to weed out weaker riders.

After we got up to speed, I found the opportunity to ride up next to Roland and say "Hi!" The race continued at a fast pace for 3 laps, including a long straightaway where our top speed exceeded 33 mph. A slight uphill led to a neutral water and feed zone, but at those speeds it was too hard to grab a bottle. Into the third lap we caught the 35+ 4/5 B

group, and as we rode into our bell lap the pace lifted a bit, thank goodness; as we rode down the long straightaway we slowed to 20mph. As we came up to the neutral water again, we were re-caught by the 35+ riders. Our pack had suddenly doubled in size, riders were everywhere, and I still could not grab a bottle.

As we continued racing and charging as a group up the small rollers, my left leg started to cramp! I was able to peddle through the cramps as I downed the last of my water in a panic. After a few more miles we went neutral in order to let the 35+ riders regroup and ride off. We stayed at about 20/21 mph until the last turn onto "The Crappy Road," if you have raced this course, you'll know what I'm talking about. The hammer went down again as teams started to attack, since the race is won by being near the front before the last corner. With the wind coming HARD from the right we were all sucked up to the left side of the road, and any attempts to break away were immediately reeled back in. We weaved all over the road like a snake as riders tried to drop the chasers, and I kept thinking, Please, front fork, don't do a George Hincapie on me!" We were at 25+ mph as we came into the last corner, a dirty, sandy mess, and then the sprint was on! I gained some spots in the sprint and finished 18th in a field of 50. Overall, this was my first race, and I was very happy with my results. Looking forward to competing in the Bariani Road Race with a full team. Oh, and Jane finished 9th in the Women's Pro 1/2 race.

Snelling 35+ 4/5, Alan Rowland

I raced 35+ Masters with Ron Flores—it was nice to finally have a teammate with me! My coach (Jan) had ridden the 3's race earlier, so he gave us really good intel. on how to avoid the wind and do less work. Like most 4's races in the wind, it was pretty uneventful; nobody could really get away and I knew it would come down to a sprint. EMC was well organized and 11 guys strong. We'll need to watch these guys in the future—they tried



The Tour Turn

By Bruce Dewey, Touring Director



News of DBC
Jersey Rides & Tours



As I am writing this, we are in the midst of March Madness. One of the best aspects of the March Madness is having great turnouts for scheduled DBC rides and seeing so many people bicycling on the roads all over the area. I feel privileged to ride with several DBCers who are spending an incredible amount of time and effort to log more than a hundred miles a day. A big vote of thanks goes to Barry Bolden for leading the March Madness organizing committee, and also to the sponsors, listed elsewhere in this newsletter for their help in funding the March Madness helmets for kids program.

For people new to Davis Bike Club, I'd like to briefly list just some of the many activities that we do to support all aspects of bicycling in our community. The Davis Double and Foxy's are ever-popular for being well managed with good routes, sag support, and great rest stops. Our volunteers were all over the county supporting the Amgen Tour of California. Our March Madness program has been copied by the Santa Rosa bike club. DBC has conducted the brevet series to qualify riders for this year's Paris-Brest-Paris Ride for well over 100 participants. This year, we have greatly increased our support of the DBC's racing team, fielding great teams ranging from juniors to elite. The club supports numerous philanthropic projects, including helping homeless people with bicycles and fitting helmets for kids. A new bicycle safety project aimed at getting lights on bikes at night has been hatched with the Davis Police Department and the local bike shops. We support bicycle advocacy at the national, state, regional, and local levels. And of course, we have multiple opportunities nearly every day for group bike rides ranging from very leisurely to race training. Our longer tours have attracted a wide following. We are fortunate to have literally hundreds of dedicated volunteers who give large blocks of time to all aspects of supporting bicycling in Davis. Volunteer work on DBC fund raising events is our principal source of money to carry on our work. Speaking of tours, most are filled, but waiting lists are empty to small. The one-week tours this summer include:

- Moab, Utah May 21-24, led by Robi Pochapin
- San Juan Islands Tour, August 4-11, led by Jennifer Epp and Chris Lupo
- Columbia Gorge Tour, August 12-19, led by Dan and Cid Barcellos
- Wine Country Tour, September 4-8, led by Stu Bresnick and Steve Kahn

Chances are good that you can still get on any of the tours, as there are always cancellations. Contact the tour captains, or me, if you have any questions.

Some cyclists dig tech talk. So let's share some opinions on those high-performance wheels out there. It's a no-brainer that the lighter the wheel the better the performance, where "performance" means faster acceleration and hill climbing. What wheels should you use for training rides, touring, brevets, etc? Since most of us don't have a support vehicle with a bunch of wheels on the top following us, what you should want is a light-weight wheel with spokes that don't break. What follows is about spokes.

