

Meetings

Membership Meeting

Monday, May 5 @ 7pm

Davis Branch Library
 Blanchard Room
 315 E. 14th Street

*Please park bikes outside.
 Refreshments & door prizes!*



Board Meeting

Monday, May 12 @ 7pm

Davis Food Coop
 Conference Room
 620 G Street

All members welcome



Race Team Meeting

To be determined

Welcome New Members!

- Eric Adelman
- Mikla Derlet
- Robert Fletcher
- Susan Gilbreath
- Stephan Harvey
- Melanie Hernandez
- Carol Hockridge
- Basil Knox
- Katherine Masyn
- Lars Pedersen
- Cathy Purcell
- Cynthia Ramos
- Tim Roberts
- Sean Smith



Davis Bike Club

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www.davisbikeclub.org

My First Double Century — Solvang Double

by *Glenn Mounkes*

I ARRIVED IN SOLVANG, via carpool with Scott Alumbaugh, Friday afternoon. Checked in to the hotel and then went on a short ride to keep the legs loose. I planned on riding the DC conservatively using a heart rate monitor to avoiding going lactic wherever possible.

My bike was fitted out in expedition mode. I have a Minora (extra junk) Space bar. Attached to it are two head lights (a Light & Motion Solo Logic and a Princeton Tech EOS). In my rear rack bag dubbed “the caboose” I have: 12 GUs, 6 ShotBlocks, enough Accelerade powder for 8 bottles, and various and sundry tools and clothes—I’m used to self-supporting and I was ready for whatever the ride could throw at me.

Saturday morning we were at the Start/Finish bright and early, signed in, and were on the road by 6:15am. In the pre-dawn I was using my secondary EOS light which I’ve jury-rigged (inspired by John Whitehead) with wire bread twists to the space bar and a rubber band tensioner to keep it from swiveling down.

Around mile 5 I hear a sound I can’t place; do a quick equipment check and, finding nothing wrong, ride on. At mile 10 there’s enough daylight to switch off the lights. It’s then that I notice that my Solo Logic isn’t all there. The focus ring/reflector is missing. I recall the sound from mile 5. It’s almost useless without the reflector, but I had plenty of time to do the ride so I shouldn’t need it.

At mile 22 I heard a twang; something wasn’t right, and I rolled to a stop to check. My rear wheel had a broken spoke. I’ve never had a spoke break on a ride before - this was a first and I was dead in the water. I had about five minutes to think about this until a Planet Ultra (PU) SAG car rolled up. The SAG car couldn’t help me but could, and did, call in our position to the SAG van which could

help. Scott asked if I could ride in the SAG car to the first rest stop, get help there and continue the ride. I knew that if I did I’d get a DNF so we waited for the van. Group after group of riders passed us by until, 20 minutes later, it arrived. The SAG guy popped out of the van and asked two questions: “Campy or Shimano?” “9 or 10 speed?” Then swapped my nice wheel for a PIG rear wheel. Looking at my wheel, the SAG guy comments: “We almost never see a straight gage spoke break; we see broken bladed spokes all the time...” So, I’m special. I spent another five minutes wrestling the wheel into place and we were off again.

Planet Ultra call its rest stops “Check Points,” and there are five of them on this DC. We rolled into CP1 at mile 37 and: fill bottles, hit the rest room, grab food, and go. Things were going good until mile 43, when a nail pierced my borrowed rear tire sidewall and tube. It was still in the tire when I rolled to a stop. I grumbled about my bad luck then got to work on the flat while Scott patiently held my bike above the dirt on the side of the road.

I put the wheel back together with my spare tube and I was just a few pumps short of done when the tube popped—I was beyond words. It’s here that I had a moment of clarity: I realized I was cursed. I mulled this over as I got back to work installing Scott’s only spare tube (thank you) as group after group of riders went by. A PU SAG van rolled up and a different SAG guy stepped out. Scott asked dryly if he had a floor pump—he did. He also gave us each a spare tube. About a half hour total and we were rolling again.

At mile 50 we caught up to a group of riders doing a decent pace and decided to draft

continued on the back page ➤



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Subscriptions

Direct questions regarding subscriptions to the membership director at dbcmembership@gmail.com, 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.

Contributions

Contributions are welcome. Please send to dbcnewsletter@gmail.com. Submissions are due by the 15th 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 15th of the month prior to publication. Please email submissions to dbcridecal@gmail.com. Ride schedules are available online at www.davisbikeclub.org/RideSchedules/pdf.

Ride Calendar Coordinator

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Photo Supplement

gallery.dbcnewsletter.org/v/05_08/



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May Membership Meeting

by **Karen Baker**
Vice President

WHY DO CYCLISTS NEED A STRONG CORE? Isn't it enough to buy a really light bike and good components? Perhaps Chris Carmichael (just a guy who was Lance Armstrong's personal coach) can explain: "When your core is strong you can climb in bigger gears... a strong core increases your power transfer from your arms to your legs." And this is from Andy Pruitt, Director of the Boulder Center for Sports Medicine: "The core supports your body and allows you to ride without upper body fatigue..."

Now you know it's important to get a strong core, but how? This is one component you can't just upgrade with a trip to your local bike shop.

Amy Snodgrass, a Pilates certified instructor, USA Triathlon Level 1 coach, bike racer, and occupational therapist, is going to show us how to develop a stronger core for cycling, increase our flexibility, improve our abdominal and back strength to avoid injuries and make us as strong as Lance! Because we will actually be doing the exercises (and not just looking at a Power Point presentation), you'll need to bring a yoga mat or beach towels



and dress in comfortable clothes. Amy is bringing some Pilates mats but there may not be enough for everybody (Pilates mats are thicker than yoga mats so bring two yoga mats for maximum comfort if you have them).

