

Benicia Bicycle Club

P.O. Box 141

Benicia, CA 94510

707-644-0074

Paceline Guideline	2	The Road Marshal: Message from the President	
Barbara Wood on Cinderella	3	<p>April Fools, I hope none of us BBC Riders have fooled ourselves! It's time to ride hard. On Saturday, take the long way home, either Gordon Valley or Mt. George. On Sunday, do Pig Farm. When you get a chance, take the toughest route home. Lots of Centuries are coming up. Sign up early and be ready!</p>	<p>stay single file, no more than 2 people wide depending on the road we are on. Let's ride safe, smart and share the road. I would like to once again thank our member, Allan Lemone, the city of Martinez and Starbucks for our gift card. Thank you also to Laurie F., Bill S., Ed B., Pete V., Bob K., Mick W., and George V. for all their help.</p>
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Bill Buckalew: Hooked on Doubles	5	<p>Every time we ride, we are getting more and more new riders out and it's getting pretty stretched at times. We need to</p>	<p>Our short sleeve jersey order is in and our jersey and vest will be</p>
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Membership	12		



Club President; Joe Marks with Michael Schubert

here soon. We need more orders for our long sleeve jersey and jackets, so be sure to place your orders.
Joe Marks
 April 2006

Benicia Bike Club Time Trials
 Time your fitness ride. Distance is 10.2 miles. Start/finish at Lopes Road; turn around at the Fairfield City sign. First Wednesday night 6:00 PM sharp. Contact Joe Pritchard at jlpritchard@comcast.net

Newsletter Contributors
 Thanks Bill S, Joe M, Kent O, Mick W, Barbara W, Mike S, Bill B, Joe B, Joe P, Joe S. Thank you for sharing information for our newsletter. Your contribution is appreciated by the editor and the members/friends who read our newsletter.
Our April Newsletter is a team effort.

In The Draft: Paceline Guidelines

Paceline Guidelines

- **Be predictable and safe by riding a straight line.** Practice this skill by yourself by riding with your wheels on the white line along the edge of the road. You'll find that it's easier if you look ahead 30 feet rather than directly in front of your wheel.
- **Smooth, steady, communicate and predictable are the bywords.** Keep the pace steady. Avoid surging when your turn comes to lead the pack, avoid braking suddenly, avoid swerving abruptly. Ride relaxed, stay focused, communicate. This makes you a safe cyclist and a pleasure to ride behind.
- **Don't let your front wheel over-lap a rear wheel.** If that bike swerves, the contact will usually knock you down. If you do overlap (echelon paceline) make sure you're at least a foot or two to the side.
- **If you are the leader of the paceline stay focused on the road, traffic and lights.** Keep your eyes on the road and ahead of you at all times. If you are behind the leader use peripheral vision and observe the rider in front of you.
- **Ride only as close as you are comfortable.** Two to three feet is OK for starters. Look ahead, not just at the wheel in front of you and ride with your hands near the brakes. If you get too close, soft pedal or move out into the wind a bit to slow down. Soft pedaling is better than coasting. It causes less reaction behind you. If you must brake do it smoothly and with the rear brake so the person behind notices you using the brake. Keep pedaling (soft pedal).
- **When you're leading, remember that you're the eyes and ears of the whole group.** It's your responsibility to “point out” or “call out” or navigate smoothly around stuff on the road; “glass” “branches” “potholes”, “pedestrians”, “runners”, “dogs”, “wildlife” “road kill”, as well as turns and stops (slowing signal) that others may not be able to see because you obstruct their view. People behind you will relay this info to the back of the pack.
- **As you take the front, maintain that speed.** The former leader will signal by raising the left elbow or left arm off the bars or by sitting up and moving over (usually to the left). He'll slow down, so you don't have to accelerate. Just pull through smoothly and wait a few seconds for the former leader to catch on the back and then ramp it up slowly. You should see your cycle computer go up a mile an hour at a time.
- **Take your turn at the front and then pull off and let someone else share the work.** If you are tired take a short pull. When dropping back, stay close to the line. This enhances the group's draft.
- **Call out "car back!" when there's an overtaking vehicle.** This is especially important on narrow roads when the group is in a double paceline (2 abreast). Riders need time to move over or ease up to let the car pass. In general, since we ride on roads with traffic it's never a good idea to ride more than 2 abreast. "Car Back" is more than just a warning. It means DO SOMETHING. “Car up” is called if the road is narrow and a car is approaching in the front.
- **Drop back a bit more on climbs.** The rider just ahead might stand and decelerate slightly; in effect, moving backward toward your wheel. Also when you stand up (call out standing) and make a conscious effort to stand on a downward power stroke and push your bike forward so you don't drop back into the person behind you.
- **Have fun** and if you don't understand what's going on or why don't be afraid to ask. Many times there are a lot of unspoken subtle things happening especially with a group that's ridden together for a long time.

