

My First Bike Race

- Mary James

Race Report for my first road race....but not officially because I didn't finish so I haven't finished my first road race yet. Here's how it went down for me -

I chose to relax at home, eat breakfast with my family and hang out at home instead of go and cheer on the fast girls and guys racing early. Selfish, yes, but necessary so that I didn't just vomit and say forget it when I saw all those fast racers.

Jill Bowlus was nice enough to drive me out to the race and my daughter wanted to come and cheer me on so off we went to the races with a trainer, my bike, and all my gear.

We arrived and saw bikes, racers, spectators, race officials, etc.....the nerves were going crazy.....then we started to hear about the crashes from the races earlier and Jill called her husband to make sure he was okay as we saw racers with road rash, slings on their arms with ice packs intact. Yikes...nerves going up...heartrate check = 135 nerve related freakin' out!

Then I went to sign in and get my number and realized that I had brought my old 2009 license...so upon looking me up in the computer, I found out that my name was really James Mary and my USA cycling license listed me as a girl named "James" which was funny and got me a lot of laughs from the registration people who kept calling me James.

I went to warm up on my trainer and thought about warming up out on the road....I only had 30 mins left and was listening to Laura tell me about the crashes which was making me more nervous, I asked Johanna about the strategy and told her I was more than happy to sacrifice myself on the first lap....since that was the plan I felt good and went to ride on the road for a 10 min warmup but it was too late....no way to warm up since everyone was lining up to race....oh well, next time plan better for the warmup and stick to the plan no matter what.

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'Watt' the heck?!?! - Training with power

- Joaquin Feliciano

If you follow road racing or do more than just ogle the bikes in cycling magazines, you've probably noticed that more and more people are riding with powermeters these days. Which begs the question: In a sport that's obsessed with being lighter and more aerodynamic, why are so many people choosing to increase both weight and drag by adding a powermeter? What's the big deal about power?

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US Bicycling Hall of Fame to open April 24.

The United States Bicycling Hall of Fame announces its plans to open to the public on April 24. Plans are underway to have an official ribbon cutting ceremony at noon on April 24th with HoF Board Members from the east coast and other cycling notables from the Amgen Tour of California and AEG in attendance. Look for more news as it becomes available, via the email list serve. -**John Hess** □

Local Team to participate in this years' AIDS ride.

Allison Sieber and Christy Tamm of B & L Bike Shop are going to participate in this year's Aids/LifeCycle. This is the annual 7-day, 545 mile bike ride from San Francisco to Los Angeles to raise awareness about HIV and AIDS. This is a pledge ride and Allison and Christy have set a goal securing a total of \$6,000.00. They can be reached at B & L at 610 3rd Street. There will be a fund raising event at the bke shop this April so check in at the shop. To find out more about donating to their team, The Bike Shop Babes, go to <<http://tinyurl.com/yflgrbx>>. If you are interested in participating in this well-supported, very scenic ride, go to <www.aidslifecycle.org>. □

This month's General Club Meeting will be on Monday, April 12 at the Veterans Memorial Club Room at the intersection of 14th and B Streets. Doors open at 6:30, meeting starts at 7:00pm. For more information, contact Alan Hill at 530-792-8900 or <vice-president@davisbikeclub.org>.

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Calendar

Board Meeting	Mon., April 5, 7pm
Tandem Properties	
General Cub Meeting	Mon., April 12, 7pm
	(open 6:30pm)
Vets Memorial Club Room	
Ride Schedule deadline	Thur., April 15
Newsletter deadline	Tue., April 20, Midnight

New Members

Debra Banks
Steve Young family
Geoff Shannon family
Thomas Ramos
Rose Ann Obrien
Scott Anderson
Pat Randolph family
Alex Gaimari
Cliff Gravem
David Nakai
Matthew Hoffman
Keith Nowell family
Richard Skow
Lisa Fischer
Vic Claassen family
Anabel Sanicky
Chris Udarbe
Alan Hitch
Leslie Creed
Dimond family
Charles Richison
John Davidson
Heather Camille Papini-Chapla
Joe Giannone
Rich Giannone
Robert Bulman
Brian Volkhoff
Dena Wilson
Vickie Fulkerson
Sheri Willis
Libby Earthman
Albert Balingit family
Jason King

My First Race

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The race started after some rules were reviewed by the officials....we were off...it felt good to get the nerves out....we went round the first corner and the pace seemed slightly slow for a race then we hit the next corner and we were going much better except for some yahoos who were hitting the brakes causing some swerving and yelling, I was drafting off Michele and I kept right on her wheel and then she went, gears clicking, legs pumping, I followed kicking it up to try and get away and Kristen was right on my wheel so we were away and then I looked back and the pack was lined out back on Kristen's wheel.