Bonus: Raffle, refreshments, and the fun of seeing your fellow DBC'ers doing Pilates! 🏆

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The Tour Turn

by **Bruce Dewey**

Tour Director
YOU KNOW, DAVIS BIKE CLUB IS ALL ABOUT CYCLING. As a member, you have access to a totally comprehensive program for all kinds of cyclists. We support one of the top race teams in the region, with strong competitors ranging from juniors to masters. Our ultra cycling program continues to provide events that attract scores of top cyclists. DBC hosts the Double Century in May and Foxy's Fall Century in October that attract over 2000 total entrants. All these programs are such successes because of the volunteers we have in DBC.

The bailiwicks of your humble tour director also depend on great volunteers. This month, I'd like to review what's happening in touring and attempt to acknowledge key volunteers. I will apologize in advance to those I omit, because I know I'm going to miss many who have also done a lot.

Our monthly ride calendar has been coordinated for over four years by the indefatigable John Seabury, who is always seeking ride submissions, then organizing the schedule that is published on the web and in *Changing Gears*. We had some attention-grabbing one-time rides offered in March by many volunteers; the turnout was outstanding. I think our strong point is the consistent and diversified series of repeating rides. The Ed Martin series on weekday mornings attracts riders who span a range of riding speeds from P2 (12 mph) to P5 (22 mph)—and we get nice-sized groups turning out for these rides. The repeating weekend rides often attract a dozen or more riders. I think we could do a little better in offering more one-time rides to interesting local destinations—it would be great for some new volunteers to step forward and do this.

Our Jersey Ride program has been expanded this year to include most of the rides in California that are sponsored by other bike clubs and that do not interfere with Davis Bike Club events where a large number of volunteers are needed. We are offering a partial reimbursement, something in the \$15 range depending on the funds available, for any members who wear DBC jerseys and report to the gmail address. I thank Cary Thompson, our volunteer who amasses the reports.

The best and most official DBC jersey to wear is the new red, white, black, and silver one that came out recently. It looks super cool with our ubiquitous black bike shorts. Many thanks and a tip of the helmet have to go to Bill Roe, a great volunteer who designed the new jersey and coordinated its production at Voler. We have plenty of these jerseys in all sizes that are available at Ken's Bike and Ski. Be sure to take your membership card (or the whole newsletter if you don't want to cut it up) for a substantial discount. By the way, Ken Bradford (of bike-un-ski) deserves our kudos for saving us

money through avoiding double taxation—details are complicated but legal—and then selling our jerseys close to cost.

Our March Madness event has come to a successful conclusion, with participation and miles up from last year. Mary James has been our leader this year. She and Monica Rudman have arranged a sumptuous banquet for June 8. My appreciation also goes to Barry Bolden, last year's March Madness leader who helped a lot on this year's administration and also with helmet distribution. Super volunteer Bill Roe designed this jersey too. The already very busy John Seabury has again been the official registrar and record keeper. Mary James and Jeff Hall helped me get two new March Madness sponsors this year.



In the helmet arena, we have been able to reach a lot more deserving area school kids through the efforts of Gerry Peterson. Paul Guttenberg and Steve Macaulay take care of the ordering and storage of these hundreds of helmets before they're distributed. And of course, there is a dedicated cadre of volunteers who have been going to the schools, individually fitting the helmets and offering safety tips to the kids. And my thanks again to our commercial sponsors for their monetary support of the helmet program.

My favorite bailiwick is tours. This year, we've already had a great March tour up to Clear Lake and another twenty-plus turnout in April up to Nevada City. Lee Mitchell has stepped up to support both of these tours. The leaders for Nevada City, Chris Lupo and Jennifer Epp, are moving south later this year and will really be missed. Stu Bresnick and Steve Kahn have organized a couple of fun tours later on this summer. Paul Meredith and Dave Joshel are taking us to new destinations in California. Finally, my favorite volunteer Marilyn Dewey is keeping arrangements straight on our September tour of France. Although this tour is full at the moment, there is a possibility we may have more space. Contact us if you're interested. 

Davis Bike Club Tours 2008

Oregon Coast and Cascades
 July 26-Aug 3
 Stu Bresnick and
 Steve Kahn
hfhstu@omsoft.com

Mammoth Lake
 August 3-10
 Paul Meredith
pmeredith@sbcglobal.net

Tour de Bakery –
 Wine Country
 September 2-6
 Stu Bresnick and Steve
 Kahn
hfhstu@omsoft.com

Tour de Provence – France
 September 6-27
 Bruce and Marilyn Dewey
deweyms@hotmail.com

Of Fathers and Sons, Bike Racing, and Time

by Jason Snovel

[Editor's note: Jason Snovel and his son A.J. are first-year racers with the DBC Master's 4/5 and Junior teams.]

FIRST OFF, I've got to send a shout out to Steve Wick for convincing me to race with my kid in the Elite 5 category instead of with the "old dewds" in the Master's 4/5 category. I struggle to find the words to describe the bittersweet feelings I experienced throughout the weekend. One minute I was as happy as I'd ever been, feeling like that teenage kid back in 1988 riding my motorcycle in my leather jacket with my hair flowing in the wind, weightless and untouchable. The next moment I felt as angry as my Grandpa after having been a truck driver for the majority of his life and being told that he could no longer drive his own vehicle. I couldn't figure myself out, couldn't make sense of it all until it happened—in two pedal strokes, I saw a boy metamorphose into young man.

Damn.

The Madera Stage Race is held on the roads north of Fresno every April. After my son AJ and I drove down on Friday night, we arrived at Stage 1 Criterium for our 8:50 start. After a quick warm-up we headed to the start. As the season progresses, I've begun to see a lot of the same faces and become familiar with their riding styles, strengths, and weaknesses, so it was cool to hear guys from other teams say things like "Stay on those DBC guys' wheels, they'll keep it clean and in order."