High Performance: BBC Members on the GO!

Barbara Wood goes Cinderella

Cinderella 2006 March 25, 2006

The Cinderella ride, sponsored by Valley Spokesmen, was begun 30 years ago to thank the women of the club for their support of the men's rides. It is a "women only" ride, the men, Princes Charming, support the ride. Many riders show up in costume - not required, but just for fun. It is well organized, the route is well marked, and they never run out of food. My story of this year's event follows:

It was raining. But, my skiing buddy, Trudy, and I are very determined people. We would go anyway, Plan "B", shortcuts in hand, just in case. By the time we arrived, the sun was trying to shine through the overcast, so we checked in and left promptly around 8:30. We caught up with BBC member Sherie Reineman while stopped at the first traffic light. It was great to see her and we were delighted to have her company for the rest of the ride.

We arrived at the first rest stop. So far, so good – no rain, just a strong constant wind. BBC's own Phlatbar Bob was among the charming Princes serving the snacks. He mentioned having seen Nancy (who didn't ride) and Riva (who was riding with a friend) among the 1500 riders that had bravely signed on. We continued on but an ominous cloud covering was dead ahead. OK – we turned north and headed away from it. The sun was still shining as we headed for lunch. But the wind....cross wind, head wind, and maybe even a bit of a tailwind to aid on the climb up Cross Road hill, continued to be an issue.

Lunch was over and the sky let loose. Most rain is vertical. This rain was horizontal. The hail was horizontal. The sag wagons were stopping and filling up quickly. Not us, of course, we would finish the ride. After all, we were over half way there. By the time we reached "the lemon drop man", the sun was shining but the wind was relentless. One more rest stop and we were homeward bound. Another rainstorm, but by now we were in residential areas, sheltered from the wind.

The end was near. Our "princess costumes" had taken a beating, but so had everyone else's. Who cares? Hot soup was waiting for us as we finished.

Barbara Wood

Note: I don't know who else from BBC rode. Nancy mentioned Sheri Bertalozo, and Sandi from Fairfield. Riva rode with an unnamed friend. I don't know if these folks are members.

Barbara and Edith lead a Ride this Month

Barbara will be leading a ride to the Jelly Belly Factory on Wed, Apr 12., 10 AM . Ride begins at "B" St. parking lot.

Edith will be leading a ride across the Carquinez Bridge on Apr 19, 10 AM . Ride begins at 12th St parking lot. Edith will be serving ice cream and cake following the ride.

The Century: Benicia Bike Club Featured Author**Kent O'Dell: Dolomite Chronicles Part 4**

Continued from last month...

The rain was heavy by the time we settled in Pieve di Cadore, but we found a haven: Pizzeria Saraceno, at which we ate throughout our stay. Pizzas and calzones excellent, and we closed the place the night before our departure after a lengthy grappa-sampling session with some natives whose acquaintance we'd made.

Off the next morning, still hoping to beat the weather and bag a few of the peaks on our itinerary. Heading in the direction of Bolzano, several of the riders grabbed 15 miles through a high valley where the road followed a river.

Others were dissuaded by the trucks and buses. The drivers are plainly pros, but it's a lot of machine to share the narrow roads with. You can see the tourists up high in their armchair-like seats as the buses pass, curling around you on the tight switchbacks. And at a point near the Austrian border we picked up the riders- there was no room for a bike, it was too close for the most determined.

We drove through winding valleys with verdant, mist-streaked slopes giving to dark escarpments above, clusters of beautiful low houses making the climb.

But we drove into rain: we reached St. Ulrich, where it was torrential. A short spin Ed and Andy and I took resulted in my being the wettest I've ever been on a bike, including an afternoon's climb and descent into Ukiah, I think it was, on one of Dennis' tours. And it was the first time I experienced a braking problem with my (newly converted) bike that none of the experienced cyclists among us could cure. Be it never so gentle, any effective application of the front brake would cause a grabgrabgrab that would set the fork to rocking forward and back- an alarming juddering would set in. We made it home safe and soggy to the creature comforts of the Madonna Dolomiti, however. We'd no reservations, as St. Ulrich hadn't been in our plans (we were improvising a bit at this point, to find a place to ride; we'd look at the Meteo on the tele, and they'd have little cartoon clouds clustered thickly from Switzerland to Sicily). The Madonna D. was the first place we tried, and they took us in, gave us a place to lock up the bikes, a good dinner in the hotel restaurant and a good breakfast (not to mention secret sandwiches, for it appeared that we might be able to ride the next day.)