Michele pulled off and I gave it my whole engine for about 45 seconds(probably more like 10 seconds) and then I was done off to the side with Kristen left to pull the pack that we had slightly spread out, I got back into the mix and found out that the further back you ride in the pack, the less bike handling skills by the other racers there are....braking and lateral swings were apparent in the back so I grabbed hold of Sherri's wheel and just kept on it even though we were approaching the "gravel corner" and being slowed by the motorcycle ref....thru the corner and my heart was pumping hard even though we hadn't really picked up the pace but then the hills started and the pace didn't slow, in fact that is when some teams decided to ramp up the speed and lose some of us non-billy goat types.

I was popped....got onto the back of a Rocknassium wheel and just tried to hang on thru the KOM section.....I made it to the turn and went thru "patched pot hole" alley on Kristen's wheel and then when we turned the corner towards the finish line(1 lap done) I told her that I'd take a pull and I was off thinking that she was right on my wheel not realizing that I had just jumped up to 22 mph from the 19 that she was pulling...she dropped I gutted it through the start of the second lap and had delusions of catching the pack....and then I saw something that I will never forget.....there was Laura Blyth standing on the side of the road talking to Bob....WTF? Did she crash? Was she okay? I guess she was thinking that she was done and then she saw Kristen and me so she took off after us.....she got up to us as we were going about 24 mph along the sweet section of the course.....I said let's work together to catch up to the pack and she said, "we'll never catch 'em" and then that was when the road went up that little hill rise and I hit the wall hard....Laura was gone up the hill and Kristen passed me and then I was just watching as their jerseys got farther and farther away.....urrrggghhhh, then Marianne drove by and yelled "Good job Mary....keep it up" or something cheerful and encouraging which gave me some energy to pick it up to the gravel corner again which I did and the corner guys told me I was winning or maybe "race like you're winning" not sure I was seeing orange and blue sheep at that point....so I tried to get my breathing under control and checked my heart rate which was in the low 200s and then I slowed down so that I could recover my cardiopulmonary status before it exploded.

The 2nd time over the KOM section I was trying to remember if it would help the team at all if I just finished, having never DNFed a triathlon race before I wanted to finish and not be a quitter so I was pondering this when the first group of men lapped me and the official told me they were coming.....so I moved to the side and they went by like I was standing still in the pasture. When the second official pulled up next to me about 4 mins later and said a group of 20 was coming, I asked him if it would benefit my team at all if I just finished since I couldn't remember how road race points and participation was scored and I think I was delirious....he said, "I have no idea, did you hear me tell you there were 20 riders coming?" I said yes and away he went on his motorcycle. The 20 riders passed and then there he was again, the official on the motor cycle....he looked over at me and said, "Are you going to ask me if I am going to DQ you for drafting his wheel?" At this point I felt like Alice in Wonderland trying to figure out what wheel he was talking

about....the Mad Hatter was alive and picking on me, a first time racer who couldn't have sucked a wheel of any one of the guys that passed unless they had dropped back at the very moment they passed which is what happened and still I was 2 bike lengths behind him as he pulled away from me while passing with the group that was dropping him.

I said to the official, are you DQing me? He said, "do you want to know?" and I said, I was going to DNF anyway and then he said this - "Well you better" As he pulled away, I thought, Well you better WHAT? So I DNFD my first road race, felt like throwing my bike thought better of it, felt like hitting something, thought better of it....felt like crying decided that I could do that without hurting myself so I did.

I was angry and upset since it was my first race and I was probably 8 mins behind the pack now there was no way that I was going to win the race....so I didn't understand his questions and I thought he was being a little unprofessional. Maybe I just don't understand the race rules, so I put my bike away, took my kit off and went and talked to Paula (the official that had come to our team meeting) she told me that it was unfortunate that the official had said what he did and then asked me if I was racing tomorrow which I said no and she said well don't let this ruin your first race day....you should definitely race again. Uuuurrrrrgggghhhhhh was all I could think about the situation while wiping the salt water away from my eyes.