Sitting at the start line, I caught myself smiling as I watched Nelson Fink, another new DBC Cat 5 racer, trembling with nervousness and anticipation, making sure that his son Brian had everything he needed and letting AJ and the rest of us know that he'll be right there if we need anything. He looked at me and I saw the excitement and concern for his son Brian splash all over his face. "I got him Nelson, we'll do just fine," I said.

In an Elite 5 crit, we saw the usual guys swerving to miss road hazards—squirrely and sketchy riders all over the place. After hearing others say that this Stage Race is won in the TT, that I was going to take it easy and just try not to over exert myself. But I just couldn't stand sitting there waiting for some dude to swerve and take my front wheel out, so I jumped to the front. The DBC boys came right with me. We controlled things for the most part. But then came the primes—mid-race prizes offered for field sprints to liven things up. I just couldn't sit there while guys sprinted off the front. It must be a primal thing, some sort of hunter/gatherer instinctual reflex to pounce. I let them go for a few seconds, then gave chase.

During the 5th lap or so, I rolled by the start/finish and saw AJ being restarted after a flat, and sure enough, there was Nelson running over to give AJ one of his spares. After working at the front for a while, I decide to drift toward the back and out of trouble which afforded me the opportunity to watch the boys work together. They're smooth. Taking turns like they've been doing it for years. I'm watching them power

out of corners and gaining position working their way in and around the pack, watching the respect that they've earned from other riders having raced with some of these same guys in past races, when it begins to happen. I feel the blood rush from my face as the reality of what I'm witnessing slaps me right across the face, the smile that was there just moments before, gone. I angrily dismiss it. I cast it away in denial and stand on my pedals, charging my way to the front. "Two laps to go!" I hear and look up to see AJ hammering on the front, Brian on his wheel pulling all of us with him. 25...26 mph...do I ride up to the front to tell him that there's one more lap? Or do I sit back and let the kid learn all on his own? I watched as he hit the start/finish line at the front of the pack to the sound of the bell ringing. His head bowed and shoulders slouched as I rode by and told him, "Nice pull buddy...now let's go!" Rod takes the first pull, hammering like a man possessed. We hit the second turn, I stand on the pedals once again knowing that AJ's right on my wheel. I ended up 6th, with Rod in 9th and A.J. 10th. Not sure where Brian came in, but he was right there.

After lounging around for a few hours, chatting it up, cheering on the Masters as they rolled by warming up, I decided to tell AJ to grab his aero bars and set his bike up on the trainer so that I could get to work on it before the time trial stage that afternoon—but he'd forgotten his bars and thought that he'd miss the TT. I explained to him that that wasn't the case and that it was no big deal—but Nelson came to the rescue once again: He gave A.J. a spare set.

AJ's start time for the TT was 30 seconds before mine. I jokingly told him not to get all "Butt hurt" when his old man passed him 35 seconds into his TT. After my start, I kept my eyes on A.J. up the road ahead of me—but he seemed to be getting smaller. I looked to my right as I approached the first turn, and my son did NOT resemble my "Little Buddy" at all. When I came to the 2 mile marker, I began to wonder if I'd catch him at all. Diggin' deep now, I rolled up on him with just under a mile to go. I found myself sitting just off his left side about 5 yards back, watching him and grinning from ear to ear, but something began to creep up on me again like an ominous, black rain cloud. I shook it off and powered up, trying to convince myself that I could out-sprint it. A.J. glanced to his left as I rolled up, and he dropped his head to his forearms. "Don't stop now Bud!" "Dig deep!" "Let's go!" I watched over my right shoulder as he snapped himself out of his disappointment, gritted his teeth, gripped his aero bars, and dug. I rolled in at 26:39, A.J. 5 seconds behind me with at 27:14.

After crashing at the motel that night, we headed to the starting line for the road race the next day. Not really needing a warm-up, I asked AJ how he was feeling. "Pretty good, sore though!" I tell him that everyone else is feeling the same way. So we started off. No big deal, just spinning, relaxing, loosening up.

Right from the start we jump to the front. I tell AJ to limit

his pulls to no more than about 15 seconds. He takes a pull, and sure enough, about 20 seconds later he peels off. We turned right onto a crappy stretch of road, and the pain began. I stayed toward the back, thinking that I'd be able to cruise without braking much...yeah right! These guys were all over the place. No organization at all. It felt like we were stuck in a giant slinky. After the first lap, Rod and I went back to the front. The boys stay tucked behind us and out of trouble. We came upon the right turn and the crappy section again, and this time I knew better. I jumped up front, kicked it up to 22 mph and stayed there.

Rod yelled out "Flyer" as a rider took off up the left side. No one gave chase, so I quickly moved and neutralized. Just after the crappy section, my stomach started to cramp up a bit and my mouth was suddenly parched as we approached the rollers. I started to fall off a bit and saw AJ, Rod, and Brian crank up the hill. Thank goodness for the neutral bottles. I grabbed one, sprayed myself, took a few gulps and slowly made my way up the road. I looked up to see AJ cranking around the corner with the lead group. I was about 30 yards back by then. All of a sudden, I looked up and saw Brian's wheel. He cranked hard and showed his potential as he unknowingly bridged me back to the main group. So there I was, in between our two Juniors, who by now are looking like grown men.

And it happened again. This time I bought a ticket, kicked back, and watched it unfold right in front of me.

During our drive down to Madera, I had explained to AJ that he needed to be a little more assertive and not let riders move in and take his position. Well, during this part of the race, a guy almost twice his size started to move in on AJ. Things seemed to be moving in slow motion as I watched AJ in one fluid motion move from his hoods to his drops. The muscles in his forearms flexed as he gripped his bar, and began to rise out of the saddle. His biceps strained, his lats tightened, his back arched. Muscles I never even knew he had bulged in his calves, and in two pedal strokes he regained his position and looked the man twice his size into submission.