-So I figure this should be good for at least one newsletter, with the stuff from the wild career of the van. I'll get this off and if you still think it's interesting I'll continue, and finish. There's one notable ride (the one alluded to at the end of the above) and then some interesting stuff about Bolzano,(where everyone split up,) which is ringed with cycle paths-fashionable matrons on bikes- and later a ride I took on the ramparts of Lucca on a rented bike, une promenade, avec tout le monde de Lucca...

To be continued...

Kent O Dell

Road Hazards While cycling in our area and if you encounter road hazards such as pot holes, debris or tree limbs contact these agencies and report status. Vallejo-Department of public Works, Traffic Engineering and Maintenance Dept at 648-4300. In Benicia-Public Works maintenance Division, streets at 746-4296. In Solano County-Steve Hilar 421-6055.

Help keep our Roads Safe

The Double Century: Bill Buckalew Rides Solvang Double

Solvang Double

We got into Solvang at about 6:45pm Friday night and drove to the motel. We parked the big RV right around the corner, and as I exited to register I told my wife, "No 7:30am timed start for me. I'm going to start earlier and have a good time." Before I knew it, I was walking out of registration having committed to the 7:30 start. Big Mistake.

We drove back to Buellton and registered at All Flags RV park, knowing Robo was planning to be there. It was dark and getting late. We had our customary pasta dinner, a few MGD's, then retired early, already getting anxious about the next day.

Saturday morning I got up and started getting ready. Stepped outside and found to my surprise that it was quite warm – in fact balmy compared to the rainy, dank weather of the past months in the SF Bay area. So I choose my cycling apparel for the day – short sleeved jersey and cycling shorts. No need for arm or leg warmers or outer garments, much less any rain gear. If it rained, I figured, it would be a warm rain, like we experienced on the Gulf Coast. Second Big Mistake.

I assembled Pinkie, zeroed the cyclometers, and started the ride back into Solvang. I got to the parking lot and started getting even more anxious. 30 other riders – all of them looking very fit and ready to "rumble." (What am I doing here, I wondered.) Seven thirty came and the ride coordinator stopped traffic so the ride (race) begins. The pace is incredible. I'm in over my head. I look down to see how fast we're going, and all I see are zeroes. Damn, I put the front wheel on backwards. (The Goddess will get a kick out of this.) So I pull over to fix the Third Big Mistake, as I watch all my paceline "friends" vanish into the distance. What do I do now? Dip into the anaerobic zone for a while to catch up, or resolve myself to have that "good time."

It takes at least 10 minutes in the 90%-plus range to catch all my friends. And by now, I'm beat. It's only 30 minutes into this thing. I'm in over my head. So I hang on the back for a while to try and recover. I'm starting to feel pretty good now, sucking those wheels. We're doing 25 plus. And suddenly it's my turn to pull. It hurts.

We come to the first big roller, and we lose half the group. Now the pulls come twice as frequently. We're still doing 25 plus. I'm in over my head. We continue to lose riders off the back, and now we're down to seven. I'm beat and trying not to show it. We come to an intersection and make a left. Wrong. We're supposed to continue straight. Good, I get a little rest. We're back on track and come upon a bent rider in a red rig.

This is the most incredible next 15 miles I've ever experienced. Seven of us trying to keep up with this red rig who's doing a continuous solo pull at 30 plus. We lose four more off the back, so we're down to three plus this incredible red rig. Fifteen miles of rest at 30 plus. Thank you Rand!! When I get to the finish the other two (Jeff and Mark, who I am sure finished in 9 or less) were still talking about the red rig.

It starts to rain. Just a warm drizzle at first, but then it gets very cold and the rain is horizontal. The three of us continue to move along at a fast pace but I'm getting very cold. I have to suck those horsetails in order to keep up. We get to CP2 (skipped the first one) and I am shivering uncontrollably. We did the first 83 miles in 24.6. But I am toast. Pretty much done for the day. Jeff and Mark vanish into the distance. So much for the timed start.

I continue on to Morro Bay. The chip collector sees that I am shaking too much to fish the chip out of my jersey, so does it for me. To SAG or not to SAG. I get back onto Pinkie, and hope the rain will stop so I can dry out and complete this thing. The weather clears; I dry out, and have a wonderful ride from mile 120 on. Just before CP4 I come upon a tandem riding very strongly. I pass and get a greeting from Sprinter and partner. Thank you Sprinter and Anna.

All in all this was a great ride. I get back to the RV, have a few more MGD's, and fall asleep by 7:00 (and miss Robo's phone call). I was hoping to see more BJ'ers out there, but think the conditions probably prevented that. Looking forward to seeing everyone at the next event.