As the women came in my frustration disappeared - they all had a good race and we all were there for everyone to cross the finish line. It was fun and strategically interesting to me.....I just need to grow a stronger engine and be able to stay with the group to attack which was so fun to get a taste of that I can't wait to do it again.

It was a great day out there, the best weather, the best racing conditions and the best team to be a part of....I know we had the most racers there for the Cat 4 womens race....it was a sea of orange and blue in the front for the 1st lap...quite fun!

So, there's my story and I can't wait to hear all about your adventures out on the road today...I hope all the guys are okay and that no one got injured badly in any of the crashes. □

'Watt' the heck?!?!'

-continued from pg. 1

The most popular powermeters calculate force indirectly by measuring the torque at a bike's rear hub or crank arm. Divide that force value by time and you've got power, usually expressed in watts. So basically, a powermeter answers: "How much force am I putting into the bike right now?" By displaying that answer several times each second, powermeters provide feedback that's more instantaneous and more direct than the more traditional forms of measuring on-bike performance: relative perceived exertion (RPE), speed, and heart rate. Furthermore, your performance when measured by those metrics is affected by things like wind, terrain, your mood, how much sleep you got last night, the clothes you're wearing, and even what you had for breakfast. It can be hard to figure out if you're actually improving when so many independent factors affect your performance metrics. Theoretically, power doesn't care about any of that and just reports how hard you're pedaling the bike. It doesn't matter what route you're riding, what the weather's doing, or whether you had regular or decaf this morning. Power is power. By providing you with an almost-direct measurement of your effort that's more independent of wind and terrain than speed, more responsive than heart rate, and more finely grained than RPE, a powermeter helps you dial in your training and make every minute on the bike count – something that any time-strapped cyclist can appreciate. But don't go ditching your

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Sun	Mon	Tue	Wed	Thu	Fri	Sat
New Category: Date-TBA Rides.	These are rides given on an appointment basis (like Dr. John's) or rides with no departure time given by press time.	Check Ride Descriptions for contacts and ride details.		1 Steady Eddy's 8:45am Steady Eddy's 9:00am Winters Dinner Ride* 6:00pm	2 Vacaville Roll'g Hills 8:00am Ride around the Town* 10am	3 Saturday Coffee and a Roll 9:00am
4 Outland Series* 9:00am Sunday No Drop 11:00am	5 Monday at Morrison's (faster) 9:00am Monday at Morrison's (slower) 9:00am	6 Mocha Joe's Country Loop 8:45am Mocha Joe's Country Loop 9:00am	7 Solano Baking Company 8:45am Solano Baking Company 9:00am Women's Wednesdays* 9:00am	8 Steady Eddy's 8:45am Steady Eddy's 9:00am Winters Dinner Ride* 6:00pm	9 Vacaville Roll'g Hills 8:00am Napa/BayArea/Sierra Climbing* 9:00am Ride around the Town* 10am	10 Saturday Coffee and a Roll 9:00am
11 Sunday No Drop 11:00am	12 Monday at Morrison's (faster) 9:00am Monday at Morrison's (slower) 9:00am	13 Mocha Joe's Country Loop 8:45am Mocha Joe's Country Loop 9:00am	14 Solano Baking Company 8:45am Solano Baking Company 9:00am Women's Wednesdays* 9:00am	15 Steady Eddy's 8:45am Steady Eddy's 9:00am Winters Dinner Ride* 6:00pm	16 Vacaville Roll'g Hills 8:00am Napa/BayArea/Sierra Climbing* 9:00am Ride around the Town* 10am	17 3rd Saturday, or Cantelow x2 9:00am
18 Sunday No Drop 11:00am	19 Monday at Morrison's (faster) 9:00am Monday at Morrison's (slower) 9:00am	20 Mocha Joe's Country Loop 8:45am Mocha Joe's Country Loop 9:00am	21 Solano Baking Company 8:45am Solano Baking Company 9:00am Women's Wednesdays* 9:00am	22 Steady Eddy's 8:45am Steady Eddy's 9:00am Winters Dinner Ride* 6:00pm	23 Vacaville Roll'g Hills 8:00am Napa/BayArea/Sierra Climbing* 9:00am Ride around the Town* 10am	24 Saturday Coffee and a Roll 9:00am
25 Putah Creek Cafe Breakfast Ride 9:00am Sunday No Drop 11:00am	26 Monday at Morrison's (faster) 9:00am Monday at Morrison's (slower) 9:00am	27 Mocha Joe's Country Loop 8:45am Mocha Joe's Country Loop 9:00am	28 Solano Baking Company 8:45am Solano Baking Company 9:00am Women's Wednesdays* 9:00am	29 Steady Eddy's 8:45am Steady Eddy's 9:00am Winters Dinner Ride* 6:00pm	30 Vacaville Roll'g Hills 8:00am Napa/BayArea/Sierra Climbing* 9:00am Ride around the Town* 10am	