I watched in disbelief as my boy became a young man. Swallowing the tennis ball that seemed stuck in my throat, I hit the drops and made my way back to the front. We hammered hard and managed to split the field. I crossed the line for a 3rd place finish and AJ grabbed 12th. I rode up ahead without looking back so the boy couldn't see me choking back the tears. I was haunted by the realization that by this time next year I'll be lucky if I get the opportunity to watch his race unfold as he makes his move from a few bike lengths back. He's not my "little buddy" any more. He's AJ. I learned this weekend that "Lost time is never found again." Take advantage of it now, guys—we've only got about three or four summers left before these Juniors will be wanting to do their own thing without their fathers. I'll spend as much saddle time as I can get with my son—and try not to be disappointed when I hear his answer. 🚲

Race Team Sponsors

The Davis Bike Club Race Team is thankful for the generous contributions of our local sponsors:

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East Bay Ride Series

by *Bruce Wilson*

On March 9, the scenic Livermore-based "outland" 4-ride series started off well, with good attendance from various folks in the DBC. Chris Lupo & Jennifer Epp, plus John & Katherine Hess on their tandem came to that "Tour D'Livermore" 50-mile ride. We also got to ride along with Dan Magaw, whom we met on the DBC 2004 Austria tour, as well as four local Livermore riders. Everyone enjoyed the Hopyard Ale House lunch stop in Pleasanton, and appetites were in full swing by the time we got there (1:30pm).

Two weeks later, on March 22, the second ride went up beautiful Palomares Canyon Rd, just west of Pleasanton, and this time we were joined by a more compact group, including John and Carolyn from Sacramento and two local Livermore repeaters, Lyle Beaulac on work assign-

ment from Vancouver, BC, and his neighbor Doug. Everyone agreed that the route qualifies as one of the best in the SF Bay Area. The climbs took moderate effort and the descents were a blast.

The third ride in the series, on April 5, didn't get listed in the April newsletter. Oops. I neglected to send in a reminder to "dbcridecal@gmail.com" before the deadline. The 75-mile route visited a miniscule "town" named Canyon in a deep, dark, lush Redwood forest. I believe the Grizzly Peak Century (May 4) goes by there too, at least it did in olden times (early 1980s).

The final ride in the series is scheduled for Saturday May 3, and will go over the delightful Mt. Hamilton climb and return to Livermore via San Antonio Junction on rural Mines Rd., covering 105 miles with plenty of elevation gain throughout the day (6000 ft or more). Bring lunch to eat at the observatory parking lot overlooking San Jose. 🚲

MAY 2008 RIDE CALENDAR

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Apr 27	Apr 28	Apr 29	Apr 30	1	2	3
	<ul style="list-style-type: none"> • Early Bird Special • Esparto Tailwinds 	<ul style="list-style-type: none"> • Mocha Joe's Country Loop 	<ul style="list-style-type: none"> • Solano Baking Co. • Women's Wednesday 	<ul style="list-style-type: none"> • Steady Eddy's • Winters Dinner 	<ul style="list-style-type: none"> • Early Bird Special • Vacaville Rolling Hills 	<ul style="list-style-type: none"> • RH Phillips First Saturday Brunch • Mt. Hamilton Loop • Coffee and a Roll
4	5	6	7	8	9	10
	<ul style="list-style-type: none"> • Early Bird Special • Esparto Tailwinds <div style="border: 1px solid black; padding: 2px; width: fit-content; margin: 5px auto;">Membership Meeting</div>	<ul style="list-style-type: none"> • Mocha Joe's Country Loop 	<ul style="list-style-type: none"> • Solano Baking Co. • Women's Wednesday 	<ul style="list-style-type: none"> • Steady Eddy's • Winters Dinner 	<ul style="list-style-type: none"> • Early Bird Special • Vacaville Rolling Hills 	<ul style="list-style-type: none"> • Second Saturday Saunter • Mt. Diablo Loop • Half Double • Lake Solano Loop • Coffee and a Roll
11	12	13	14	15	16	17
<ul style="list-style-type: none"> • Show and Go 	<ul style="list-style-type: none"> • Early Bird Special • Esparto Tailwinds <div style="border: 1px solid black; padding: 2px; width: fit-content; margin: 5px auto;">Board Meeting</div>	<ul style="list-style-type: none"> • Mocha Joe's Country Loop 	<ul style="list-style-type: none"> • Solano Baking Co. • Women's Wednesday 	<ul style="list-style-type: none"> • Steady Eddy's • Winters Dinner <div style="border: 1px solid black; padding: 2px; width: fit-content; margin: 5px auto;">Newsletter and Ride Schedule Deadlines</div>	<ul style="list-style-type: none"> • Early Bird Special • Vacaville Rolling Hills 	<ul style="list-style-type: none"> • Davis Double
18	19	20	21	22	23	24
	<ul style="list-style-type: none"> • Early Bird Special • Esparto Tailwinds 	<ul style="list-style-type: none"> • Mocha Joe's Country Loop 	<ul style="list-style-type: none"> • Solano Baking Co. • Women's Wednesday 	<ul style="list-style-type: none"> • Steady Eddy's • Winters Dinner 	<ul style="list-style-type: none"> • Early Bird Special • Vacaville Rolling Hills 	<ul style="list-style-type: none"> • Martinez Amtrak • Coffee and a Roll
25	26	27	28	29	30	31
	<ul style="list-style-type: none"> • Early Bird Special • Esparto Tailwinds • Carrot Cake Ride IV 	<ul style="list-style-type: none"> • Mocha Joe's Country Loop 	<ul style="list-style-type: none"> • Solano Baking Co. • Women's Wednesday 	<ul style="list-style-type: none"> • Steady Eddy's • Winters Dinner 	<ul style="list-style-type: none"> • Early Bird Special • Vacaville Rolling Hills 	<ul style="list-style-type: none"> • Don Aumann Memorial Rides • Lake Solano Loop • Coffee and a Roll