Looking forward to receiving articles like this one, (your personal century experience) from you. Send to, Laurie Fenech nachurelover@sbcglobal.net .

Cycling Up a Killer Hill in Alamo: Castle Crest Rd

By Joseph C. (Joe) Shami

Want to climb a hill as steep as the summit of Mt. Diablo without first ascending 11 miles to get to it? Well, I've found just the hill. It's called Castle Crest Rd in Alamo, a residential street on the border with Walnut Creek that starts out at about 200 ft. in elevation and climbs to about 700 ft, with the same kind of steepness found atop Mt. Diablo, i.e., a slope of about 17% or 18%. In fact, the steepest part of Castle Crest Rd may be a bit longer than the top 1500 linear feet of Mt. Diablo, making it even tougher.

Castle Crest Rd is a dead-end street off Crest Avenue, Alamo; it's only 1.1 miles long. It has a prominent "NOT A THROUGH STREET" sign at the bottom that has discouraged me from exploring it, even though I've lived only three miles away for 28 years. More specifically, it's one block south of the intersection of Crest Avenue and Tice Valley Blvd, the road that leads to Rossmoor in Walnut Creek.

Every time I've passed Castle Crest Rd, I've vowed that someday I'll investigate to see what the "castle" looks like atop the hill. With 25 rainy days last March out of 31, I was desperate to cycle but wanted to stay close to home on one threatening day, so I decided finally to explore Castle Crest. It's not what I expected. I thought I would find a road that went up to just a single mansion at the top with little else of interest. What I found instead were two housing clusters, one at the bottom and one at the top, separated by a very steep section in between that has spectacular views of the Alamo Valley below on one side and of parts of the Rossmoor Valley on the other side. To my great surprise, there are 45 houses at the top – all unique and very attractive on large lots with elegant landscaping, but no castle. There's also a side street, Sydney Drive, containing about ten of the houses as well as a water-tank reservoir and a cellular antenna.

The first time I attempted Castle Crest Rd was last week, and I didn't make it all the way non-stop. I was puffing and panting so hard that I had to pause at the only flat spot on the steep section – a parking spot next to EBMUD's Crest Pumping Plant. This surprised me because I have an ultra-low 30-29 gear that enables me to climb almost any hill if I take it slowly enough. However, here I could have used a 30-31 or even a 30-34! While gasping for breath, I admired the lovely view into the Rossmoor Valley below that I'd never seen before. The slope was so steep that I had great difficulty getting started again, making four or five attempts before I could get clipped into my second pedal. Of course, I had to "tack," i.e., make sharp S-shaped turns to get up the hill, instead of trying to climb the slope head-on. At first, I tried to use the full width of the narrow, two-lane road for my wide S-turns, thinking that there would be no traffic, but I was greatly surprised when there was a car descending every few minutes at 8:15 a.m. How could one residence at the top generate all that traffic?, I wondered. So I had to confine myself to just my side of the narrow road. Making matters worse was the fact that the road made two successive sharp turns to the right, so I couldn't see what was coming, nor how long the total climb was. When I finally got to the plateau at the top, I suddenly saw all those fancy houses and realized where all the traffic was coming from. I climbed some more on a reasonable slope to the end of this posh street, which ended in privately owned woodland. A couple of friendly ladies were walking a dog. They told me that their neighborhood was once part of Walnut Creek but their post office was switched to Alamo, so they changed towns without making a physical move. They are concerned that a developer wants to build 30 additional houses at the end of the street, gaining access from Ridgewood Rd, Alamo, so that the street will no longer be a dead end. They said that there is no castle up there. The actual "castle" is down in Tice Valley somewhere.

The second time I attempted Castle Crest Rd. three days later, I was able to pace myself so that I climbed all the way to the top without stopping. It took 16 minutes. The difference that time was that I knew what to expect – how long the total climb was, how long the steep part was, and how much traffic to expect. Since it was a Saturday morning, there was little traffic, and I was able to tack across both lanes of the road a few times when the going got really tough.

To give a better perspective of where the location is, imagine that you're driving south on I-680 around Rudgear Rd in Alamo. Woodlands rise high up above the highway on both sides. Castle Crest Rd is on your right side, paralleling the highway for about a mile till almost the next freeway exit, which is Livorna Rd.

The next time you're set to climb Mt. Diablo, you may want to make a detour to explore this challenging hill. There's parking at the Iron Horse Trail staging area at Rudgear Rd and S. Main St. in Alamo on the Walnut Creek border. Cycle one block north to Crest Avenue, turn left, and follow it around to Castle Crest Rd. Descend slowly and with caution because of hidden driveways.