First, stainless steel is the all-around best spoke material. Aluminum alloy spokes are a little lighter, but are far, far less durable. Most bicycle spokes fail by metal fatigue, which starts as a microscopic crack that grows very slightly larger each time it is loaded and unloaded. In just 1500 miles, a wheel makes over a million revolutions, or a million load cycles. Besides the number of cycles, the inevitable small cracks propagate faster under higher stresses, such as those road roughness and rider weight. The great thing about stainless steel is a well designed spoke will stress the material very little over the endurance limit, and in theory, will last an infinite number of cycles. Conversely, aluminum alloys have no endurance limit, and even a well designed spoke *will* fail after a certain amount some finite number of cycles and stresses.

Secondly, "butted" spokes are essential for good design. This strange term, butted, peculiar to bicycles, means "end." Double butted means both ends have larger diameters than the center portion. Naturally, butted spokes are lighter. But you may be surprised to learn that a 14-17 butted spoke (approximately 2.4-mm ends, 2.2-mm center portion) is far "stronger" than a straight 14-gage spoke, even though the straight gage spoke has more material than that one that is thinned down in the center. A strain energy calculation, that is not suitable for a family publication, shows that butted spokes are far superior for fatigue life. It boils down to the idea that energy is better absorbed in the central section as opposed to the threads or bends where there is an inevitable stress concentration. So you bike tourists, fitness riders, and race trainees, you want butted stainless steel spokes. Excellent wheelsets with stainless steel spokes are the \$600 price range. In fact, wheelsets that cost half that much are a little heavier, but have about the same strength. Stronger wheels, such as for a tandem, need a higher spoke count. Incidentally, you can see the butting of the spoke by looking for a subtle change in the reflected light about an inch from either end. Bladed spokes look cool, accomplishing the advantage of butting by having a reduced cross sectional area in the central portion. I'd say bladed spokes do more for marketing than they do for aerodynamics or weight reduction. Those \$1200 wheelsets—the kind made with a bunch of exotic materials—are best saved for race days, unless you are Levi Leipheimer and your sponsor gives you new ones for every ride.

JERSEY RIDES

Date	Ride
Sunday, March 4	Tour of the Unknown Valley
Sunday, April 22	Chico Wildflower
Saturday, April 28	Devil Mountain Double
Saturday, June 2	Sierra Century
Saturday, June 9	Canyon Classic Century
Saturday, June 23	Best of the Bay
Saturday, July 14	Death Ride
Saturday, August 4	Mt. Tam Double and Marin Century
Sunday, August 5	Mt. Shasta Summit Century
Saturday, August 18	Holstein Hundred
Sunday, August 19	Tour of Napa Valley
Saturday, September 15	Auburn Century
Saturday, September 22	Knoxville Double
Saturday, October 6	Grizzly Century

To partially reimburse your expenses, the club has budgeted a jersey ride line item. Members who do such rides report their attendance by emailing dbcjerseyride@gmail.com stating their name, address, name of jersey ride, mileage ridden and amount paid for registration.

April 2007 Ride Calendar

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1 Fool's Coffee	2 Early Bird Zamora & More MEMBERSHIP MTG	3 Mocha Joe Loop Race Ride	4 Solano Bakery Women's Wed. Evening Ride Coffee & Cantelow Race Team Mtg	5 Steady Eddy's Winters Dinner Race Ride	6 Early Bird Vacaville Hills	7 RH Phillips Winery
8 Second Sunday Ride	9 Early Bird Zamora & More BOARD MTG	10 Mocha Joe Loop Race Ride	11 Solano Bakery Women's Wed. Evening Ride Round the Mtn	12 Steady Eddy's Winters Dinner Race Ride	13 Early Bird Vacaville Hills	14 Singles Spin S ⁷ 400K Brevet
15 Beginners Ride RIDE SCHEDULE DEADLINE	16 Early Bird Zamora & More	17 Mocha Joe Loop Race Ride NEWSLETTER DEADLINE	18 Solano Bakery Women's Wed. Evening Ride Coffee & Cantelow	19 Steady Eddy's Winters Dinner Race Ride	20 Early Bird Vacaville Hills Sierra Foothills Tour (April 20-22)	21 Third Saturday
22 Chico Wildflower	23 Early Bird Zamora & More	24 Mocha Joe Loop Race Ride	25 Solano Bakery Women's Wed. Evening Ride Round the Mtn	26 Steady Eddy's Winters Dinner Race Ride	27 Early Bird Vacaville Hills	28 Devil Mtn DC Back to Our Roots
29	30 Early Bird Zamora & More					

