

**Meetings**

**Membership Meeting**

Monday, Nov 12 @ 7pm

Davis Branch Library  
 Blanchard Room  
 315 E. 14th Street

Please park bikes outside.  
 Refreshments & door prizes!

**Directors Meeting**

Monday, Nov 5 @ 7pm

Dan Shadoan's house  
 812 Eucalyptus

All members welcome

**Race Team Meeting**

Wednesday, Nov 14

Davis Branch Library  
 Blanchard Room  
 315 E. 14th Street

Board meeting @ 6:30pm

Race Team meeting @ 7:30pm

**Welcome New Members!**

- Clay Brandow
- Gary Button
- Nancy Kays
- Laurel King
- John Lafontaine
- Allison Trinklein
- Juan Vicondoa
- Chase Williams



**Davis Bike Club**

c/o B&L Bike Shop  
 610 3rd Street  
 Davis, CA 95616  
 530.756.0186

[info@davisbikeclub.org](mailto:info@davisbikeclub.org)  
[www.davisbikeclub.org](http://www.davisbikeclub.org)

**Paris-Brest-Paris: The Ride Gets Uncomfortable**

by *Peter Hewitt, #6924*

[Note: This the second in a series of articles about Paris-Brest-Paris 2007]

MY REAR DERAILLEUR CABLE BROKE in the third hour, in a cool rain. This was ironic; I had spent considerable energy assuring the readiness of the other end of that very cable. I was carrying a spare cable, but had little confidence I could replace it in under an hour. Luck shined, as Steve and Peggy Rex appeared on their tandem just minutes later. Steve agreed to assist me with the cable at the first rest stop, in Mortagne au Perche, the 140km mark, if there was no mechanical assistance available. Getting to that control without my easier gears produced some back pain, but the ride remained all that I had hoped it would be: gliding across beautiful land with many people who share my interest in bicycling.

At the control, a former Tour de France racer installed a new cable to my rear derailleur in minutes for four euros. I was almost grateful to have had this trouble so as to be able to witness, so early in the ride, the support available at the controls.

The next part of the ride was so fascinating that I virtually ignored my obsession with statistics like speed and distance. I was surrounded by riders who seemed to feel as lucky as I felt to be out there. Yet this sensation of luck went away when I rode out of Tinteniac (km 364) near 8pm, in the last hour of daylight. I experienced a sudden loss of strength. An elderly gentleman glided past me up the hill to Becherel; at least he smiled generously as he overtook me. I noticed I was sweating considerably, and my heart rate was high, considering the effort. I drank some Perpetuem, and was sure I had just escaped hypoglycemia. The sweating stopped, and I regained strength and speed.

The stretch that followed over the next two hours was a highlight of the trip, though I did not catch Jacques, the elderly gentleman

who passed me, until after a surprisingly long ten minutes. Jacques is a 70-year old, French-only speaking cyclist with whom I enjoyed the next couple of hours, riding into the dark to Loudeac. "Doucement" was his motto. Gently. Here was an experienced, wise and welcome riding companion! Shamelessly, I drafted behind him and made use of my French classes in Sacramento. Red tail lights were lined up in front of us. We had caught the mode of the 90-hour riders who started 24 hours ago. Behind us, the white lights shone in a line eastward.

About 5km east of Loudeac, I saw the leaders, about 18 of them, already heading back to Paris. "La tete de la course!" At 11:15pm, we arrived in Loudeac, and the easiest part of the ride was behind me. Fortunately, I did not know this at the time.

My wife, Anh Nhi, surprised me in Loud-eac. I expected her to be back near Paris. Thus, Loudeac was a welcome intermission that had its flip side: leaving. At 12:45am, I descended alone down a steep hill. Everybody else must have stayed in Loudeac. This was a grim section of the course for me. I found company eventually, but for the first long minutes, there was little to experience outside of my thoughts.

This event was getting difficult. ☹️



*Peter and his wife, Anh Nhi, in Loudeac, hour 19 (midnight).*

*The reflector works.*

**Changing Gears** is the monthly newsletter of the Davis Bike Club. It is mailed first class to all current members. Past editions are available online at [www.davisbikeclub.org/Newsletters/pdf](http://www.davisbikeclub.org/Newsletters/pdf).

### Subscriptions

Direct questions regarding subscriptions to the membership director at [dbcmembership@gmail.com](mailto:dbcmembership@gmail.com), [info@davisbikeclub.org](mailto:info@davisbikeclub.org), or via the Davis Bike Club Hotline, 756.0186.

### Change of Address

Moving? Please let us know via snail-mail c/o B&L Bike Shop, or email to [dbcmembership@gmail.com](mailto:dbcmembership@gmail.com).

### Contributions

Contributions are welcome. Please send to [dbcnewsletter@gmail.com](mailto:dbcnewsletter@gmail.com). Submissions are due by the 15<sup>th</sup> of the month prior to publication.

#### Article Guidelines

Articles should be 750 words or preferably, shorter. All submissions are subject to editing for grammar, style, and length. Early submissions get priority.

#### Photo Guidelines

Photographs should be in electronic form and be print resolution – i.e., 300dpi and measure 200 pixels (minimum) on the largest side. Please also provide a caption.

### Monthly Ride Schedule

Submissions are due by the 15<sup>th</sup> of the month prior to publication. Please email submissions to [dbcridecal@gmail.com](mailto:dbcridecal@gmail.com). Ride schedules are available online at [www.davisbikeclub.org/RideSchedules/pdf](http://www.davisbikeclub.org/RideSchedules/pdf).

### Ride Calendar Coordinator

John Seabury  
758.3878  
[dbcridecal@gmail.com](mailto:dbcridecal@gmail.com)

### Photo Supplement

[www.pbase.com/g2\\_steve/nov\\_2007 dbc](http://www.pbase.com/g2_steve/nov_2007 dbc)




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## November Membership Meeting

by *Diane Richter*

**T**HE NOVEMBER MEETING will be held on November 12, the *second* Monday in November, due to circumstances beyond our control. It will be held at 7pm in the Blanchard Room of the Davis Branch Library.

We're going to hear from a number of speakers on diverse topics. First, the various groups of the Race Team division of the club will give a synopsis of their season. Then we will hear from a number of our members on their experiences with commercial bicycle touring companies on both domestic and overseas tours. No commercial companies will be invited, so there won't be any sales or advertising (though that *could* be a topic for next year).