Unless otherwise specified, all rides begin at the Starbucks, 2038 Lyndell Terrace, (38.562 Lat; 121.768 Long) across from Sutter Davis Hospital in West Davis. Rain will cancel any ride. If in doubt, call the ride leader. If you would like to lead a ride, please contact Marla Stuart, Ride Calendar Master. Location of starting points for rides beginning elsewhere (indicated by an asterisk *) will be stated clearly in the ride description. Coordinated transportation to these starting points, if necessary, will be made by the ride leader. **Announced ride time is the time at which the ride starts. Come early to sign in and get maps and/or pre-ride instructions.**

New terrain numbers!

Terrain:

1. Flat
2. Rolling (Lake Solano, Pleasants Valley)
3. Moderate Climbs (Gibson, Steiger)
4. Steeper Climbs (Cantelow, Cardiac)
5. Steep, sustained climbs (Mix Canyon, Cobb)

Lead a ride!

Leading a Club ride is a great way to highlight a unique ride you've done and to share it with other Club members.

Contact: dbcridecal@gmail.com

Pace/Speed (on level road)

1. Leisurely/Relaxed (< 10 mph). For families, children, buggers; waits.
2. Tourist (9 to 12 mph). Stops as needed; waits for stragglers.
3. Moderate (12 to 16 mph). Solid riders; regroups every 45 min.
4. Brisk (16-18 mph). Experienced; no obligation to wait.
5. Fast (19-21 mph). Strong riders; few stops; no obligation to wait.
6. Strenuous (21 mph & faster). Very strong riders.

Regularly Recurring Rides

* Asterisked rides have a starting location other than Starbucks.
Consult ride description for location.

Sunday No Drop

Sundays, 11:00 am T1/P3-4/34 mi

Alan Hill, 530-792-8900 or <arhill8711@aol.com>

No one is dropped intentionally. Come out and play if you can maintain a pace of 14-16 mph. Ride stops in Winters for coffee or brunch and a visit to the new Winters Farmers Market (seasonal) before returning via Putah Creek Road to Davis. This is a good first group ride with the club. NOTE LATER START TIME FOR THE WINTER!

Monday at Morrison's (faster) [Ed Martin Series]

Mondays, 9:00 am T1/P4-5/35 mi

Barry Bolden, 530-297-5123 or <boliverb@dcn.org>

Following country roads north to the scenic town of Yolo, then returning to Morrison's Deli in Woodland to meet the slower group for a beverage, snack and lively conversation before returning to Davis.

Monday at Morrison's (slower) [Ed Martin Series]

Mondays, 9:00 am T1/P2-3/24 mi

Dan Cucinotta, 530-756-1711 or <scucher@comcast.net>

Following country roads, a shorter ride that will meet up with the faster group at Morrison's Deli in Woodland at around 10:30 am before returning to Davis.

.Mocha Joe's Country Loop [Ed Martin Series]

Tuesdays, 8:45 am T1/P3/35 mi

Paul Grant, 530-756-3610 or <pwgrant@mac.com>

Ride past the fields and orchards to the west and south before enjoying a treat at Mocha Joe's in South Davis. A slightly slower pace than the ride beginning at 9:00.

Mocha Joe's Country Loop [Ed Martin Series]

Tuesdays, 9:00 am T1/P4-P5/39 mi

Phil Coleman, 530-756-4885 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.