General Ride Information:

- ☛ Helmets are **REQUIRED** on all Davis Bike Club rides.
- ☛ Unless otherwise specified, all rides begin at Starbucks at 2038 Lyndell Terrace, east of Sutter Davis Hospital. Rides starting elsewhere will be noted in the ride description. The ride leader is responsible for coordinating transportation to the starting point, if necessary.
- ☛ Rain is bad. Rain will cancel any ride unless otherwise noted in the ride description. If in doubt, call the ride leader.
- ☛ Announced ride time is the time at which the ride starts. Come early to prep your bike, sign in and get maps or pre-ride instructions.
- ☛ Pace is based on condition of level ground with no wind.

Ride Classifications (Refer to Terrain & Pace ride annotations in ride descriptions)

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

Ride Start Locations:

Starbucks --east of Sutter Davis Hospital (near Hwy 113 and Covell)
 Veteran's Memorial Center -- 203 E. 14th St. (14th & B St.)
 Wheelworks -- 247 F St. (3rd & F St.)
 Sutter Davis Hospital -- 100 yards north of Union 76

South Davis Nugget Market -- Mace Blvd. & Chiles Rd.
 Winters Park n' Ride -- Main St. & Railroad Ave.
 Davis Amtrak Station -- 2nd St, East of G St.
 Auburn Starbucks -- 392 Elm Ave.
 Putah Creek Cafe -- Main St. & Railroad Ave.

April 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. On occasion this ride will add 16 miles by going on to Dunnigan.

TUESDAY >> Mocha Joe's Country Loop

8:45 am start -- T1/P3/35 mi
Gerry Peterson, 756-1254 or
gnjpeter0856@juno.com

9:00 am start -- T1/P4-5/35 mi
Phil Coleman 756-4885 or
pkcoleman@comcast.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
Gerry Peterson, 756-1254 or
gnjpeter0856@juno.com

9:00 am start -- T1/P4-5/39 mi
Phil Coleman, 756-4885 or
pkcoleman@comcast.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
gnjpeter0856@juno.com

9:00 am start -- T1/P4-5/30 mi
Phil Coleman, 756-4885 or
pkcoleman@comcast.net

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

FRIDAY >> Vacaville Rolling Hills

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. Enjoy the goodies at Vacaville's Heritage Café.

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
T1/P6/38 mi
Dan Shadoan, 219-0177 or
djshadoan@ucdavis.edu

The famous training ride series is now 18 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. Ride starts at the East Side of SutterDavis Hospital.

Coffee and Cantelow

April 4 and 18, 1st & 3rd Wed, 9:00 am
T5/P4/60 mi

Bob Brouhard, 758-5646 or
bobbrouhard@sbcglobal.net

9 AM leave for Solano Bakery and after pastry continue west over Cantelow; returning to Davis via Pleasants Valley and Putah Creek Roads thru Winters.

Round the Mountain with Bob and Larry

April 11 & 25, 2nd & 4th Wed, 8:00 am
T5/P4/90 mi

Bob Brouhard, 758-5646 or
bobbrouhard@sbcglobal.net

8 AM leave for Winters then Cardiac before "Round the Mountain" (121 & Wooden Valley) to Valley Cafe at Rockville for lunch before turning at Mankas Corner; returning thru Fairfield then Pleasants Valley, Putah Creek and Winters.

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.

Midweek Evening Ride

Wednesdays, 5:00 pm
T1/P3-4/10-20 mi
Alan Hill, 792-8900, or
arhill8711@aol.com

NOTE NEW START TIME! Easy ride out and back on various country roads. No one will be dropped. We will be back before dark. Beginners welcome.

Winters Dinner Ride*

Thursdays, 6:00 pm
T1/P3/30 mi
Paul Grant, 756-3610 or
pwgrant@mac.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! Starts at Russell and Lake.

RH Phillips First Saturday Brunch*

April 7, Saturday, 10:00 am
T2/P3/45 mi
Karen Baker, 297-5214 or
karenleighbaker@comcast.net
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*

April 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. Rain in Davis or Fairfield cancels, check the listserve for announcement.

Third Saturday Ride

April 21, 3rd Saturday, 9:00 am
T1-5/P3-4/ 30/40/60/100 mi

David Joshel, 756-7409 or
davidjoshel@hotmail.com

Ride to Winters (30), Lake Solano (40) or Cantelow (60) Optional coffee/food stop at Steady Eddies in Winters. With the multiple options available, most riders can find a distance and pace to suit them.