While you're putting this in your PDA, calendar, etc., here's an early reminder of our December holiday party/election of new officers and directors. It will be held on December 3 at the Stonegate Country Club, starting at 6pm. The club will provide the dinner, but desserts will be potluck. Rumor has it that the party favors will be socks. I've heard some of the suggestions for the design on the socks. Wow! You'll just have to come to see, so save the date. 

### Club Officers

**President**  
Dan Shadoan  
756.9266  
[djshadoan@ucdavis.edu](mailto:djshadoan@ucdavis.edu)

**Vice President**  
Diane Richter  
707.678.9515  
[bdrichter55@gmail.com](mailto:bdrichter55@gmail.com)

**Treasurer**  
Stu Bresnick  
[hfhstu@omsoft.com](mailto:hfhstu@omsoft.com)

**Recording Secretary**  
Karen Baker  
[karenleighbaker@comcast.net](mailto:karenleighbaker@comcast.net)

**Corresponding Secretary**  
Jackie Boettner  
[misty\\_fjord@msn.com](mailto:misty_fjord@msn.com)

**Quartermaster**  
David Joshel  
756.7409  
[davidjoshel@hotmail.com](mailto:davidjoshel@hotmail.com)

## Letter from the, uh, Acting Editor

by *Scott E. Alumbaugh*


**A**S YOU MAY KNOW, Steve Macaulay published the DBC newsletter *and* the newsletter photo supplement. Well, I'm not as nice as he is. I can take care of the newsletter, but not the photo gallery.

So, starting in December, we are going to depend on someone new to post the pictures we all love to see.

Who? **YOU!**

Well, you, me ... all of us. The plan is to use Picasa, Google's free online photo-sharing service ([picasaweb.google.com](http://picasaweb.google.com)). It's simple to use. Picasa offers free downloadable tools for PCs and Macs that make it easy to find photos on your hard drive, organize them, add captions and tags, and upload them for sharing. Best of all, it spreads the burden of work among everyone who wants to share photos with the rest of the club.

You will need to create an account with Picasa. And in order for all of us to view photos the way we do now (in monthly galleries), you will need to add a common tag to your photos (which we'll explain later).

We'll have more details on the listserv soon. In the meantime, contact me or go to the Picasa site and learn more. 

### Club Board Members

**Director-at-Large, Double Century**  
Robin Neuman  
[roknrobin2@aol.com](mailto:roknrobin2@aol.com)

**Director-at-Large, Foxy's Fall Century**  
John Hess  
[johnfhess@comcast.net](mailto:johnfhess@comcast.net)

**Director-at-Large, Ultra Cycling Events**  
Jim Sharp  
795.1937  
[jwsharp@ucdavis.edu](mailto:jwsharp@ucdavis.edu)

**Acting Newsletter Editor**  
Scott E. Alumbaugh  
204.8481  
[dbcnewsletter@gmail.com](mailto:dbcnewsletter@gmail.com)

**Tour Director**  
Bruce Dewey  
753.9188  
[bdewey@dewspring.com](mailto:bdewey@dewspring.com)

**Race Team Director**  
John Steggall  
759.9665  
[steggall@dcn.org](mailto:steggall@dcn.org)

**Membership Director**  
Bruce Winder  
[dbcmembership@gmail.com](mailto:dbcmembership@gmail.com)

**Safety Director**  
Phil Coleman  
756.4885  
[pkcoleman@comcast.net](mailto:pkcoleman@comcast.net)

**Philanthropy**  
Steve Kahn  
[patsteve@pacbell.net](mailto:patsteve@pacbell.net)

**Public Relations**  
John Whitehead  
758.8115  
[jcw@dcn.davis.ca.us](mailto:jcw@dcn.davis.ca.us)

## Light Technology Moves Along

by John Whitehead

AT 6AM ON THE IRON HORSE TRAIL in San Ramon, another cyclist's light impressed me in the total darkness. On subsequent days, I shopped around and did a little research. As I debate whether to replace my older high-tech light, I hope that documenting the information will benefit others.

For many years, we have used red light-emitting diodes (LEDs) in tail lights. LEDs that produce white light have been an exciting development because they last far longer than bulbs. In recent years, white LEDs have also offered more light (lumens) per unit of electricity (watts), but their total light output has been limited. Not only has efficiency continued to improve (lumens per watt), but the best ones now are nearly as bright as the 10- to 15-watt halogen bulbs that set the standard for high-tech bike lights around a decade ago.

Do-it-yourself LED projects can be very affordable and personally satisfying, but they may lack manufactured packaging needed to separate rain from the electricity. High-end LED lights on the market today include the MiNewt from NiteRider (150 lumens), and the Stella from Light & Motion (180 lumens). These use under 5 watts of electricity, at up to 45 lumens per watt. One manufacturer explained to me that only two years ago, similar LEDs were capable of only 22 lumens per watt.

A 13-watt halogen lamp on the market today produces a brighter 290 lumens, but its efficiency (coincidentally 22 lumens per watt) is only as good as the older LED technology. These basic numbers don't tell the whole story, because a white LED needs fewer lumens to appear as bright as the yellowish halogen light. Ideally, bike shops would always be open late, and would offer a side door for us to step into a very dark alley (for light comparisons, of course).

For the moment, halogen lamps are priced more affordably and arguably remain brighter than the latest LED products. For long rides in the dark, however, LEDs can run 5 hours

at maximum brightness, compared to only two hours for halogen bulbs. This major difference results from the fundamentally greater efficiency of LEDs at turning electricity into light, coupled with the fact that battery packs tend to be sized similarly for marketing and manufacturing reasons (weight, cost, and economies of scale).

If you're shopping, keep in mind that products are also differentiated by the type of batteries and chargers. The one manufacturer I spoke with compared a lithium-powered LED to the nickel-metal hydride version. The more expensive lithium option is lighter-weight and comes with a charger that will keep the battery pack topped off without hurting it to obtain 400 charge cycles at full capacity. This type of charger is ideal for anyone who needs a full battery pack upon returning from multi-day absences.

The more affordable battery type is sometimes marketed with a lower-tech charger that needs to be disconnected when the battery is full. In addition, I was informed that a gradually falling battery capacity (less run time) after only 200 charges is an inherent characteristic of the nickel batteries.