Annadel State Park

Mountain Bike/Hike

Single Track/ Fire Road Trails

<http://www.parks.ca.gov/pages/480/files/ANNADELSP2.pdf>

Wheel Alignment: Local Bike Shops to SupportThe Peddler (www.theped.com)Rockville Bike Shop (www.rockvillebike.com)Authorized Bike (www.authorizedbicycle.com)

Ray's Cycles (707-448-1911)

Benicia Bicycle Club Elite Member of the Month: Joe Brewster

BBC FACTFILE

Rider Name: Joe Brewster

Date of Birth: Long, Long Ago

Place of Birth: Boston, MA

Height: 6' 2"

Weight: Too Much

Children: Two - and two grand-children

Occupation: Retired (3/31/2006) – Regional Inspector General for Auditing, U.S. General Services Administration

First Century: Delta Century 1994

Last Century: McLane Pacific Cycling Classic March 2006

Rides with BBC:

Rides a: Cannondale

Joined BBC: 1992 ?

BBC Job: Past Treasurer

My Perspective

Cycling is a very important part of my life. I started cycling for fitness, and found an activity that has become almost a passion. Perhaps the thing I find most appealing about cycling is the generally good nature of the cyclists I have met, especially those in the BBC.

When it comes to the BBC, I enjoy the discussions at the coffee breaks and the way someone is always there to help with a mechanical problem or a flat tire. But what speaks volumes about the BBC is the way that we watch out for each other on the road. I am always impressed with the efforts made to be sure that everyone who starts a ride is accounted for at the end of the ride, and that no one is left stranded.

TECH TALK

Chain Wear

By BBC Bicycle Techy, **Mick Wininger**

If you have a bicycle you have tires and a chain. Like tires, chains wear also. Chains wear internally. Chains are made up of rollers, pins and side plates. The roller and pins wear on the inside, where you can not see it. The wear is known as stretch or elongation. The chain industry says when wear gets to 1% elongation the chain should be replaced. Park makes a gauge (CC3)(\$10.00) that works well to check chain wear. It is a go-no go gauge that will tell you when you have reached 75% of the 1% of the allowed wear. The ¾ worn indication will give you enough time to pick up a new chain and get it installed or get your bike to a shop to have the chain replaced. Just do it. At 1% elongation things get expensive.

At 1% chain wear, chain strength starts falling off. Worse yet, the mating gears (rear cogs and chain rings) will wear to match the worn chain. When you install a new chain the worn teeth will not perfectly match the new chain and a skipping will occur under pressure, usually in the smaller cogs. The answer? New cassette and chain rings. You can buy several chains for the price of a set of gears. Better yet, you can buy a chain gage for ½ the price of a chain and avoid it all. If you don't want to gauge your own chain, most shops will check it for you for nothing, but do it.

Next month let's talk about side plate wear and cleaning and lubing a chain.

Benicia Bike Club Time Trials

The next TT is **May 3rd**. Time your fitness ride. Distance is 10.2 miles. Start/finish is Lopes Road; turn around at the Fairfield City sign.

Contact Joe Pritchard at
jlpritchard@comcast.net

Course Record

Women

(30-34) Laurie Gottfried 32:36
(35-39) Angela Tooch 33:33
(45-49) Laurie Fenech 28:55
(50-54) Riva Flexor 38:36
(60-69) Barbara Wood 41:10

Men

(30-34) Bob Gades 27:10
(35-39) Neal Leary 26:01
(40-44) Todd Doherty 25:30
(45-49) Peter Van Slyke 28:49
(50-54) Bill DeWolf 28:09
(55-59) Bob Klosterman 29:35
(60-64) Joe Pritchard 29:12

There were 9 riders at the April 5 time trial: Ellie & Russ Hands, Lauri & Bob Vanwert, Joe Pritchard, Pete VanSlyke, Ed Matthews, Brian Hattenbach and Gray Williams. Lauri improved her 30-34 record to 32.36. Thanks to Laurie Fenech for timing.
Joe P.

Mark Your Calendar

BBQ Ride -July 15 (Weekend after Deathride)
70 miles/4,000ft climbing Meet at Park at 8AM
BBQ at 4PM at Bob and Lauri's. Potluck:bring
salad, pasta or dessert and beverage.
Lauri & Bob VW

Interested in competing : Triathlons or Trail Running

www.envirosports.com

www.pacifictrailruns.com

www.tbfracing.com

Not all Carbs are Created Equal

by [Ilana Katz](#), MS, RD, LD

Carbohydrates, are the building blocks of all plant life. They include fruits, vegetables, grains and starches. Note that “carbs” are expressed in plural, because there are different types, and different carbs are treated differently by our bodies with varying nutritional values. Some carbohydrates are digestible while others are not; some are considered complex, while others are simple; and some carbohydrates contain soluble fiber while others contain insoluble fiber. However, nearly all of the carbohydrates we consume are converted into glucose (blood sugar) with the notable exceptions of fiber and glycerin. The basic carbohydrate for human nutrition is the simple sugar *glucose*, but our bodies also make a complex carbohydrate called *glycogen*, which is the storage form of glucose in the muscles and liver.