Solano Baking Company [Ed Martin Series]

Wednesdays, 8:45 am T1/P3/35 mi

Dan & Sharon Cucinotta, 530-756-1711 or

<scucher@comcast.net>

Ride south to Dixon past orchards and fields, relax at Solano Baking Company in Dixon before returning to Davis. A slightly slower pace than the ride beginning at 9:00.

Solano Baking Company [Ed Martin Series]

Wednesdays, 9:00 am T1/P4-P5/39 mi

Phil Coleman, 530-756-4885 or <pkcoleman@comcast.net>

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

Women's Wednesdays*

Wednesdays, 9:00 am T1/P4/20-30mi

Marilyn Dewey, 530-753-9188 or <deweys@hotmail.com>

Meet in front of Wheelworks, 3rd and F Streets, for an easy 1 to 2 hour ride to improve skills and fitness in a low-key, fun environment.

Steady Eddy's [Ed Martin Series]

Thursdays, 8:45 am T1/P3/30mi

Max Massey, 530-756-6151

Ride along Putah Creek Road, enjoy the atmosphere and conversation at Steady Eddy's in Winters before returning to Davis. A slightly slower pace than the ride beginning at 9:00

Steady Eddy's [Ed Martin Series]

Thursdays, 9:00 am T1/P4-P5/34 mi

Phil Coleman, 530-756-4885 or <pkcoleman@comcast.net>

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

Winters Dinner Ride*

Thursdays, 6:00 pm T1/P3/30mi

Paul Grant, 530-756-3610 or <pwgrant@mac.com>

Meet on the Russell Blvd. bike path at Lake Blvd. Remember to bring your lights and fully charged batteries. Come out on this easy-going dinner ride to Winters. Expect friendly conversation. No one will be left behind!

Vacaville Rolling Hills [Ed Martin Series]

Fridays, 8:00 am T3/P5/60mi

Larry Burdick, 530-753-7591 or <larryburdick@netzero.net>

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

Napa/Bay Area/Sierra Hill Climbing*

Fridays, 9:00-ish am T5-6/P-3/30-50 mi

Deb Ford, 707-224-2288 or <napaford@aol.com>

Relaxed, worth-the-drive rides that feature hill climbing around Napa Valley and the Bay/Sierra area. Designed for cyclists (especially women) who want to improve their climbing skills on supportive, non-competitive rides. Beautiful back roads, frequent regrouping (no drop), perfect weather ;-), and challenging fun are guaranteed. Details of route, meeting place, and meeting time are announced each week on the DBC listserv (or send an email to the ride leader). PLEASE RSVP, so the ride leader knows whether to wait for you. (Occasionally, these may turn into mini overnight/weekend tours; watch for postings.)

Regularly Recurring Rides

Ride around the Town*

Fridays, 10:00 am T1/P2/15-18 mi
Dutch Martinich, 530-756-8234 or <dmartinich@att.net>
Ride starts in front of Vet's Memorial Auditorium at 14th and B Streets. Route changes weekly but always includes portions of the citywide greenbelt system and the City of Davis bike route. Ride often finishes in the downtown area and stops for refreshments if riders are interested. Contact leader if in doubt about the weather.

Saturday Coffee and a Roll

Saturdays, 9:00 am T1/P5/30 mi
Gary Button, 916-454-1679 or <1fastbiker@sbcglobal.net>
Coffee and a Roll is a fast paced (P-4/5) Saturday morning sojourn. We regroup along the way and in Winters where we discuss options for extending the ride to Cantelow, Cardiac, or just around Lake Solano. Sometimes we split into two smaller groups when a consensus can't be achieved. Following this extension, we reconvene at Steddy Eddies for refreshment and conversation before returning to Davis via Putah Creek Road. Those who wish to participate, sprint for signs. This is a good

Non-Recurring Rides

Outland Series*

April 4, Saturday, 9:00 am T6/P3/105 mi
Bruce & Jennifer Wilson, 925-443-6617
or <bawjen@comcast.net>
Third annual "Outland" series of rides (based in Livermore, CA): Bruce and Jennifer Wilson are offering these rides as warm-ups for the Davis Double 2010, or training for tours. Rain will postpone any Saturday ride until the next day, and if still raining on Sunday, the ride gets cancelled. All rides start in Livermore, 2176 Normandy Circle. Rides feature plenty of climbing but with no killer grades. Good scenery is guaranteed! This 4th (and last) ride of the series features 6,000 ft of climbing on the Mt Hamilton loop with a brief stop at the Observatory (4200 ft elev). Bring lunch. Contact Bruce for directions to starting location..