This article would not be complete without mentioning that arc lamps, popular with serious off-road cyclists, offer over 600 lumens. Also known by the term HID (high intensity discharge), these are the ultimate in both light and dollars.

The many options can be complicated, so luck is with anyone whose priorities are certain enough to find a clear choice. If LED technology continues to advance rapidly, selecting a light might become very easy for everyone at some future date. ☺

### Additional Resources

See the following sites for more information:

- [www.niterider.com](http://www.niterider.com)
- [www.bikelights.com](http://www.bikelights.com)

Also check in at any local bike shop.

**Subscribe**  
[dbc-subscribe@dbclist.org](mailto:dbc-subscribe@dbclist.org)

**Send to all subscribers**  
[dbc@dbclist.org](mailto:dbc@dbclist.org)

**Remove from list**  
[dbc-unsubscribe@dbclist.org](mailto:dbc-unsubscribe@dbclist.org)

If you have multiple email accounts, use your subscription address to unsubscribe or send messages to the list.

### Club Discounts

Flash your DBC Membership Card for a discount at these local and Bay Area bike shops ...



### Foy's Bike Shop



... or take advantage of the Repeat Customer Rewards program at



*The bicycle is the most civilized conveyance known to man. Other forms of transport grow daily more nightmarish. Only the bicycle remains pure in heart.*

Iris Murdoch, writer (1919-1999)



## Davis Bike Club Elite Race Team's First Year

by *Eric O'Brien & Tyler Dibble*

**T**HE DAVIS BIKE CLUB ELITE RACE TEAM completed its first year of racing by helping Tyler Dibble onto the podium at the California Elite Track Championships in the Men's Pursuit, part of a training program which led to his national championship in the Collegiate Points Race at Track Nationals in San Diego. Dibble's national championship exemplifies the team's mission: to foster competitive excellence and help transform young Davis Bike Club racers into potential professional cyclists. The team was also formed in order to retain DBC riders who had achieved success at the regional level. Historically, new riders would race as DBC members in the Category 5, 4, and 3 fields, but then join other teams once they'd earned their Category 2 upgrades. The reasons were often monetary; bike racing is expensive, and many elite amateur teams use corporate sponsorship to provide full remission of entry, travel, and equipment fees.

The team's core – Shawn Rosenthal, Zack Kimsey, Stephen Dey, Dibble, Mitch Trux, Joe Ianarelli, Chris Morales – competed against and often defeated the best racers in the nation: The squad finished sixth in the Northern California/Nevada Best All-Around Team competition; Dey was 7th in the general classification at the Elkhorn Classic Stage Race in Oregon; Dey and Trux had multiple top 20 placings at the Mt. Hood Stage Race (against the best professionals in the country); and Dibble won the Elite U23 District Championship in the Time Trial.

The first DBC junior to transition to the Elite Team was Joe Ianarelli, who took 3rd place at the Cherry Pie Criterium in Napa. He went on to compete at Superweek, a prestigious string of criteriums in the Midwest. Next year, current DBC juniors Taylor Kuphalt and Alex Wick will be riding select events.

The Elite Team also secured equipment sponsorships, which granted significant discounts for all DBC members. Many of the club's new masters racers reported that these sponsorship opportunities helped them decide to race with the DBC instead of other regional teams.

Many master and junior riders also benefited from training with Elite Team members; Master's 4 racer Fred Schnaars attributed his victory at the Henlyville Road Race to a summer spent chasing Elite Team members on the DBC Tuesday/Thursday race ride. General club racers Eric O'Brien and Shannon Still learned invaluable speed skills from Dibble at Track District Championships and gained upgrades to Category 3 after training with Elite Team members.

In addition to their racing success and training outreach, the Elite Team also supports the efforts of the general club by promoting and running the children's race at the Davis Fourth of July Criterium, running rest stops at the DBC Double Century and Foxy's Fall Century, and serving as recruiting liaisons between the DBC and UC Davis Aggie teams. The Aggie connection also serves to bring new riders to the club; most of the current Elite Team members met at UC Davis, and over fifteen new racers have joined the ranks of the DBC in the last two years.

None of these results would be possible without the support of the rest of the club. The DBC is a very heterogeneous organization, one which supports recreational club riders, junior racers, master-level racers, and now one of the most powerful elite teams in Northern California. As these elements of the club continue to aid each other's respective missions, the Davis community will enhance its regional and national reputation as a leading community for all levels of cycling. 🚴

## Henlyville Road Race: This was a Tough One

by *Fred Schnaars*

**S**ATURDAY MORNING, SEPTEMBER 22: at 4:30am, the alarm goes off one more time! Coffee machine on auto, smell of fresh coffee fills my nose. Something good about today. An early start, and a long drive.

It's funny how even after a season of early rising, you always ask yourself, "Why am I doing this? This is not going to be fun! This is going to hurt, just like every other race." This was my first year as a DBC Masters, and what a great year it has been. When Steve Nowicki and I decided to join the DBC Race Team, we couldn't have imagined what an amazing group of fellow racers we would meet! It has been a memorable season – one of sacrifice, commitment, dedication, loyalty, and respect for all who are the DBC Masters.

The team had talked about this race for weeks. We were going to set up one of our own for a podium, or a top 10. This was going to an individual who had raced his heart out all season.

The great thing about the DBC Masters, is that any one of them will lay it all on the line for a teammate when called upon to do so. Today was going to be a great day! All of a sudden, I was feeling pretty good again.

With ten orange and blue kits on the line, DBC was representing! We were Alan, Karl, Jason, Robin, Kevin, Steve, Derek, Paul, Lorne, and me. Jason, the captain, stepped up to take control of today's race.

At the whistle, we were *off* on our first of three 18-mile laps on a mostly flat course. I realized immediately, "I gotta pee! Crap! 54 miles to suck it up!" The first lap was an easy pace. DBC riders sat up front while I sat near the back, watching. Every time we rounded a corner, I could see Jason or Paul sitting in a position to counter anything that might happen. Numerous guys took flyers, but to no avail. The winds were too strong, and trying to make a break stick just wasn't in the cards.

As we started lap two, DBC still led up front. And Jason was still pulling! The group kept up a steady, moderate tempo on this lap. As in the first lap, there was an occasional charge off the front. But again, all attempts failed.

By the time we started lap three, a couple of guys managed to get off the front, but nothing stuck. The wind was in our favor.