Non-Recurring Rides

Fool's Coffee

April 1, Sunday, 10:00 am
T1/P0/0.1 mi
John Whitehead, 530-758-8115 or
jcw@dcn.org

Tired of collecting March miles, but still want to see your biking buddies? Sleep in, then join this kick-back ride to the Starbucks drive-up window. Rain or shine, but foul air from a line of idling motor vehicles will cancel this ride.

400 K Brevet*

April 14, Saturday, 6:00 am
T4-5/P varies/250 mi
Jim Sharp, 530-795-1937 or
jwsharp@ucdavis.edu

Ride starts at the Mace Blvd. Park-n-Ride, Mace Blvd. just north of I-80. Official Paris-Brest-Paris qualifying brevet. Route goes from Davis out towards Geyserville and back. Check the DBC website for a route map and cue sheet under the ultradistance heading. If you register day of the event, arrive at sign in before 5:30am. 27 hour time limit.

More next page ...

Changing Gears

April DBC Rides, Cont'd

Note: Asterisked (*) rides have a starting location other than Starbuck's. Consult the ride description for start location. All telephone numbers are in the 530 area code unless otherwise noted.

Non-Recurring Rides

Seasonally Sporadic Second Saturday Single Speed Spin

April 14, Saturday, 9:00 am
T1/P3/30-50 mi
John Whitehead, 530-758-8115 or
jcw@dcn.org

Celebrate simplicity of single speed cycles, either fixed or free. Multiple gears welcome, but certainly select a setting then shun your shifters.

Beginners Ride*

April 15, Sunday, 9:00 am
T1/P easy/20 mi
Steve Macaulay, 753-3048 or
macaulay.steve@gmail.com

The Beginners Ride returns along with the good weather. Enjoy a leasurely ride on country roads to Dixon and return, with a stop at Solano Bakery. Bring locks and money, this is a spandex-optional ride. Meet at the University Club east of the Mondavi Center.

Sierra Foothills Tour*

April 20-22, Friday-Sunday,
P3/T4/100 mi each way
Bill Sbarra, 530-669-3640 or
bill_sbarra@cciol.com
Friday: leisurely ride via the Parkway to Auburn and then on to Nevada City, Saturday is a layover day with entertainment at night, return same route on Sunday.

Chico Wildflower*

April 22, Sunday, 6:00-8:00 am
T1-5/P?/15, 30, 60, 65, 100 mi
No designated ride leader.
DBC Jersey Ride. See chicovelo.org for more information. Within 72 hours after finishing a jersey ride, send an email to dbejerseyride@gmail.com stating your name, the amount you paid, the distance you rode. In October the funds available for jersey ride support will be rationally distributed to the participants. Continuous club membership for the entire year is required.

Devil Mountain Double Century*

April 28, Saturday, 5:00 am
T ugly/P fast/200 mi
No designated ride leader.
DBC Jersey Ride. See <http://quackcyclists.com/Dmd07/Dmd2007.htm> for more information. Within 72 hours after finishing a jersey ride, send an email to dbejerseyride@gmail.com stating your name, the amount you paid, the distance you rode. In October the funds available for jersey ride support will be rationally distributed to the participants. Continuous club membership for the entire year is required.

Back to Our Roots*

April 28, Saturday, 8:00 am
T1-2/P4/48 mi
Steve and Terry Macaulay, 753-3048 or
macaulay.steve@gmail.com
No, nothing to do with geneological research or hair dye. This is a trip back in time to 1950's traffic and old time Yolo County. Our tandemled tour starts at the end of the Russell Blvd bike trail at Three Palms Nursery. We maximize travel on quiet country roads as we loop north to Esparto and down to Winters. We will visit the Capay Cemetary, ride by Hedgerow Farms, and see other interesting sites of times gone by. Lunch will depend on group decision, options include snack outside of cemetery, Mexican food in Esparto, or coffee and goodies at Steady Eddy's in Winters. You will experience the best and worst of Yolo County pavement, and the hidden gem of County Road 22.

Elite Team Race Report

Race #1 - The Cherry Pie Criterium - Napa, CA. We raced against a number of pro-teams already in the area as they prepared for the Tour of California. While our riders missed the 4-man breakaway group that finished ahead of the peloton, Joe Ianarelli won the field sprint and stood aside a podium of Pros, giving our team some great early season exposure.

Race #2 - The Snelling Road Race - Snelling, CA. Here a host of Pro-team riders created a blistering pace over 86miles. We Delivered Stephen Dey into the winning breakaway, and he scored a 5th place for the team.

Race #3 - NRC Event - Merco Credit Union - Downtown GP. Despite a number of crashes we managed to put Joe in the field sprint for 5th across the line.