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 Highway 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 Highway 113 & Covell)
- **Davis Amtrak Station**
2nd Street, east of G Street
- **Davis Park n' Ride**
Mace Boulevard & CR 32A
- **Sutter Davis Hospital**
100 yards north of Union 76
- **Veterans' Memorial Center**
203 E. 14th Street (at B Street)
- **Wheelworks**
247 F Street (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

May 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

Mondays

Esparto Tailwinds

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

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

Tuesdays

Mocha Joe's Country Loop

8:45am ~ T1/P3 ~ 35 miles
Paul Grant, 756.3610 or
pwgrant@mac.com

9:00am ~ T1/P4-5 ~ 39 miles
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 in South Davis.

Wednesdays

Solano Baking Company

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

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

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

Thursdays

Steady Eddy's

8:45am ~ T1/P3 ~ 30 miles
Gerry Peterson, 756.1254 or
gntpetero856@juno.com

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

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

Fridays

Vacaville Rolling Hills

8:30am ~ T3/P5 ~ 60 miles
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.

Weekly/Bi-weekly

Early Bird Special*

Mondays and Fridays
6:15am ~ T1/P3 ~ 20 miles
Jack Kenward, 753.9329 or
kenward2@dcn.org

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

Women's Wednesdays*

Wednesdays
9:00am ~ T1/P4 ~ 20-30 miles
Marilyn Dewey, 753.9188 or
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*

Thursdays
6:00pm ~ T1/P3 ~ 30 miles
Paul Grant, 756.3610 or
pwgrant@mac.com

Meet on the Russell Boulevard bike path at Lake Boulevard. Remember to bring 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

Saturdays
8:00am ~ T1/P4-5 ~ 35 miles
Scott Alumbaugh, 204.8481 or
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 8:05, the ride proceeds. Note: No ride May 17

Monthly

RH Phillips First Saturday Brunch*

Saturday, May 3
10:00am ~ T2/P3 ~ 45 miles
Anne Huber, 758.8115 or
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. The ride leader may also post it on the DBC listserv. The food plus wine pairing is always delicious. Price is \$13, including tax, but you can bring your own lunch if you wish. Possible earlier start time from Davis (to meet with the Woodland crowd) will be announced on the listserv.

Second Saturday Saunter*

Saturday, May 10
10:00am ~ T1/P2 ~ 10-30 miles
Dutch Martinich, 756.8234 or
dmartinich@att.net

Meet at Aileen Johnson's bench in front of Veterans' Memorial at 14th and B Streets. This is a ride for people who like to look at the scenery, smell the flowers, and socialize. This is a good ride for those new to cycling, new to the club and would like to know how they would fit in, and for those who just like a leisurely pace. There will be a different ride every month including a local bikeway tour, an architecture tour of old Woodland, perhaps a birding ride, and even a pub ride. Spandex and carbon-fiber not required.

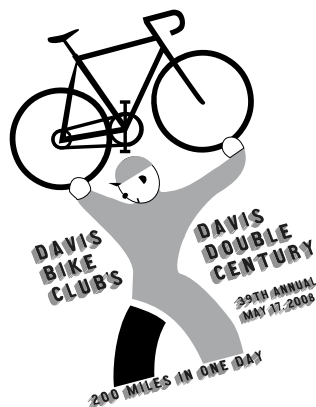
Show and Go

Sunday, May 11
8:00am ~ Terrain, Pace, & Distance TBD
Glenn Mounkes, 220.3513 or
glenmonk@yahoo.com

This ride varies: route, distance and pace will be determined at the start by the group. The ride leader will lobby for wind and/or hills.

Volunteers Needed for the Davis Double Century

The Davis Double is being held on May 17, 2008. If you aren't riding the DC this year, how about joining the team of volunteers that help make this ride another highly successful DBC event? Let us know if you want to help at a rest stop, drive a sag, help at Start/Finish, help at check in, assist with first aid, be a corner marshal, or help serve dinner at the finish. There is a spot for YOU! Contact Robin Neuman at roknrobin2@aol.com.



MAY 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 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.

Ride for Humanity Bike-a-Thon

Habitat for Humanity welcomes the riders of Davis to the 2nd annual Ride for Humanity bike-a-thon! Please help the students of UC Davis H4H fulfill their goal of raising \$150,000 to fund their own home. They will be hosting their bike-a-thon on Sunday, June 1st. Participants will be biking from Davis to Winters on a 32-mile bike ride accompanied with lunch, live entertainment and more! Registration has already begun at www.active.com (search for "habitat davis").

Note: This is a DBC Jersey Ride

**Habitat
for Humanity®**



at UC Davis

Non-Recurring Rides

Mt. Hamilton Loop*

Saturday, May 3

8:00am ~ T6/P3 ~ 105 miles

Bruce & Jennifer Wilson, 925.443.6617 or bajen@comcast.net

Ride begins and ends at Bruce & Jennifer's house, 2176 Normandy Circle, Livermore. 105 mile (6000 ft) Mt. Hamilton loop featuring a brief stop at the Observatory (4200 ft elev). Bring lunch. It's a gentle climb up Mt. Hamilton (never exceeds 6%). This is the opposite direction from what the Tour of California race did this year.