In the blink of an eye, the DBC Masters came to the front. Seven of us hovered near each other – a mass of orange and blue – as if by some signal. Jason looked up and said, “Wow! Where did you guys come from?”

Suddenly, there was an attack as riders charged up the left in a 30mph surge! We reacted and got right on to their wheels, and immediately the pace dropped. Another attack! But we reacted again.

I sat two riders back, on the right, looking for a gap. Finally, a gap opened and I shot through it. I hoped to pull the group to the 1km mark, then let them do the rest. My legs were flaming! *C'mon, pull! Holding speed ... pain ... pull! ... Lactic overload ... pull!* It's amazing how much extra you can get out of yourself. I had no idea how far to go. Where was the 1km mark? Then POW! I was done. Crap!

As a rider started to come around me, I felt like I had let the team down. But then Paul appeared beside me, screaming, “Come on Fred!” He rocketed up the right side of the pack, powered to the front, and pushed the attack on.

I drifted back into the pack, thinking I was done. We flew by the “1km to go” sign at 25mph. My legs had given up.

But before I could get spit out of the back of the pack, Jason opened a spot and reeled me back into the group. As the speed increased, my legs were starting to come back. I moved up with about 400 meters to go. Paul dropped off the 28mph pace – and then Robin went flying off the front. Game on!


We flew toward the finish. At 200 meters, POW! POW! POW! One after another attacked! At 200 meters the course widened to include the entire road, and with riders moving to the left, I got a gap and all guns were firing.

I was staring at an open road.

As I came by, I screamed at Alan to get on my wheel, thinking I would help him to the finish. I was at maximum watts – but still accelerating! It felt like the second sprint of the Tuesday/Thursday race ride on Putah Creek: No prisoners. No time to be nice.

I realized that I was at the front with 100 meters to go. I could see the yellow tape across the road. I had no idea who was behind me. I didn't care anymore. New objective: win! For the team.

Another rider came by on my right, I screamed at myself to GO! I was dying as I crossed the line – first by half a bike-length. Screaming in victory after I crossed the finish line, the DBC Masters did it again. The team rolled up behind me.

After the race, we went back to the campground, sat under a tree, enjoyed an adult beverage, and talked about the race. It simply does not get better than that. 

## Race Team Results

by Amanda Seigle

Name	Race	Date	Category	Place
Alan Rowland	Chico RR	9/22	M35+ 4/5	6th
Alexander Freund	Mt. Shasta Hill Climb	9/9	Juniors	3
Amanda Seigle	Elite Track State Championships			
Amanda Seigle	Team Pursuit	9/9	women	2nd
Amanda Seigle	Match Sprints	9/9	women	4th
Amanda Seigle	Scratch Race	9/9	women	4th
Amanda Seigle	500m TT	9/8	women	9th
Amanda Seigle	Keirin	9/8	women	4th
Amanda Seigle	Points Race	9/8	women	2nd
Amanda Seigle	Team sprint	9/8	women	3rd
Amanda Seigle	Collegiate Track nats	9/14	2K	7th
Amanda Seigle	Collegiate Track nats	9/14	500m	17th
Amanda Seigle	Collegiate Track nats	9/15	Points Race Final	5th
Andreas Freund	Mt. Shasta Hill Climb	9/9	Juniors	1
Andreas Freund	Mt. Tamalpais Hill Climb	9/15	Juniors 15-16	7
Blake Anton	Collegiate track nats	9/14	Pursuit	13th
Blake Anton	Collegiate track nats	9/14	Kilo	40th
Blake Anton	Collegiate track nats	9/16	Points Race Final	12th
Brendan Connors	Challenge RR	9/1	Elite 4	dnf
Bruno Pitton	Sacramento Cyclocross Series Race 1	9/23	Men's B, 19-35	7th
Cody Tapley	mt Tam	9/14	15/16	12th
Edan Levaton	Thursday night track racing	9/20	C's	1st
Emily Foxman	Challenge RR	9/1	W 3	1st
Jason Eiserich	Challenge Challenge Road Race	9/1	Mastr 35+ Cat 4/5	12th (field of 36)
Jason Eiserich	Metromint Giro di San Francisco	9/3	Mastr 35+ Cat 4/5	4th (field of 75)
Jason Eiserich	Cytomax Benicia Town Race/Crit	9/9	Mastr 35+ Cat 4/5	6th (field of 60)
Jason Eiserich	Mt. Tamalpais Hill Climb	9/15	Mastr 35+ Cat 4	33rd (field of 60)
Jason Eiserich	Henleyville Road Race	9/22	Mastr 35+ Cat 4/5	7th (field of 47)
Jason Eiserich	Chico Downtown Criterium	9/23	Mastr 35+ Cat 4/5	Crashed Broken Clavicle
Judd Van Sickle	Giro di San Francisco	9/3	P/1/2	48th
Judd Van Sickle	Benicia Town Race	9/9	P/1/2/3	6th

Name	Race	Date	Category	Place
Karch Miller	ABA BMX Black Jack Nat'l's Reno, Nv	9/1		
Karch Miller	National #1	9/1	Open Expert 9-10	5th
Karch Miller		9/1	10 Cruiser	Semi's
Karch Miller		9/1	10 Expert	Semi's
Karch Miller	National #2	9/2	Open Expert 9-10	4th
Karch Miller		9/2	10 Expert	Semi's
Karch Miller	Bicycle Planet- Sac CX	9/16	Jr's B Men	3rd
Karch Miller	Sac CX Series #1 Del Paso Park	9/23	Jr's B Men	1st
Kevin McSpadden	Challenge RR	9/1	35+ 4/5	25th
Nils Johnson	Challenge RR	9/1	3	DNF (Flat)
Nils Johnson	Mt. Tamalpais Hill Climb	9/15	3	15th
Patrick Turner	Prairie City Flash CX	9/5	B	3rd
Patrick Turner	Prairie City Flash CX	9/12	B	2nd
Patrick Turner	Bicycle Planet CX	9/16	B 35+	4th
Patrick Turner	Prairie City Flash CX	9/19	B	1st
Patrick Turner	Lion of Fairfax	9/30	B 35+	27th
Paul Robins	Chico RR	9/22	M35+ 4/5	15
Roland Freund	Mt. Shasta Hill Climb	9/9	Masters 45+	2
Roland Freund	Mt. Shasta Hillclimb	9/15	Masters 45+	9
Roland Freund	Henleyville Road Race	9/22	Masters 45+	5
Shawn Miller	Bicycle Planet- Sac CX	9/16	Mstr 35+ B's	2nd
Shawn Miller	Sac CX Series #1 Del Paso Park	9/23	Mstr 35+ B's	10th
Taylor Kuphaldt	GP Ruebiland (Switzerland)	8/31-9/2	UCI Juniors ('2.HC' World Cup)	See Below
Taylor Kuphaldt	Ruebiland Stage 1	8/31	"	25th (break)
Taylor Kuphaldt	Stage 2	9/1	"	pack
Taylor Kuphaldt	Stage 3 (individual TT)	9/1	"	11th
Taylor Kuphaldt	Stage 4	9/2	"	lead pack (~50th)
Taylor Kuphaldt	Kermesse Lendeled (Belgium)	9/6	UCI Juniors	15th (break)
Taylor Kuphaldt	Curitas Classic (Belgium)	9/8	UCI Juniors	17th (break)
Taylor Kuphaldt	Kermesse Torhout (Belgium)	9/9	UCI Juniors	pack
Todd McIntyre	Race Around Lake Tahoe	9/28	Masters	31st