Race #4 - NRC Event - Merco Credit Union - Foothills RR. A good 96 mile road race ending in a field sprint where our Stephen Dey hammered out a pace in the last kilometer that enabled team-mate Mitch Trux to hold down 4th place in a very fast sprint.

Race #5 - NRC Event - Bentley's Central Valley Classic Stage Race

Stage 1: 68mi hilly Road Race. After we made a concerted effort as a team to keep any breakaways from slipping away, Mitch Trux took an opportunity to create a breakaway of his own when he slipped off the front of the race with a difficult and windy 10 mile stretch of racing ahead of him. He brought one other rider along for the ride and the two managed to hold off the chasing peloton and win by 18 seconds. After his hard battle to the line, Mitch out sprinted his opponent for the win and the race leader's jersey.

Stage 2: 16.5mi Time Trial. In an amazing effort and display of power, DBC Elite put 4 of our 6 riders into the top 10—and two finished on the podium:

- Chris Morales scored 2nd by averaging 27MPH over the course.
- Shawn Rosenthal placed third and averaged just short of 27MPH.
- Stephen Dey and Mitch Trux tied for 6th and 7th, averaging over 25 MPH.

Stage 3: Criterium. Going into the Criterium the GC standings showed Shawn in 3rd, 2 seconds behind 2nd and over a minute behind 1st. Mitch was now in 4th just 5 seconds down from 2nd. With time-bonuses available on a prime and at the finish line, we decided to attack the bonus prime as hard as possible by sending our GC contenders far up the road. Mitch and Shawn took one and two in the bonus prime before eventually forcing the winning breakaway group that left the other GC contenders to the fate of the pack. While their efforts were not successful enough to get the minute back that the star time-trialist had taken from them, they were able to claim second place in the final general classification. Mitch finished fourth in the sprint, while Shawn finished 2nd on GC with Mitch right behind him in 3rd. Stephen was 6th.

With one more weekend of racing as a Cat 2 team, we will be moving onto Pro/1/2 races for the remainder of the season. However, our successes in the past few weeks have now earned Mitch enough points to apply for his category one license, while Stephen is only a few points away. Shawn and Joe have made great progress in their upgrades as well. We are now well on our way to accomplishing our goal of fielding a full Cat 1 team next year.

Race Results, from page 4...

a lot of moves that I had to chase down.

On the last lap going over the bridge before the climb, Ron was involved in a crash but was OK. The crash was a shame because Ron is really strong and would certainly have placed. Coming down the last windy stretch of super rough road, I was tired and fighting for my place out of the wind. I knew that the last corner before the sprint was very sandy and did not want to be involved in another pile up, so I resigned myself to going around the corner in last place. Everyone made the corner without crashing so I started my sprint from last place with 200K to go. Fortunately, an uphill sprint picking my way thru traffic is my specialty, and nobody had anything left in the tank. I came around the entire pack like they were standing still and ended up third. My coach had done a very good job of preparing me mentally and physically. Many thanks Jan! I had a lot of fun, learned many things, and look forward to racing with you all of you soon.

Foothills RR: March 3, Merced, California.

Alan Rowland Ron Flores and I raced in the 35+ Cat 4 Foothills RR today. The race was much harder than Snelling because the field size was 120 riders. There were only 50 in each

field at Snelling, and my legs were really flat—it took me about an hour of towing the pack up to a couple breaks to feel halfway human. The climbs were longer and harder too. Many riders tried to break away, but with 120 guys chasing there was no way anything was going to stick and I knew it would come down to a sprint. Unfortunately, Ron flattened very close to the finish, which was a shame because he was riding very well, as usual. My Vredstein tires handled the rough roads without any trouble as usual. These Dutch made tires are just unreal.....very fast, great in corners, take forever to wear out!

I was quite tired and at the back of the pack with two miles to go. This indicated to me that I needed to train a few more hours per week and spend more time in my ME zone. I forced myself to battle up towards the front through the last climbs leading to the finish. I am a pure sprinter, but did not have a good lane to pick my way thru traffic. I passed about 40 guys, but so many were still in my way!!!! Still, I ended up in 16th out of over 100 guys, so I am OK with my results. I just wish I had earned some upgrade points for all that work, and driving! I have only raced seven bike races in my life, so my learning curve is quite steep, but I now know that to place I need to look at two battles: one for position at the end, and another for the final sprint. I will be dedicating more energy to the battle for finishing position during the next race and then calling upon my overabundance of fast-twitch muscle fibers. Bike racing is very hard. I have so much respect for you guys.