Putah Creek Cafe Breakfast Ride

April 25, Sunday, 9:00 am
T1/P3/32mi
Diane Richter, 707-678-9515 or <bdrichter55@gmail.com>
We had so much fun on last month's revival of the Putah Creek Cafe Breakfast ride that we're going to do it again! With any luck, you'll be able to witness Will Whitehead eat more pancakes than you thought any one person could eat and still walk! (He claims they're "not dense".) The food is excellent and the atmosphere is comfortable, so come on out and join us.

* Asterisked rides have a starting location other than Starbuck's.
Consult ride description for location.

ride for sharpening your skills. If you are in shape or want to get in shape, this is an excellent opportunity for an enjoyable ride! With our early morning start, we often cover 50 or 60 miles before returning to Davis around noon. Note: ride does not occur on 3rd Saturday of the month.

3rd Saturday, or Cantelow x 2 (except May, October)

Third Saturday, 9:00 am
T4/P4-5 (16-20 mph)/64 mi
David Joshel, 510-717-5133 or <davidjoshel@hotmail.com>
The object of this ride is to stay together as a group at a controlled pace. Winters via Covell, 95, Stevenson Bridge Road and Putah Creek road. Short break/regroup in Winters at the restrooms. Continue west on Putah Creek Road to Pleasants Valley Road, then south to Cantelow. Continue over Cantelow to Gibson Road, to Steiger Hill Road and back over Cantelow again. Return to Winters via Pleasants Valley Road and Putah Creek Road. Optional lunch stop in Winters. Return to Davis via Putah Creek Road, Stevenson Bridge Road and Russell.
08:00 June, July, August & Sept. 09:00 Nov thru April. No May or October ride, conflicts with DDC and Foxy's.

Date-TBA Rides

* Asterisked rides have a starting location other than Starbuck's.
Consult ride description for location.

Dr. John's Early Bird Revival

Mon or Fri, Time varies 6:00-7:00 am
T1/P3/10-20 mi
John Whitehead, 530-758-8115 or <jcw@dcn.org>
Meet at Starbucks-by-the-Hospital. This ride occurs sporadically to fit in a workout before work. Office hours (start time) and route vary. Call for an appointment.

Emergency Phone Numbers

Yolo County

Davis City Police: 530-758-3600
Davis Fire: 756-3400
UC Davis Police: 530-752-1230
UC Davis Fire: 530-752-1234
Winters Police: 530-795-4561
Winters Fire: 530-666-661 (Yolo dispatcher)
911 Yolo County 530-668-8920
Yolo Animal Control: 530-668-5287

Sacramento county

American River Parkway 916-875-PARK (7am to late eve.)
Sac. County emergency dispatch 916-875-5000.

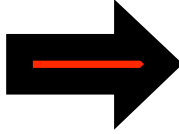
Solano county

Dixon Police & Fire: 707-678-7080
Vacaville Police: 707-449-5200
Vacaville Fire: 707-449-5452 (or 5200)
911 Solano County 707-421-7090
Solano County Animal Care Services 707-784-1356

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.



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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Power -continued from pg. 2

HRM or cyclometer just yet. The truth is that the best training approaches use multiple data sources together to track how you're doing. Measuring power adds to the richness of the performance picture but isn't really adequate to use all by itself.

Also, it's important to note that when we're talking powermeters, we're usually talking about two different systems: the stuff on the bike that measures and displays your power output, plus a separate software package that lets you download your ride data to track your performance over time.