# NOVEMBER 2007 RIDE CALENDAR

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Oct 28	Oct 29	Oct 30	Oct 31	1	2	3
	• Early Bird Special • Esparto Tailwinds	• Mocha Joe's Country Loop • Race Ride	• Solano Bakery • Women's Wednesday	• Steady Eddy's • Winters Dinner	• Early Bird Special • Vacaville Rolling Hills	• RH Phillips First Saturday Brunch • Coffee and a Roll
4	5 • Early Bird Special • Esparto Tailwinds  Board Meeting	6 • Mocha Joe's Country Loop	7 • Solano Bakery • Women's Wednesday	8 • Steady Eddy's • Winters Dinner	9 • Early Bird Special • Vacaville Rolling Hills	10 • S6 Spin • Winter Long Distance Ride 1 • Coffee and a Roll
11 • Second Sunday Ride	12 • Early Bird Special • Esparto Tailwinds  Membership Meeting	13 • Mocha Joe's Country Loop	14 • Solano Bakery • Women's Weds  Race Team Meeting	15 • Steady Eddy's • Winters Dinner  Newsletter and Ride Schedule Deadline	16 • Early Bird Special • Vacaville Rolling Hills	17 • Third Saturday • Coffee and a Roll
18	19 • Early Bird Special • Esparto Tailwinds	20 • Mocha Joe's Country Loop	21 • Solano Bakery • Women's Wednesday	22 • Steady Eddy's • Winters Dinner	23 • Early Bird Special • Vacaville Rolling Hills	24 • Coffee and a Roll
25	26 • Early Bird Special • Esparto Tailwinds	27 • Mocha Joe's Country Loop	28 • Solano Bakery • Women's Wednesday	29 • Steady Eddy's • Winters Dinner	30 • Early Bird Special • Vacaville Rolling Hills	Dec 1

## Ride Classifications *(refer to terrain (T) and pace (P) ride notations 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 and 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	Moderate; solid riders; regroup @ 45 min.
T4	Rolling to mod. hills	Lake Solano; Monticello Dam	P4	16 - 18	Brisk; experienced 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

## General Ride Information

- **Helmets are required** on all Davis Bike Club rides.
- **All rides begin at Starbucks** (2038 Lyndell Terrace, east of Sutter Davis Hospital), unless otherwise specified. 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, and will cancel any ride** unless otherwise noted in the ride description. If in doubt, contact 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 Start Locations

### Davis Locations

- **Starbucks**  
East of Sutter Davis Hospital (near Hwy 113 & Covell)
- **Davis Amtrak Station**  
2nd Street, east of G Street
- **South Davis Nugget Market**  
Mace Boulevard & Chiles Road
- **Sutter Davis Hospital**  
100 yards north of Union 76
- **Veterans' Memorial Center**  
203 E. 14th Street (at B Street)
- **Wheelworks**  
247 F St. (at 3rd Street)

### Out of Town Locations

- **Putah Creek Cafe**  
Main Street & Railroad Avenue, Winters
- **Winters Park n' Ride**  
Main Street & Railroad Avenue, Winters
- **Woodland Nugget**  
168 Court Street, Woodland
- **Auburn Starbucks**  
392 Elm Avenue, Auburn

# November 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

#### Esparto Tailwinds

8:00am ~ T1/P3-5 ~ 50 miles  
Barry Bolden, 297.5123 or  
[boliverb@dcn.org](mailto:boliverb@dcn.org)

Ride north to Esparto, with a stop at the Burger Barn, then downhill and a tailwind home. Experience part of the Double Century route as a bonus.

Tuesday

#### Mocha Joe's Country Loop

8:45am ~ T1/P3 ~ 35 miles  
Paul Grant, 756.7813 or  
[pwgrant@ucdavis-alumni.com](mailto:pwgrant@ucdavis-alumni.com)

9:00am ~ T1/P4-5 ~ 39 miles  
Phil Coleman, 756.4885 or  
[pkcoleman@comcast.net](mailto:pkcoleman@comcast.net)

Ride past the fields and orchards to the west and south before enjoying a treat at Mocha Joe's in south Davis.

Wednesday

#### Solano Baking Company

8:45am ~ T1/P3 ~ 35 miles  
Dan & Sharon Cucinotta, 756.1711 or  
[scucher@comcast.net](mailto:scucher@comcast.net)

9:00am ~ T1/P4-5 ~ 39 miles  
Phil Coleman, 756.4885 or  
[pkcoleman@comcast.net](mailto:pkcoleman@comcast.net)

Ride south to Dixon, past orchards and fields, and relax at Solano Baking Company in Dixon before returning to Davis.

Thursday

#### Steady Eddy's

8:45am ~ T1/P3 ~ 30 miles  
Dan & Sharon Cucinotta, 756.1711 or  
[scucher@comcast.net](mailto:scucher@comcast.net)

9:00am ~ T1/P4-5 ~ 34 miles  
Phil Coleman, 756.4885 or  
[pkcoleman@comcast.net](mailto:pkcoleman@comcast.net)

Ride along Putah Creek Road, enjoy the atmosphere and conversation at Steady Eddy's in Winters before returning to Davis.