Changing Gears

Tour of California Wows Us, and We Them

By John Whitehead



September 18: DBC President Dan Shadoan reports to the Board of Directors that he has been discussing road options with Eric Smith, the route coordinator for the Amgen Tour of California. Stage 2 will pass through Davis on February 20.

December 15: I return a call from Bob Bowen, City of Davis Parks & Community Services. Someone (who shall remain blameless) has suggested that I would make a good Volunteer Coordinator for the passage through Davis of a world-class professional bicycle race. I hem and haw, then say that I know too little about bike racing. Besides having little spare time, my unfounded fear is that I would end up in a situation having to communicate with strangers who speak only race jargon. Instead, I offer to help spread the word that volunteers are needed. A nice comfy desk job to stay out of the fray.

January 19: DBC VP Diane Richter reports that she has talked to Bob. His goal is to have 85 volunteer marshals working within the city limits, and 36 have signed up so far. I previously had advised him not to worry, as DBC volunteers typically appear out of the woodwork at the last minute. A week or so later, we learn that Bob Blyth, a city employee and DBC member, has been named the Volunteer Coordinator. Whew, I can come out of hiding.

February 10: The two Bobs host a Saturday morning training session for volunteers at the exact time that I'm scheduled to lead a club ride. My ride is rained out, so by default I go to the meeting, intending to learn whether I should continue helping to recruit more people. In the parking lot of Vets, I think out loud in the presence of our VP. "In theory I could be one of the volunteers, but I would want to be some place like Lake and Russell, not amidst the likely chaos downtown." The meeting is well attended. Bob and Bob explain a lot of details, highlighting the fact that the stage race going through town will be very different from the Fourth of July Critérium. No hay bales. Volunteer marshals will control cars, not pedestrians. The race caravan will own the road as they pass through town. Two officers from the Davis PD present a lesson on directing traffic. The signed-up volunteers gather at tables to receive their location assignments. Our noble VP shouts to me across the room, "John, you wanted Lake & Russell, right?" I stutter briefly, then am hooked. Each of us receives instructions describing how to control or re-route traffic at our particular intersection.

February 12: Having schemed a little over the weekend, I email Bob Bowen to ask whether there is a plan to display some sort of a "Welcome to Davis" sign. He replies no, so I mention the idea at the DBC board meeting that night. The result is various forms of encouragement, and after explaining what I had in mind to Bob the next day, he offers to lend me the gigantic welcome banner that normally hangs above the intersection of First and E Streets.

February 17: I have borrowed the city banner, which says "Welcome to Davis, Home of the UC Davis Aggies." Hmm. The arts and crafts store my son shops at has various shades of heavy blue paper, and one of them matches the banner's background color perfectly. I call DBC sign expert Elinor Olsen. She is busy, but offers a few extra fence posts and a short-handled sledgehammer.

February 20: The big day dawns with a clear sky, so the blue paper and its glued-on white paper letters will not be rendered useless by rain. Anne and I bike downtown to check in at the volunteer tent and receive our DBC flags and vests. A bit later, I am lucky enough to have both Caneman and Lee Mitchell doing most of the work to drive fence posts, string rope, and hang the banner at the northeast corner of Lake and Russell. As the minor alteration to wording is taped in place, they point out that the light wind from the southwest is actually helping to hold things together (see image). Between 11 and noon, we are joined by Teddy from Public Works, a pair of Davis PD motorcycles, then gradually by a growing crowd of 100 or so spectators. We had been instructed to wait for Davis PD motorcycles to go past with lights and siren, then set up our traffic barricades and cones to keep cars from Lake Blvd off of Russell. There is a sudden "Aha!" moment when I realize that the motorcycles parked near us are "the ones," because our corner is the first one in the city along the race route.

We begin to see official looking vehicles, displaying the race logo. Gradually, there are more and more of them, and less and less regular traffic. Kathleen appears and introduces herself as the Amgen official at our corner, having been dropped off by one of the vehicles. She is happy that we have everything under control and she tends to the spectators who are crowding the road at the pedestrian crosswalk. The race caravan is arriving, the first motorcycle takes off, and we spring into action. All the car drivers we have to re-direct are very appreciative of what is happening. A zillion Highway Patrol cars go by, like it's a major emergency. Then more official race vehicles. Finally, there are cyclists! The most amazing thing is the peloton, a gigantic wedge of closely packed bicycles that starts with one or two cyclists on the center line, then grows wider and wider. They use every inch of the pavement, and we have to back away from the road. Finally, there are all the colorful team cars, with lots of fancy bicycles on roof racks. Suddenly it is all gone, and we pack up. Wow, what a rush! As I stood there shaking a cowbell and grinning like a fool, I'm pretty sure I made eye contact with one of the three riders in the breakaway group. Or perhaps he was just noticing the welcome banner.