So how do these little gadgets that can cost as much as a brand new racing bike actually help with training? Consider two of our newest race team members: Biff, a 125kg former linebacker, and Patrice, a 50kg international student from France. Biff races only on the track while Patrice excels at longer, hillier road races – the steeper the better. They both use powermeters for their training but in very different ways. Biff bends his training toward maximizing his wattage over extremely short periods of time, like 10-15 seconds, while Patrice uses her powermeter to build wattage over periods as long as three hours and to maximize her output per kilogram of body mass, a critical value for climbers. Yes, they could both train and do just fine using the less expensive tools I listed earlier, but adding power and tracking software to the mix increases resolution by removing environmental factors from the picture and helping them chart their progress over the season more accurately.

Things get really jiggy when you start factoring body mass into the equation. Check it out: Let's say Big Biff can churn out 375W for over an hour while Petite Patrice can only manage 200W over the same time. When they go out on long rides together, who do you think is kicking whose butt at the end of the day? Mais oui, c'est Patrice. How is this possible? The answer lies in their wattage per kilogram of body weight. Biff is putting out only 3 W/kg (375W /

125kg = 3 W/kg) while Patrice is cranking out a whopping 4 W/kg (200W / 50kg = 4 W/kg). So Patrice has 33% more power for hauling around each kilogram of her body mass than Biff does. This isn't such a big deal in the short, flat track races that Biff prefers, but as the ride gets longer and the road tilts upward, that 33% difference becomes more of a factor and Patrice handily bids adieu to her ami Biff every time.

So how to decide if a powermeter is worth the Benjamins to purchase one? Here are some questions to ask yourself before taking the plunge:

- 1) Do I like data? To make the investment worthwhile and to see performance gains with a powermeter, you have to be the kind of person, or have a cycling coach, who enjoys getting elbows deep in your performance numbers. Otherwise, that powermeter could wind up as just another fancy toy to clutter up your handlebars.
- 2) Do I ride or do I train? If getting fitter and faster on the bike isn't on your mind almost every time you take a ride, you're probably fine with what you're using now. On the other hand, if you always have a workout plan and goal in mind whenever you're turning the pedals, you're likely the kind of person who would benefit from using a powermeter.
- 3) Most importantly, are you happy with your performance progress so far? If you're enjoying riding and the progress you're making as a cyclist, why spend \$500-\$5000 to fix something that's not broken? However, if you've hit a performance plateau or feel like you aren't getting enough data with what you already have, maybe a powermeter is the way to go. □

Online with the DBC

Club web site: <davisbikeclub.org>

Newsletter Photo Supplement: <http://gallery.dbcnewsletter.org/main.php>

Race team: <dbcrcraceteam.org>

Double Century: <davisbikeclub.org/ddc/2009/index.htm>

Fall Century: <davisbikeclub.org/foxys/2008/index.htm>

Memberships: <davisbikeclub.org/membership.htm>

DBC Mailing List: To post- <DBC@dbclist.org>

For help- <http://dbclist.org/mailman/listinfo/dbc>

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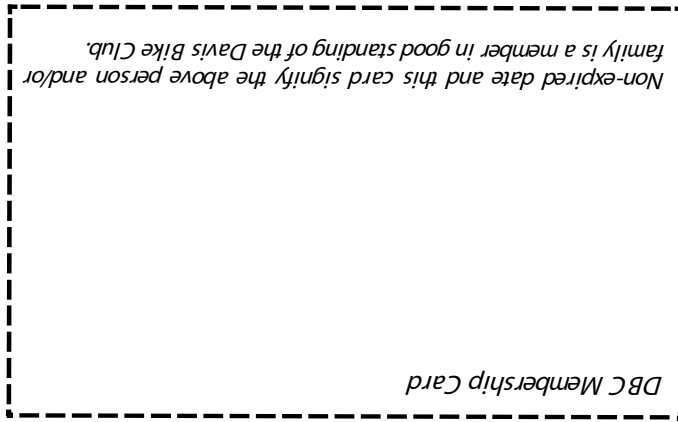
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Changing Gears

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Contributions to **Changing Gears** may be sent to the editor by e-mail to: newsletter@davisbikeclub.org Submittals in text or .doc files are preferred. Check front page for deadlines. All submittals are welcome. For additional details regarding submissions contact: Dutch Martinich, 530-756-8234

Paper newsletter?

If you are currently receiving paper copies of the newsletter and would prefer to receive **Changing Gears** by email, (or vice versa) please let me know at [<dbcmembership@gmail.com>](mailto:dbcmembership@gmail.com).

The membership maestro.