Friday

#### Vacaville Rolling Hills

8:00am ~ T3/P4-5 ~ 60 miles  
Larry Burdick, 753.7591 or  
[larryburdick@netzero.net](mailto:larryburdick@netzero.net)

Ride with "The Legend" through the rolling hills to and from Vacaville. Enjoy the goodies at Vacaville's Heritage Café.

### Weekly/Bi-weekly

#### Early Bird Special\*

Monday and Friday  
6:15am ~ T1/P3 ~ 20 miles  
Jack Kenward, 753.9329 or  
[kenward2@dcn.org](mailto:kenward2@dcn.org)

Meet on the Russell Boulevard bike path between Arlington and Lake. Rain does not cancel this ride.

#### Women's Wednesdays\*

Wednesday  
9:00am ~ T1/P3-4 ~ 20-30 miles  
Marilyn Dewey, 753.9188 or  
[deweyms@hotmail.com](mailto:deweyms@hotmail.com)

Meet in front of Wheelworks, 3rd & F Streets, for an easy one to two hour ride to improve skills and fitness in a low-key, fun environment.

#### Winters Dinner Ride\*

Thursday  
6:00pm ~ T1/P3 ~ 30 miles  
Paul Grant, 756.7813 or  
[pwgrant@ucdavis-alumni.com](mailto:pwgrant@ucdavis-alumni.com)

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

#### Coffee and a Roll

Saturday  
7:30am ~ T1/P4-5 ~ 35 miles  
Scott Alumbaugh, 204.8481 or  
[sea@seadogdesigns.com](mailto:sea@seadogdesigns.com)

A Saturday morning quick out and back to Steady Eddy's in Winters, ending at Davis Farmers Market. Ride leader may have occasional absences, so if he hasn't shown up by 7:35, the ride proceeds.

### Monthly

#### RH Phillips First Saturday Brunch\*

Saturday, November 3  
10:00am ~ T2/P3 ~ 45 miles  
Ann Huber, 758.8115 or  
[ahuber@jsanet.com](mailto: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, and can generally be found on the RH Phillips website (although the website has changed recently, and Humble Ride Calendar Coordinator couldn't find the menu the last time he looked). The ride leader may also post it on the DBC listserv. The food plus wine pairing is always delicious. Price has recently risen to \$13, including tax, 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 listserv.

#### Second Sunday Ride

Sunday, November 11  
8:00am ~ T1-5/P3-4 ~ 60 or 100 miles  
Glenn Mounkes, 220.3513 or  
[glenmonk@yahoo.com](mailto:glenmonk@yahoo.com)

Ride your own pace to Fairfield via Winters, Cardiac, and Highways 128 & 121 (regroup at Berryessa Dam and Wooden Valley). Lunch in scenic Suisun, then ride back to Davis **or** take Amtrak 12:03, 1:33, or 3:03pm train (ticket costs \$12.00). Check DBC listserv for announcements.

#### Third Saturday Ride

Saturday, November 17  
9:00am ~ T1-5/P3-4 ~ 60 miles  
David Joshel, 756.7409 or  
[davidjoshel@hotmail.com](mailto:davidjoshel@hotmail.com)

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



# November DBC Rides (cont.)

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.

## Jersey Rides

Davis Bike Club partially reimburses members who participate in designated Jersey Rides (see list below). To apply, send an email within 72 hours after finishing a Jersey Ride to [dbcjerseyride@gmail.com](mailto:dbcjerseyride@gmail.com) stating:

- your name and address
- name of the Jersey Ride
- mileage ridden
- amount paid for registration

In October of each year, the funds available for Jersey Ride support will be rationally distributed to the participants. Continuous club membership for the entire year is required.



## Upcoming Jersey Rides

- No more Jersey Rides until 2008!

## Non-Recurring Rides

### Seasonally Sporadic Second Saturday Single Speed Spin

Saturday, November 10  
9:00am ~ T1/P3 ~ 30 - 50 miles  
John Whitehead, 758.8115 or  
[jcw@dcn.org](mailto:jcw@dcn.org)

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



### Winter Long Distance Ride #1

Saturday, November 10  
8:00am ~ T-4/P-your choice ~ 70 mi  
Amy Rafferty, 666.5468 or  
[aerfferty@ucdavis.edu](mailto:aerfferty@ucdavis.edu)

Returning by popular acclaim, the DBC Winter Long Distance Ride Series! Different start location this year (at Starbucks near Sutter Davis Hospital), but the same great ride leader. This series is designed to (1) help new and returning brevet riders build their long-distance fitness in time for the spring brevets, and (2) meet new and old friends and share collective wisdom about long-distance cycling. The routes and mileages will change each month. Plan for 70 miles in November, 90 miles in December, 110 miles in January, and 200km (125 miles) in February. If riders have different speed preferences, groups will be split out. Remember, there's no such thing as bad weather - only bad clothing.

The first ride of the series goes from Davis to the vicinity of Moscowite Corner and back via Cardiac. Route and cue sheet will be posted to the DBC listserv. Riders of all speeds welcome. Riders are encouraged to group up with others of a similar speed and follow the cue sheet.

# Want to Lead a Tour?



Jennifer Epp and Chris Lupo, leaders of the 2007 San Juan Islands Tour

If so, now is the time to start thinking about it. Here are some guidelines to help . . .

- **Plan trips early.** Get together with a small group to brainstorm ideas on what you'd like to do.
- **Location, location, location.** We bicyclists like to stay right in the most interesting area of the towns and we don't like to walk very far to eat dinner. Good locations might be near a beach, near a mall, a resort village, an old town, etc.
- **Tell us what you're thinking.** Send your ideas to DBC Tour Director, Bruce Dewey ([bdewey@dewspring.com](mailto:bdewey@dewspring.com)), and learn about any other tours that might conflict with (or be similar to) yours.
- **Show up.** Anyone planning a tour should plan to attend the January tour planning meeting.
- **Learn more.** Read the DBC Ride and Tour Planning Guide ([www.davisbikeclub.org/clubdocuments/tours/planning\\_guide.pdf](http://www.davisbikeclub.org/clubdocuments/tours/planning_guide.pdf)).