A Unique Opportunity from the Explorit Center

The Center's exhibit staff members are working on a new exhibit called "Bikes and Bike Riders" funded by Kaiser to focus on health, fitness, physiology and biomechanics. Currently a 'bike-like contraption' (sorry, I could not come up with a good word there) is being designed and constructed by a couple of local volunteers. This will show (electronically) the effects of: riding hard or slow, riding in different positions ... etc. In addition to this central piece of the exhibit Explorit needs a host of additional hands-on experiences and demos

that involve the many other aspects of bikes, riders, and bike riding.

We are hoping that there might be a handful of Bike Club members who would like to join an Explorit creative team of volunteers - thinkers and doers - to come up with advice in general and also ideas and practical assistance for the additional hands-on activities and demos. Responses of interest should be directed to Anna Grace at exhibits@explorit.org.

Brevet, from page 3...

Trying to peer into the darkness and descend into the corners along the coast was becoming a full time occupation for me. The brakes were beginning to weaken significantly, and I began mentally calculating the number of times left I would have to brake on descents. I told my stoker that not only was it very hard for me to hear her, but for the next bit my mind was going away for a bit of a vacation, so she should poke me if she wanted my attention. That was fine with her, as it gave her a chance to keep her karate form up whenever she needed to speak to me.

All sense of time was lost along this stretch. I was busy dodging downed limbs, debris, and trying to maintain some stability while keeping my eyes open as little as possible against the stinging of the storm. We came to the outskirts of Pt. Reyes Station in what seemed like three minutes after we left Marshall. At the left turn we headed up and away toward Nicasio Reservoir.

Strange and extended maneuvering finally landed our chain on the small ring, and up and away we went. We didn't go up up and away like a beautiful balloon, but like a waterlogged freezing pair of miscreants. The reservoir was filling rapidly as we passed by, as were our gloves and shoes. Noises were made in the group, wondering if there wasn't some place to get out of the weather for a respite. In my fog, I seemed to recall a lodge or store of some sort in the little village of Nicasio, and we all agreed to pull over and see if it was open. Cars were parked in the gravel lot out front, and that was a very good omen. As we ducked under the shelter of the front porch we could hear noise from inside the building. Other bicycles were already under cover there. At night, that little general store opens up the adjoining rooms and it becomes a restaurant and bar with live music! We had found salvation from the storm!

Ringling ourselves out, we ordered food, coffee, cokes and sat by the fire, gratefully steaming our way back to warmth. A couple of riders made phone calls and had friends and family come to pick them up. Enough was enough, and the remaining thirty or so miles in the storm was not appealing. Fed and warmed, we set out for the Golden Gate, and our now shrinking band was soon soaked yet again. In an effort to enjoy even more of the storm, we stopped to repair a flat at the foot of White's Hill just outside Fairfax. The descents were becoming more challenging commensurate with the failing brakes. By the time we descended Camino Alto, we kept accelerating on the steeper sections even with the brakes squeezed hard. Luckily, the headwind blew us to a stop as we reached the foot of the hill.

In Sausalito, we could tell the wind was going to be pretty fierce crossing the Golden Gate. As we swung around the second piling, almost at the finish, the wind hit us and blew the tandem sideways across the wet surface. My stoker gave the pedals all the power she could as I pulled up on the lower bar and somehow missed the metal stanchion. Amazingly, we remained upright. Hearts beating quickly, we rolled to the finish and gratefully submitted our cards to the RBA. It was late, we were tired and wet, and never did a bag of chips from a gas station taste so good as those we ate on the drive home.

**Dear DBC:
By Jean Jackman**

Every one of you has a Davis bike story. And I hope that you will contribute yours to Davis Community Scrapbook – a growing collection of over 80 stories, songs, and anecdotes all about Davis. We have different categories which will be presented in performance, in month long displays both at the Yolo Library and Davis Senior Center. We are also developing a web site. And when people click on the bike category, I hope it includes YOUR Davis story. Send your Davis cycle story, or a story in another category, to Jean Jackman, jljackma@dcn.org (note, no “n” in address) or snail mail to 306 Del Oro Ave., Davis 95616.

A Davis Community Scrapbook presentation will take place on Wednesday, May 23 at 2:00 PM at the Davis Senior Center. Following the performance, there will be an opportunity to participate in a story-gathering workshop. In small groups, we will explore coming to Davis stories, bike stories and other themes. We all have stories just waiting to be told. Davis Scrapbook is made possible in part from a City of Davis Arts Contract Grant. Now here is one of my stories.