Some carbs are high in sugar and digest quickly flooding your blood with energy. Others digest slowly and provide a controlled, steady, and even release of energy. Because these differences exist, it is important to think about what specific type of carbs might be best under different circumstances such as training and racing. Athletes require carbohydrates during both high and low intensity workouts, but carbohydrate is more quickly depleted during intense activity. Depletion of carbs results in fatigue and rapid performance decreases. When glucose runs out, the athlete stops, and this is referred to as “hitting the wall”. Athletes must replace carbs at every opportunity in order to avoid this state.

Banana Fruit Smoothie

1 cup orange juice
2 cups plain low-fat yogurt
4 small bananas
honey to taste

Place all the ingredients in a blender. Blend on high speed until smooth.

Serving Size: about 1 cup

Calories 212

Fat 5g

Protein 6g

Carbs 40g

Fiber 3g

Sodium 59mg

Heart Rate: Velo News

Team Discovery Race Schedule

April	
2	Ronde van Vlaanderen / Tour of Flanders (Belgium)
3-7	Vuelta Ciclista al Pais Vasco (Spain)
4-7	Circuit De La Sarthe (France)
5	Gent-Wevelgem (Belgium)
9	Paris-Roubaix (France)
16	Amstel Gold Race (Netherlands)
18-23	Tour de Georgia (USA)
19	Flèche Wallonne (Belgium)
23	Liège-Bastogne-Liège (Belgium)
25-30	Tour de Romandie (Switzerland)

Randonneurs' Brevets

A brevet is a long distance recreational ride that is timed. Brevets are offered in progressively longer distances in order to prepare you for the challenges of the longest events such as the Boston Montreal Boston in 2006. A brevet tests your endurance and provides a unique opportunity for self-discovery.

Most Randonneurs' brevets are minimally supported events on unmarked roads to keep costs low.

These events are not for beginners. The courses are hilly and can be windy. There will be night time riding in the longer events. You should have completed several century or double century cycling events in the six months before starting a brevet.

Santa Cruz Randonneurs [/scrandonneurs](#)

Santa Rosa Cycling Club
[Santa Rosa Brevet Series](#)

San Francisco Randonneurs
<http://www.sfrandonneurs.org/>

Headwinds

Are there any secrets to dealing with a headwind? A good attitude is probably the best. You can't do anything about it till the road turns, so welcome the wind as an aid to becoming a better rider. Think of it as a form of hill climbing. Then it becomes a challenge rather than something to hate for part of your ride. Here are several other ideas:

- **Riding Position** Hone your riding position. When riding into a headwind, watch your computer and notice how small postural changes affect your speed. Bend your elbows more to see what happens. Hold them in line with your body instead of splayed outward. Try aligning your head and back, but without keeping your head so low that your back is hunched. In fact, if you try to keep your chin on the stem, it actually increases the turbulence and wind resistance as the air travels over your back. A second tip is to eliminate the side to side motion of your head. So keep that head still and your chin 4 to 6 inches above the stem. When you find your most efficient position, it'll give you greater speed with less effort in calm air, too.
- **Don't fight to keep a set speed.** Remember, to maintain 18 mph into a 10-mph headwind you need about twice the effort as when riding 18 on a calm day. Gear down and work on a fluid spin. If you are riding in a paceline, rotate more often and in slower motion.
- **If possible, start rides into the wind.** Do battle while you're fresh, then let the gale blow you home. Wind is usually lighter in the morning. If you start your ride early, the headwind could be relatively tame before you're treated to a roaring tailwind on the return trip.
- **Watch for crosswinds, especially on roads with truck traffic.** When you're leaning left to maintain a straight line and a passing vehicle momentarily blocks the wind, you might veer into the lane. Fight the tendency by keeping your elbows loose and upper body relaxed.

Are there any drills to improve your riding in windy conditions? If you have hills, doing hill work comes the closest. As an alternative, you can find a gear that lets you pedal easily at 80 to 100 rpm, and then shift 2 to 3 cogs harder for 15 to 20 minutes - a simulated hill interval. Then recover for 10 minutes and do it again. And of course focus on keeping your head still, which is a challenge as you slow the rpms and start to use your body to compensate. By [Dick Rafoth MD](#)

Monitor Pass/Ebbetts Pass

Thursday, June 29th Laurie Fenech will lead a **high altitude climbing ride**. Meet at Laurie's at 6AM and head for Tahoe to climb Monitor Pass and Ebbetts Pass. This is a day trip we'll be home for dinner. Contact: nachurelover@sbcglobal.net

The Stage Race: Club Rides

Tuesdays and Thursdays @ 9:30 AM

Meet at Raggs Coffee shop, corner of 2nd St. and Military East. Tuesday rides go to Martinez via the Zampa Bridge, and Thursday rides go to the Valley Café in Fairfield. Both have optional distance rides. These are no drop rides.