Mt. Diablo Loop*

Saturday, May 10

7:55am ~ T5/P4 ~ 50 miles

Bruce & Jennifer Wilson, 925.443.6617 or bajen@comcast.net

Meet at Davis Amtrak at 7:55 to catch the train to Martinez Amtrak Station (601 Marina Vista Ave. Martinez, CA), which is where the ride will actually begin and end. This ride features a relatively gentle climb up the south side and exquisite ride down the north side on one of the big Bay Area landmarks (total climb en route 4200 ft elev). Lunch in Walnut Creek. Extra credit possible by adding on another 9 mile up-and-back stretch going all the way up to the summit of Mt. Diablo (adds 1600 ft gain). Views are good on the main route and especially fine at the summit. Amtrak train leaves Davis at 7:55 am and arrives in MTZ at 8:38 am. See Amtrak.com for more details (e.g., fare, return schedule, etc.).

Half Double*

Saturday, May 10

8:00am ~ T3/P3-4 ~ 100 miles

John Whitehead, 758.8115 or jcw@dcn.davis.ca.us

Start at Veterans' Memorial in Davis, or contact ride leader to meet in Discovery Park. A DBC classic, over the causeway, along the American River Bike Trail, dodge the joggers, and have lunch in Folsom. Then do it over again on the way back. Great fun.

Lake Solano Loop

Saturday, May 10

Saturday, May 31

8:30am ~ T1-3/P3 ~ 45 miles

Julie Sly, 916.201.2790 or Juliesly@aol.com

Ride to Winters and around Lake Solano, with a food/rest stop at Steady Eddy's in Winters before returning to Davis. Option for more miles if the group wants to continue up Pleasants Valley Road to Cantelow Road before returning to Winters.

Davis Double Century*

Saturday, May 17

5:30 am ~ T5/P whatever ~ 200 miles

The premier double century of the known universe, and possibly beyond. Ride starts and ends at Veterans' Memorial Center. See davisbikeclub.org/ddc/2008 for more information. Better yet, volunteer to help. See the DBC listserv for details.

Martinez Amtrak*

Saturday, May 24

9:00am ~ T4/P3 ~ 45 miles

Paul Grant, 756.3610 or

pwgrant@mac.com

Ride begins and ends at the Davis Amtrak Station. Meet promptly at 9am so the club can buy your train ticket. Bring a photo ID. Be prepared for a hilly but pretty ride over Pig Farm Hill and around the protected watershed. Lunch in Orinda Village. Are you prepared for the three bears? Take an afternoon train back to Davis.

Carrot Cake Ride IV*

Monday, May 26

9:00am ~ T1/P4 ~ 35 miles

Steve Macaulay, macaulay.steve@gmail.com

This fourth annual carrot cake ride will meet at the end of the Russell Boulevard bike trail in front of Three Palms Nursery. It will take a loop to Esparto and back to Steve and Terry Macaulay's house on Road 95 for carrot cake and beverages. Limited to 12 people unless you bring more cake and beverages. An alternate earlier meeting location is Steve and Terry's house at 8:45 am. RSVP encouraged.

Don Aumann Memorial Ride - Hills*

Saturday, May 31

8:00/9:00am ~ T5/P3 ~ 56 or 25 miles

Ted Sommer, 758-6806 or

cyclelovers@sbcglobal.net

Ride begins/ends at either Veteran's Memorial in Davis (8am) or Steady Eddy's in Winters (9am). Pedal to celebrate the life of "Mr. Yalza," DBC member Don Aumann who left us suddenly last year. The ride travels Don's beloved Cantelow route. Tandems, families, and little wheels (Bike Fridays, recumbents) are especially encouraged!

Don Aumann Memorial Ride - Family Ride*

Saturday, May 31

9:00am ~ T1/P1 ~ 16 miles

Ted Sommer, 758-6806 or

cyclelovers@sbcglobal.net

This family ride leaves 9am from the Aumann house at 1215 Aspen Place. See www.yalza.net for more details about the rides, afternoon potluck, and optional charitable donations (username: visitor; password: djamin).

Escape: The Saga of a Noisy Black Kitten

by *Biking Liking Viking*

SEVERAL WEEKS AGO, a few days before the Ides of March, on a lonely country road about two miles south of the Painted Bridge, several DBC members were enjoying a wonderful morning of March Madness—an annual cycling festival in Olde Davisville Towne. Among the riders were Lady Marlene, Lady Georgene, Sir Frank, Squire Paul and Biking Liking Viking. As they whirled briskly in the bright morning sun, the Ladies moved ahead about 350 meters. Suddenly the Ladies stopped along the roadside.

Sir Frank wondered, “What might be wrong?” Squire Paul suggested, “It must be a flat tire, the Ladies would never stop and wait for us here.” Biking Liking Viking added, “Let’s stop and find out.”

Upon reaching the Ladies, who were waiting patiently along the shoulder of the road, Sir Frank, Squire Paul and Biking Liking Viking noticed the Ladies holding a coal black kitten as it meowed out in its very loud and most forceful kitten voice, “Where is my mom? Where are my brothers and sisters? I am hungry and I do not like being alone in the country. I want to go home.” Biking Liking Viking spoke first, “Leave the kitten right here, it will be OK.” “Oh no,” exclaimed Ladies Marlene and Georgene, “didn’t you see that large smoke belching truck nearly run over this frightened kitten?” The five cyclists wondered, “What should we do? What can we do?” The Ladies believed the kitten should be brought to Olde Davisville Towne. But there was no place for Ladies Marlene and Georgene to carry the noisy black kitten. They looked at Biking Liking Viking and pleaded, “but Mr. Viking, you have such a large bag on your bike and it has plenty of room for this very small kitten.”

And with that the Ladies handed the kitten to Sir Frank who quickly handed it to Biking Liking Viking. “OK, let’s try it,” he replied as he carefully placed the black kitten in his big bike bag being careful to leave it unzipped by about ½ inch. He wanted to be sure the noisy kitten got plenty of air. And then the Ladies rode off, for there were many March Madness miles for them to complete that sunny day.