## The Tour Turn

by *Bruce Dewey*  
*DBC Tour Director*

WITH EXTENSIVE ROADS FOR CYCLING, spectacular geographic features, interesting sites that date back to Roman and prehistoric times, and the world's best food and wine, it is no wonder that France is such a popular destination for bicycle tours. Marilyn and I did our own tour in southern France last month, meeting interesting people and learning history. We're ready to go back.

From SFO, we flew to Frankfurt and then to the Marseille airport. After unpacking bike cases and getting a good night's sleep at an airport hotel, we took a commuter train up to Avignon, avoiding the busy roads in the airport area. Our bikes provided quick and easy transportation to the popular tourist sites, including the not-to-be-missed Palace of the Popes. Our hotel guy, Harold, sent us around the corner to a moderately-priced restaurant, Caveau du Theatre, where we had what was the best dinner of the tour. A basic French "menu" is usually three courses – entrée, plat, and dessert. Euros are deceptive – you think you're paying less until you multiply by the \$1.40.

From Avignon, a tremendous tailwind propelled us to St. Rémy in less than an hour. Could this be the dreaded mistral? After dropping the panniers off at our hotel, we rode out to the



*Gorges de la Nesque*

Roman ruins at Glanum and back in on the 5km trail with a series of plaques showing sites painted by Vincent Van Gogh. The next day, we rode a loop on the back roads out of St. Rémy through the Alpilles to Arles and les Baux. In Arles, we had lunch in the shadow of the two-thousand-year-old Roman coliseum. Les Baux is a spectacular medieval hill village, well worth the long climb to get there.

From St. Rémy to Cavaillon, we used one of those treasured roads lined with Sycamore trees. Probably the five-meter tree spacing was okay to shade Napoleon's armies, but it now is rather snug for cars and bicycles. Later, at the hilltop village of Gordes, we lunched with an American "boutique" tour group called Mello Velo. The group bases in a château, riding area loops while someone does their laundry and prepares meals. A back road to Fontaine-de-Vaucluse, followed by a short hike, revealed a remarkable source for a river – water gushing from a cave on the side of a mountain.

The next day, we rode up through the Nesque gorge to Sault. The Nesque gorge road was a mountain-side shelf cut into solid rock. The low and narrow tunnels kept most motor vehicles

away, thus attracting lots of cyclists. Sault, of course, is the cyclist's mecca at the base of Mont Ventoux. Here we met another cycle touring couple, Rhonda and David from Australia, who became our cycling companions for the next two days. We opted to use one of the routes north of Ventoux to go west to Vaison-la-Romaine, where we found one of those French roads with cols and a hundred switchbacks.

Our hotel on the hill in Vaison's medieval old town had a great view of the extensive, partially restored ruins of the Roman village. From there, we headed southwest along the edge of the Dentelles range to Orange, and then back to Avignon. Orange, our lunch stop, has a great Roman coliseum and Roman arch.

Bidding farewell to Rhonda and David, we rented a Renault Scenic and headed west. With plenty of room for our bikes, this fun and funky hatchback got 37 miles per gallon. Why aren't such cars available here? A long driving day took us over the new very

high, very long bridge at Millau – a modern engineering marvel – and to the picturesque town of Cahors. The next day, we checked out some bastide villages – venues of the long war between England and France – on the way to Sarlat. This popular and crowded tourist town was the Renault's parking place for three days. Our cycling took us to hill towns with old châteaux, to prehistoric cave-art sites, and by what must be 95% of the world's foie gras industry. A spectacular rails-to-trails bicycle route followed a high ridge south of Sarlat. Highlights for us were the cave and prehistoric drawings at Pech Merle, and the cycling in the Célé and Lot River valleys.



*Marilyn and Bruce at Pont du Gard*

It was great to have the Renault in the cold and misty weather that was moving through. The Jonte and Tarn Gorges, and the high plateau from Florac to St. Jean du Gard, were scenic highlights on the return trip east. Parking the car at our hotel in Uzes, we took our bikes to the Pont du Gard, the magnificent old Roman aqueduct. Then, back to Avignon, where it was sunny and warm. The next day, at the Marseille airport, we got the only bad surprise of our tour: After much discussion (in French, of course), the airport counter staff decided our bike boxes were too large to fit in the Canadair regional jet that was going to take us to our connection in Munich – and that we'd have to take a later plane. But that all worked out. 🚲



## Touring Mammoth Lakes

by *Paul Meredith*

ON SUNDAY, AUGUST 5TH, MY FAMILY AND I left a windy and cool Davis for Mammoth Lakes via South Lake Tahoe. The drive is 250 miles from Davis, and takes about 5 ½ hours. I brought my bike to scout the area for a DBC tour in August 2008.

Monday was a casual ride day, exploring the town and the series of lakes directly west and above the town. My ride started with a short 1-mile ride down the main drag at 35mph to an exit toward Shady Rest Park. The return to the main road was via a bike trail which crosses over to the East Mammoth bike trail and a view point from the eastern-most area of Mammoth. Then, heading west on the bike trail, I covered the south side of Mammoth by the golf course and took Old Mammoth Road, an uphill climb (think Cantelow) of 2 miles. The area around 9,000' is dotted with lakes: Mary Lake, Maime Lake, Horseshoe Lake, and Lake George. After a brief stay, I returned to our condo. The total distance was 23 miles and two hours, just the right amount of time to get acclimated to the altitude and the surrounding geography.

Tuesday started at 8am with a 1-2 mile climb at 5% to warm up from the 43 degree coolness. Then came a 3-mile descent of 7% before reaching Highway 395, the major north/south route on the eastern side of the Sierra. It has four lanes separated by several hundred yards and elevation at various points. The shoulders are quite wide, 10-20 feet at times. There is a rumble strip a few feet wide but there is still plenty of room to feel safe from the passing traffic.

I had perfect bike weather. At mile 17 for the day, I passed June Lake junction, but continued northward until the 27-mile point, and turned left turn toward Tioga Pass.

From 395, Tioga is a 12-mile climb to the Yosemite Park East entrance, at 9,945'. The first mile is 5-6% grade, then the road levels off for the next 3 miles. The shoulders are surprisingly adequate (2-3 feet wide) for most of the climb with a few sections up near the top that were narrow.

After a 30-minute break at the top, I started back to Mammoth Lakes. I rode south on Highway 395, then turned onto June Lake Loop. Grants Lake, Silver Lake and June Lake showed contrasts in terrain from semi-arid desert to forested areas as I climbed up to June Lake and lunch. There are a few restaurants, but I opted for the mini-market grocery and had the worst tuna sandwich in my life.