Saturday @ 8:00 AM

Meet at Benicia St. Park, at the end of Military East. The ride goes through Benicia to Lake Herman Rd and then to Fairfield ending at the Valley Café. There are alternate longer routes and routes for the recreational rider as well. This is a no drop ride.

Sunday @ 8:00 AM

Meet at Benicia St. Park, at the end of Military East. This is a 40 mile ride to Martinez with 2,000 ft. of climbing, stopping at Starbuck's to refuel before returning. This is a no drop ride.

April/May Centuries

4/1 Party Pardee, 4/8 Tierra Bella, 4/22 Bike Around the Buttes, 4/22 Alta Sierra, 4/23 Primavera, 4/26 Top Hat Classic, 4/29 Devil Mountain, 4/29 Mt Hamilton Challenge, 4/30 Wildflower (Chico), 5/6 San Ardo Brevet, 5/6 Wine Country, 5/7 Delta, 5/7 Grizzly Peak, 5/13 Tour Unknown Coast, 5/20 Davis Double, 5/20 Sunrise, 5/21 Foothill, 5/27 Surf City Brevet
www.bbenet.com

Hellyer Park Velodrome

Track Mentoring

Beginner session held every Saturday morning in January from 8:20—11:30. Be there early if you need to rent a bike.

Contact Marc; mfkln@yahoo.com

Mt Diablo Ride: Wednesday

Meet at Heather Farms Park (Ygnacio & San Carlos Dr.) @ 2:30 ride at 3:00. We park in the first parking lot on your left past the swimming pool alongside the lake. Back 6:30-7:00PM. Bring something warm to wear for the descent. Up Southgate and down Northgate and back is 38+ miles, ~4,000 ft of climbing.

Tire Pressure

Maintaining proper tire pressure is one of the best ways to increase your riding efficiency, prevent flat tires, and protect your wheels from being damaged.

Bill Buckalew's

Double Century list

Devil Mountain Double on 4/29
Central Coast Double on 5/13
Davis Double on 5/20
Terrible Two on 6/17
Bay Area Double on 7/23
Mt Tam Double on 8/6.

Mike Schubert's

Climbing Century List

5/13: www.tuccycle.org - 10,000'
6/24
www.summersolsticecentury.org -
130 miles + 13,400' 7/ 8:
www.deathride.com - 129 miles +
15,000' 9/16:
www.auburncentury.com - + 11,000'

Pinole Team Time Trial Results sponsored by Berkeley Bicycle Club

On Saturday a small group of Benicia Bicycle Club members raced around San Pablo Dam amongst some of the fittest cyclist in the region. As a team of two, the cyclists started (every minute) on San Pablo Dam Rd, west 5.1 miles to right turn on Castro Ranch, then 2.4 miles to right on Alhambra Valley then 2.7 miles to right on Bear Creek Rd. 6.4 miles to finish on Papa Bear. Total time trial was 16.6 miles with 3 climbs and 3 fast down hills. It was a thrilling team effort and fun by all who attended. The weather was remarkable only a slight breeze on Alhambra Valley Road. The Team Time Trail began at 8:00 sharp with the pros and ended with the Tandem riders, the last tandem started at 10:49. Our club members who tested their abilities were **Russ Hands** and **Gray Williams** who raced as a Master 90+ team and hammered the course at 54:02. Then our Master 110+ team, **Joe Pritchard** and **Greg Dannucci** raced the course at 54:07. **Laurie Fenech** and Ileana Parker as Women Master 80+ (the highest age group for the women's field) aggressively climbed those hills at a total time of 54:22. **Peter VanSlyke** and Jesse Raphael also raced but their time is unknown. This is a fun local team time trial and if interested in knowing more, talk with one of the members who attended. They will surely share!

team discovery channel -<http://team.discovery.com/>
tour de france -<http://www.letour.fr/>
www.velopromo.com
www.cyclecalifornia.com
<http://www.usacycling.org/>
www.ncnca.org
<http://hlhap.com/azroadclimbs.html> (hill Climbs)
<http://www.amgentourofcalifornia.com/>