Instantly the black kitten meowed out in an even louder voice than before, “I don’t like it in here. It is very dark and I don’t like the dark without my mom being nearby.” “Sorry,” replied Biking Liking Viking, “this is the best I can do.” And with that Sir Frank, Squire Paul and Biking Liking Viking set out at a brisk pace toward Olde Davisville Towne.

About a mile later, Squire Paul suddenly shouted out, “Mr. Viking, the cat is out of the bag!” Yes, it was true—the kitten had poked its head out of the bag, pushed the zipper open a bit more, climbed onto the top of the bike bag, scurried up the back of the recumbent bike seat and continued to climb onto Biking Liking Viking’s back and then held on for dear life on top of Mr. Viking’s left shoulder. The kitten thought, “Whee, this is really fun, I like it up here. I can really see things.” Biking Liking Viking however did not think it was

fun at all when the noisy kitten used each of its claws to cling to Mr. Viking’s shoulder. Traveling at about 16 MPH was a thrilling new experience for the black kitten. Traveling at 16 MPH with a kitten clawing at his shoulder was not Biking Liking Viking’s idea of a good time. “What shall we do?” Sir Frank wondered. “Put the kitten back in the bag,” Squire Paul suggested. And with that Mr. Viking stopped, grasped the loudly meowing black kitten and returned it to the bike bag, but this time the Biking Viking left the zipper open a mere ¼ inch. “It will not get out again,” he thought. Sir Frank, Squire Paul and Mr. Viking once again headed toward Ole Davisville Towne. Ladies Marlene and Georgene were by this time far ahead and out of sight.

“This is a really dark and scary place,” thought the black kitten. “That noisy kitten will not get out again,” thought Mr. Viking, but he was wrong and within another ¾ mile the kitten once again opened the zipped bag, poked out its little black head causing Squire Paul to once more shout out, “the kitten is getting out of the bag again!” The riders stopped, Biking Liking Viking carefully removed the black kitten from the bike bag and promptly took it to a nearby ditch and placed the kitten in the edge of the deep and very wide drainage ditch. Biking Liking Viking hurried back to his bike and prepared to ride off to Olde Davisville Towne. The black kitten also hurried back behind Mr. Viking and meowed emphatically, “Wow, that is really a deep ditch, please take me with you. I am hungry and I do not like it here in the country by myself. Please take me with you.” And with that long and plaintive meow, Biking Liking Viking’s heart was touched and he carefully put the kitten back in the bike bag. The three riders once again hurried toward Old Davisville Towne. But this time the kitten could not escape because Mr. Viking had closed to zipper completely. It was very dark inside the bag and the kitten did not like it. Every three seconds for the next four miles the kitten meowed, “Get me out of here. It is dark in here. I am very hungry.”

Soon the three riders approached Ye Olde Pedrick Road Food Market. “Let’s see if they might want a noisy black kitten,” Sir Frank suggested. But sadly no one at the market wanted a little and very noisy black kitten so the three riders once again resumed their journey toward Olde Davisville Towne.

Several miles later, Lady Marlene was waiting for Sir Frank, Squire Paul and Biking Liking Viking. “Maybe you can take the kitten home with you Mr. Viking,” she suggested. “Not on your life,” he quickly replied, “Queen Janice does not want any more pets at our castle.” And with that the entire group continued to Olde Davisville Towne.

Further along the way, as he pedaled north along the Mace trail, Biking Liking Viking remembered there was a pet clinic near the famous Nugget Food Market just west of El Macero Village. “I will stop there to see if they might be able to find

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Club Discounts

Flash your DBC membership card for a discount at these local and Bay Area bike shops ...



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



a new home for this very noisy kitten," he thought.

But Lady Sherry at the pet clinic said, "Oh no, we cannot accept stray kittens." After listening to the full story of the black, hungry, frightened and noisy kitten, and its many attempts to escape, she said, "Let me take a look at the kitten." At that very moment Lady Marlene approached with the kitten. Instantly, Lady Sherry noted that the kitten was not wild and that it had been well cared for before it had been abandoned along the roadside south of the Painted Bridge. "I will find a new home for this little kitten," she assured Mr. Viking. The kitten meowed loudly, "Thanks Lady Marlene for getting me out of that black bag, I am still very hungry and I want to eat!" And with that the kitten jumped onto Biking Liking Viking, climbed to Mr. Viking's left shoulder, stood proudly and whispered in his ear, "Thanks Biking Liking Viking for bringing me to Olde Davisville Towne. I think I will like it here."

Before taking the kitten into the pet clinic Lady Sherry asked, "And what shall we name this noisy little kitten. Instantly all agreed, "the kitten's name shall be Escape, for it has already used three of its nine lives during the past hour." And with that Lady Sherry took Escape into the pet clinic. Escape enjoyed its first meal in a very long time. Later he fell asleep in his new bed.

The cycling friends then enjoyed their refreshments at the famous and always pleasant Mocha Joe's Watering Place.

A few days later, Biking Liking Viking

stopped by the pet clinic to see how Escape was doing. It was very good news. Escape had a new home somewhere in Olde Davisville Towne.

In the weeks since this adventure, Ladies Marlene and Georgene have not come upon any other abandoned animals during their bike travels. Biking Liking Viking has not used his bike bag for transporting any more abandoned kittens. Squire Paul has not had to shout, "The cat is out of the bag." But inside their hearts each has wondered, "Who would ever leave a helpless but very noisy black kitten along a roadside?"

Later in the month Sir Jeff spotted a wild turkey crossing the Painted Bridge, but that is a very different story best told in another saga.

It was an exciting March Madness for everyone, especially Escape.