Coming to Davis by Jean Jackman

I'll bet everyone out there has a coming to Davis story. And I hope to get a chance to hear yours. Here is mine. My husband Alan and I were living right outside of Washington DC. I was a new mother, doing volunteer work and part of a dance group. Alan was the breadwinner in a job that no longer felt satisfying

for him. Plus we both disliked living and dealing with all of the traffic in Washington DC.

His University of Minnesota advisor was in town and came for dinner. “Alan,” he asked, “Have you ever considered trying teaching?” “No, he hadn't.” “Well, there are three jobs open right now – in Davis, CA, in Oregon and in Chicago.” Alan applied and went out to Davis to interview. The man who showed up to meet him at the Econo Lodge, came riding a bicycle with a second one held out to his side as he rode. “Jump on,” he said. Alan thought that that was the coolest thing and immediately wanted to work here.

He got the job, dusted off the bicycle I bought for him in 1966, and started riding it everyday to work, rain or shine. While he rode, he multitasked and flossed his teeth while riding no handed. He did that religiously for 36 years still riding the same bicycle, a 3 speed Raleigh. He has had to work hard to keep it going. But that bike is an old friend. He just retired, but still goes to the university some days on the old bike – and flosses his teeth.

Luckily, though he had never considered teaching, the job of being a professor of chemical engineering was a perfect fit and he received several teaching awards. *(Editor: I met Alan in September 1970 as a senior in chemical engineering, introducing incoming freshmen to our newest professor. I remember the Raleigh but not the floss!)*

Official Use Only

DAVIS BIKE CLUB MEMBERSHIP APPLICATION

Exp: _____
Pd: _____
Check #: _____
Entered: _____



Step 1: Fill out form *completely*.
Step 2: Sign where indicated.
Step 3: Make checks payable to Davis Bike Club and return completed form to:
 DBC Membership, c/o B&L Bike Shop, 610 Third St., Davis CA 95616

Name for mailing label: _____
 Address: _____ City _____ State _____ ZIP _____
 Telephone (____) _____ - _____ E-mail _____

If you wish to be added to the DBC email list please visit our website www.DavisBikeClub.org

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

ALL adult members must sign release; parent or guardian signature required for members under age 18.

Your signature indicates that you have read, understand and agree to all of the conditions set forth in the Accident Waiver and Release of Liability statement below.

Name _____ Age _____ Signature _____ Racer? Date _____
 Name _____ Age _____ Signature _____ Racer? Date _____
 Minor's Name _____ Age _____ Parent/Guardian Signature _____ Racer? Date _____
 Minor's Name _____ Age _____ Parent/Guardian Signature _____ Racer? Date _____

ACCIDENT WAIVER AND RELEASE OF LIABILITY

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

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

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

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

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

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

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

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

Parent Guardian Waiver for Minors (Under 18 years old)

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

Helmets are required on all club rides.



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



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

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

DBC Member Classifieds & Announcements



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.

Around the State at 68

In 2005 Doug Waterman rode his mountain bike, fully loaded for camping, along the old Route 66 from Santa Monica to Chicago. Some of you may recall the wonderful slide show he gave at one of our meetings in 2005. This year, to celebrate his birthday # 68, he will be riding the entire perimeter of California (~ 2400 miles), starting and ending at the Russian River in Jenner. He plans to leave at the end of April. This is a solo unsupported ride that Doug is doing to raise funds for Habitat for Humanity of Yolo County.

All funds raised will be used to complete the three houses now under construction in Woodland; Doug has asked that none of the funds raised be used in support of his ride. If you would like to help you can contact Habitat-Yolo at 668-4301 or e-mail at hfyolo@dcn.org.

👉👉👉👉👉 **THANK YOU** 👈👈👈👈👈

March Ride Leaders

Jack Kenward • **Barry Bolden** • Gerry Peterson
 PHIL COLEMAN • Bruce & Marilyn Dewey • Larry Burdick
 Dan and Sharon Cucinotta • *Alan Hill* • Bob Brouhard
Rich & Liz Boettner • Paul Grant • Glenn Mounkes • David Joshel
 AMY RAFFERTY • *Anne Huber* • *John Whitehead*
Steve & Terry Macaulay • *John & Mary Seabury*
Cary Thompson • Jean Jackman • *Scott McDonald*
 Diane Richter • *Betty Jane Polk* • Sangho Byun • Jim Sharp

Don't forget the Changing Gears web photo supplement:

http://www.pbase.com/g2_steve/apr_2007_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.

(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**