Campagnolo: Ride Premier California

Alta Sierra Century - Introducing the companion challenge to the Kern Wheelmen Spook-tacular!! A century to start out your season with a bang. The **110 mile ride and over 11,300 feet of climbing** is for those serious riders who did not get enough climbing on the Spook-tacular. Starting near Yokuts Park you soon leave the city behind and start the beautiful climb up Alta Sierra. You will reach the summit at about the half way point and start the dizzying descent into Glenville and back to Bakersfield. Be prepared with warm clothes and an attitude for this ride. April 22, 2006

Bike Around the Buttes 100 mile Century Course - Wow! What a treat for you real cyclists. This is a **mostly flat course** that is just ideal for the early season. You enjoy all the features of the 40 mile and you add some wonderful old time California flair. Meridian is classic California city with a quaint little cemetery on the outskirts of town. The jaunt along the Sacramento River takes you up and down the levee 5 times with great views. A long narrow wooden bridge over the Teesdale Weir is worth the trip itself. This ride certainly shows much of the beauty we enjoy here in Sutter County. April 22, 2006

34th Annual Primavera Century The 104.5 mile ride climbs the Calaveras "Wall", wanders around the Calaveras Reservoir into Sunol then heads through Pleasanton to the Altamont Pass, back through Livermore, Dublin Grade, Palomares and Niles Canyon.

(6,100 ft climbing) April 23, 2006

Mountain Biking in Nevada County

For mountain bike riders, Nevada County is a year round playground. Lush forests, rivers and lakes provide the backdrop for a pleasant cruise or a healthy cycling workout.

EMPIRE MINE STATE PARK

Trailhead: West gate, at hilltop, off Empire St.

Distance: 1.5 - 10 miles

Total Estimated Climb: varies

Time Of Ride: varies

Season: Year round

Degree Of Difficulty: Beginner-intermediate. 3-6 physical, 1-4 technical

Wooded trails with easy to challenging terrain traverse California's richest gold mine, on both sides of highway 174.

Trail maps are available at the park visitor center but don't ride in the visitors center area. There is no admission charge at this gate. Please observe the "No Bikes" signs in some areas.

UPPER SOUTH YUBA TRAIL

Trailhead: South Yuba Camp

Distance: 18 miles up and back

Total Estimated Climb: 1000+ feet

Time Of Ride: 2-3 hours

Season: Spring to Fall

Degree Of Difficulty: Intermediate+. 4-6 physical, 4-6 technical

A fun single track ride along the South Yuba River that can be ridden in early Spring when there is still snow on the ridges. Ride offers beautiful river views. From Nevada City, drive out North Bloomfield Road. Ride to trail's end at South Yuba Primitive Camp or take the spur to the river for a swim. A looped ride may be taken via the Humbug Trail and North Bloomfield Road.



FROM:
Benicia Bicycle Club
P. O. Box 141
Benicia, CA 94510

TO:

President/Joe Marks
Treasurer
Bob Klosterman
Editor
Laurie Fenech
Publisher
Bill Schmidt
Web Master
George Villarreal

ANYBODY WANNA RIDE?

The Road

JOIN THE BENICIA BICYCLE CLUB!

BENICIA BICYCLE CLUB
MEMBERSHIP APPLICATION

Membership Dues - \$15.00 for individuals,
 \$18.00 for families. Membership runs for 12 months.

Please Complete and Mail to:

Benicia Bicycle Club
P. O. Box 141, Benicia, Ca. 94510

Please accept my application for membership in the

BENICIA BICYCLE CLUB

Enclosed is: \$15.00 for individual membership, or
 \$18.00 for family membership.

Make your check payable to: **BENICIA BICYCLE CLUB.**

NAME _____

In consideration of the acceptance of my application I, for myself, my heirs, executors, administrators, successors and assigns, wave, release and discharge all claims for damages resulting from death, personal injury or property damage which I may have, or which may hereafter accrue to me as a result of my participation with this organization. I understand this release is intended to discharge and release in advance, the BENICIA BICYCLE CLUB, its members and their respective agents, officers, officials, servants and representatives, and any involved municipalities and their respective agents and employees from and against any and all liability arising out of or connected in any way with my participation with this organization even though that liability may arise out of negligence or carelessness on the part of the persons or entities mentioned above.

I further understand that serious accidents occasionally occur during bicycle rides and that participants in such events occasionally sustain serious personal injury, death and/or property damage as a consequence of that participation. Nevertheless, knowing the risks of bicycling, I, for myself, my heirs executors, administrators, successors and assigns hereby agree to assume those risks and to release and hold harmless all of the persons or entities mentioned above who, through their negligence or carelessness, might otherwise be liable for damages.

If this application is for family membership, please indicate names and ages of all minors

NAME:	SIGNATURE:	AGE:
_____	_____	_____
Address	Phone Number	email
_____	_____	_____