And if by chance there may be a reader of this monthly chronicle who doubts the accuracy and veracity of Escape's saga, you are invited to peruse three photos taken by Lady Marlene that are located in the 2008 March Madness photograph gallery at: gallery.dbcnewsletter.org/v/mm_08. There, on page 14 of the gallery, you will find Escape looking out at the world from atop the Biking Liking Viking's left shoulder, Escape standing proudly on the black bike bag shouting to the world, "I am still hungry" and finally Escape gently purring and feeling very safe in Biking Liking Viking's arms just before being entrusted to Lady Sherry.

And everyone lived happily thereafter. ☺

Bike Ride For Habitat For Humanity

Here's an opportunity for those of you who haven't had time to pound nails at the HFH site, but would like to support HFH's work: Marlene Hanson is riding her bicycle across the USA this summer (June 19 – August 26) to raise funds for Yolo County Habitat for Humanity (for 2 new homes to be built next year in East Woodland.) The bicycle ride begins on June 19 in Seattle and ends on August 26 in Maine, a ride of approximately 3800

miles. You can pay in advance or make a pledge, which will be due when the ride is completed at the end of August. Any help is welcome! Any questions? Call Marlene at 662-0638

Send checks or pledges to:
Habitat for Humanity
1017 Main Street, Woodland, CA 95695,
noting that it is for Marlene Hanson's ride.

Official Use Only

DAVIS BIKE CLUB MEMBERSHIP APPLICATION

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



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

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

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

Action Type	<input type="checkbox"/> New Member	Basic Membership, 1 year..... <input type="checkbox"/> \$20.00 single or <input type="checkbox"/> \$30.00 family	\$ _____
	<input type="checkbox"/> Renewal	Basic Membership, 3 years..... <input type="checkbox"/> \$50.00 single or <input type="checkbox"/> \$75.00 family	
	<input type="checkbox"/> Address Change	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.



Revised 03-26-2006

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

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

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- pg 5 East Bay Riding Series
- pg 6 Ride Calendars
- pg 9 Escape: The Saga of a Noisy Black Kitten
- pg 11 Membership Application
- pg 12 My First DC (cont.)

Thanks to our Ride Leaders!

- Scott Alumbaugh
- Barry Bolden
- Larry Burdick
- Phil Coleman
- Dan & Sharon Cucinotta
- Marilyn Dewey
- Paul Grant
- Anne Huber
- Jack Kenward
- Steve Macaulay
- Dutch Martinich
- Glenn Mounkes
- Gerry Peterson
- Julie Sly
- Ted Sommer
- John Whitehead
- Bruce & Jennifer Wilson

continued from the front page

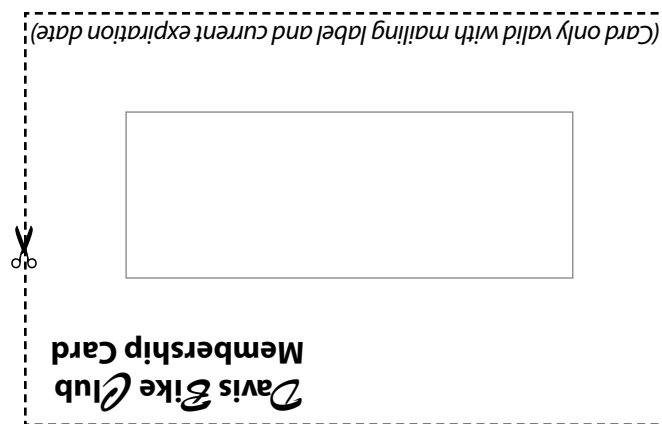
for a while. They had taken a wrong turn that added ten miles to their day. The lead rider was ticked and wanted to “put a hurt on some one!” Then the rollers started, then big rollers. Over the next several miles I hung on to the back of the pack, but I was going lactic in places and that wasn’t how I had planned to ride. So, on the next big hill I eased off. The group, including Scott, shed a few other riders off as it moved ahead and out of sight. I was on my own.

At mile 60, I noticed my EOS flashlight’s jury-rigging was failing. It was hanging slack but secure so I let it bob until CP2 at mile 82. There I removed the dangling EOS and stowed it in the caboose. Rest room, bottles, food, re-apply sun screen and go. I worked my way up to a big guy, Mike, and settled into a routine with him. We rolled through Morro Bay and on to CP3 at mile 114 without incident. I was making good time through city streets and stop lights when I noticed the bar of my Minora Space bar was loose and bouncing around threatening to drop my sans-reflector Solo Logic head unit on the ground. I had visions of it falling off and totaling my or someone else’s wheel, but I didn’t want to stop: I had a good draft and I was making all

the stop lights. So over the next several miles I unscrewed and removed the bar with the Solo Logic still attached and stuffed it all in a back pocket.

As I passed mile 130 I felt pretty good but wondered if I’d “hit the wall” before the end of the ride – this was my first double. I rolled into CP4 at mile 143 and squared the Minora space bar away. Eat, rest rooms, bottles and go. I caught up with a tandem and traded the lead with them, Alex and Margaret, past mile 150, the longest I’d ever ridden before, and on to CP5 at mile 172 where my heart rate monitor transmitter failed. I slurped a “cup-o-noodles” and resigned myself to riding the last climb of the day using “perceived exertion” as my guide. Put on the night riding gear: clear lenses, full jacket, both tail lights on, and crippled main flash light on full. The finish was 20 miles away.

I cleared the summit feeling surprisingly good. The last 17 miles were downgrades, flats and mild upgrades. I passed many tired riders in those last miles. It was dark when I checked in at the finish—I had plenty of time to spare—but I felt good. It was a long day with five equipment failures and several fitness unknowns overcome. Overall a great ride. Next stop: My second double, the Davis DC. 🚴



First Class

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