The return on Highway 395 was a blast. Deadman's Summit was an easy climb, and the descent was very fast for a long time. The only difficulty was dodging water drain grates that suddenly appear and force one to move left toward the rumble strips. The trip was 90 miles long with a total altitude gain of about 6,000'. For a group ride I would probably skip the Tioga Pass section with an alternate route to Mono Lake Visitor Center. This would be fewer miles and much less strenuous.

Wednesday was a rest day and a 40-mile drive to Bishop, a town I had never visited before.

Thursday, I rode down to Red's Meadow and to the horse stable at the end. From the condo, I had a 6-mile climb with a 3-4 mile section of Cardiac-type grade. After 7am, Red's Meadow is closed to cars except for those camping in the valley below. Bikes are free so I chose a time after the morning cutoff time to descend.

The road is narrow for the first 3 miles before it opens up after Agnes Meadow. At the end is a horse stable and a café that serves breakfast and lunch. I took a break at the horse stable before starting the return trip, which would be mostly uphill. At Agnes Meadow, the real climb begins. It is 2.6 miles of 8-10% grade, about 2,000 feet of climbing. I just put in my lowest gear and took my time. There are plenty of places to pull off and enjoy the view. I took a slight detour at the Ranger Entrance Station to go to Mineret Point and a view of the whole valley with its many jagged peaks. The total distance was 28 miles.

Again, for a group event, I would plan a little differently. A sag vehicle would begin early and get to the Ranger Entrance Station before the 7am cutoff time. The bikers would leave about 8am and reach the bottom about 9:15am, then meet the sag and exchange their riding shoes for hiking boots. The loop to Rainbow Falls and Devils Postpile is about 1.5 hours and is a great hike.

Friday was a beautiful day which I started with a 30mph cruise down the main street of Mammoth to 395. It continued southward until the 19-mile mark at Tom's Place. From Tom's Place, I started the 10.5-mile climb to Mosquito Flats (10,400 feet) just past Rock Creek Lake. The smell of pine was very thick at the beginning of the climb, a 6.5mph (6-7% grade) for 1 mile. Then it steepened for the next mile. After this initial section, the climb was more gradual. Rock Creek intersects several times back and forth along the road. The shoulders are adequate. After Rock Creek Lake, the road steepens for the next 2 miles, but the views are stunning. I conversed with the ranger for about 30 minutes before descending. At the bottom, I took a quick left at Tom's Place and took the frontage road instead of riding along 395. It wasn't exactly a frontage road, as it runs several miles from 395 for most of the time.

Further north I took a left turn westward up to Convict Lake and met my family. From Convict Lake, I returned to Mammoth with a very nice tailwind. The overall distance had been 65 miles and a gain of 4,500 feet. My tire went flat a few hours later, as I discovered a small piece of wire sticking out the side.

If anyone is interested in a Mammoth Lakes tour for 2008 beginning the first weekend in August, please send me an email at [pmeredith@sbcglobal.net](mailto:pmeredith@sbcglobal.net). The condo we stayed at was very reasonable for the week (\$150/night for 5 nights, and an additional 2 nights free). The tour would be an opportunity for families that have non-riding spouses who may be interested in doing other activities. Meals could be cooked individually, or potlucks for the group are options for everyone. ☺

Official Use Only

# DAVIS BIKE CLUB MEMBERSHIP APPLICATION

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



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

Name for mailing label: \_\_\_\_\_  
 Address: \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ ZIP \_\_\_\_\_  
 Telephone (\_\_\_\_) \_\_\_\_\_ - \_\_\_\_\_ E-mail \_\_\_\_\_

If you wish to be added to the DBC email list please visit our website [www.DavisBikeClub.org](http://www.DavisBikeClub.org)

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) <b>TOTAL AMOUNT DUE</b> \$ _____
---	---

### 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





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Thanks to our Ride Leaders!

- Barry Bolden
- Larry Burdick
- Phil Coleman
- Dan & Sharon Cucinotta
- Marilyn Dewey
- Paul Grant
- Anne Huber
- David Joshel
- Jack Kenward
- Glenn Mounkes
- Gerry Peterson
- Amy Rafferty
- John Whitehead

# Wanted: Bike Stories for Davis Community Scrapbook

by *Jean Jackman*

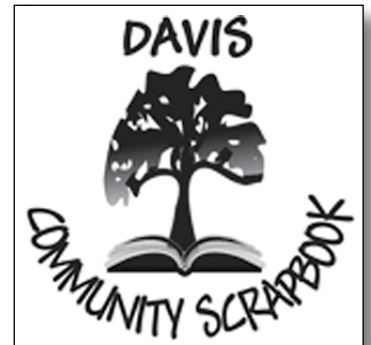
Davis Community Scrapbook is a collection of very short stories, anecdotes, and songs – plus photos, paintings and curios – all concerning Davis. We have collected over 90 submissions so far, and hope for hundreds more. The submissions are being presented in performances and exhibits, and will soon be on a Davis Community Scrapbook website. You will be able to go to the site and find numerous story categories – Bike Stories, Growing up in Davis, Coming to Davis, Unforgettable Experiences – virtually any category you can imagine having to do with Davis. We are working to have a photo of the author with each story, as well as a photo about the story. Submissions have come from people ages 8 to 87.

We have had performances of featured stories at the Davis Branch Library, Village Homes Performers Circle, and the Davis Senior Center. A month-long exhibit of stories took place at the Davis Senior Center in May, and will take place at the Davis Branch Library in November. Founder and curator for Davis Community Scrapbook is Jean

Jackman, a Davis storyteller, writer, producer, author of Down Home Tales of Davis, and Davis Bike Club member.

Davis Community Scrapbook is funded in part by the City of Davis Arts Contract Program.

Please send your story (350 words or less), or visual or audio submission, to DCS curator Jean Jackman at [jljackma@dcn.org](mailto:jljackma@dcn.org) (note no “n” before @) or 306 Del Oro Ave., Davis 95616. Include your name, address, telephone number, title and email address. Include a photo, if possible. If you need assistance, call 756.3484. ☎



**Davis Bike Club**  
 c/o B&L Bike Shop  
 610 3rd Street  
 Davis, CA 95616

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