

# BENICIA BIKE CLUB

www.benicibikeclub.org

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**Welcome New Members**  
Steve Salvador

**New Year's Day Ride and Breakfast**  
Meet at State Park at 9 AM. Route takes us through Vallejo to American Canyon. We climb to Hiddenbrooke and continue on the Solano Bikeway to Columbus, returning to Benicia via Lake Herman Road. Rain or shine. Then, breakfast (10:30) at Pappas Restaurant, E 2nd Street in Benicia.  
**30 miles, elevation 2100'**

## The Road Marshal: Message from the President

The holiday season is here; our Christmas party was a huge success and we all had a good time. Thank you to George and family.

As we look forward to 2006, I am sure some members will get a new bicycle; others will achieve a new "personal best" ride; others will master their first century, or a double century; others to log more miles, or how about claiming the Fairfield City Limits

sign or enjoying the camaraderie that our club brings.

On a personal note, I'm looking forward to becoming your Ex-President! I have served since 1997. The club has evolved since 1997 and it's time for someone else to take over. We have a great Club, an informative website, a strong newsletter, a BBC Yahoo forum, a core group of faithful



**Club President; Bill Schmidt**

riders and a small but growing treasury.

I'll still be riding and I hope to see you on a ride soon! **Bill Schmidt**  
*Bill, thank you for your commendable leadership. We will miss your ample reminders to pay dues!*

## The Paceline: News and Notes

- **Jerseys** Order your long sleeve/short sleeve jersey now Contact Ed Brennan.
- **Conserve energy,** stay seated while climbing (page 8).
- **Scott Overfield** continues to ride in England. Enjoy a letter from Scott (page 9).
- Ride to Gordon Valley with the **Diablo Cyclists** January 21, 2006.

**Santa Cruz Mountain Challenge**  
The Santa Cruz Mountain Challenge Century stands out. I did it in 1999. It was advertised as a 10,000' climb. Mountain Charlie Road, Jamison Creek to Empire Grade (2,100' under 4 miles at an average grade of 12%). What's there to like? Well, all I remember was going up and down for ever in the redwoods! I haven't done it since. Perhaps enough time has passed to forget the pain and just remember the scenery! **Bill Schmidt's Favorite Century**  
*More Personal Favorite Centuries (page 5)*

Somehow, not only for Christmas, but all the long year through. The joy that you give to others, is the joy that comes back to you.  
John Greenleaf Whittier

## 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.

**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 Hilas 421-6055.

## The Double Metric: A Joe Shami Perspective

### Joint Ride: Benicia Bicycle Club & Diablo Cyclists, Saturday, Nov. 12, 2005

"Let's Get Ready to Rumble," urged "Phlatbar Bob" Klosterman jokingly in an e-mail to the Benicia Bicycle Club after arranging for a joint ride with the Diablo Cyclists that would be on their home turf on Saturday, November 12th. "And don't forget to wear your colors," he reminded.

The plan was to meet in Walnut Creek at the Countrywood Shopping Center at Treat and Bancroft, where the Diablo Cyclists generally begin their rides, and cycle from there to Castro Valley over a hilly route through Lafayette, Moraga, and Oakland that would include Pinehurst and Redwood Roads, passing beside Redwood Regional and Anthony Chabot Regional Parks, respectively. The return would be via the Dublin Grade to Pleasanton, and then on a flat route through Dublin, San Ramon, Danville, and Alamo for a total distance of 55 miles and about 2600 ft. of climbing in approximately four hours. (For details, see Route Sheet Library at: [www.DiabloCyclists.com](http://www.DiabloCyclists.com) .)

The Benicia Bicycle Club showed up in force at Countrywood, 17 strong, and so did the Diablo Cyclists, 45 strong. Practically all of the Benicia riders were wearing their colors. I even bought a club jersey for the occasion, the last LARGE one Ed Brennan had left. I think it has a very attractive design, and the bright yellow/orange color, with touches of red and bands of gray, stands out in traffic. "Are you sure you want me to wear this jersey," I asked our people, "because I'm certain to come in last?" "Sure," someone said, "we're proud to have you." I felt good about that and vowed to cycle as hard as I could so as not to let them down. I did cycle as fast as I could, but I still arrived last (as well as exhausted). I'm sure I was the oldest at 71. Everyone participating looked very fit.

Present from Benicia Bicycle Club were: Ed Brennan, Bill Buckalew, Greg Dannucci, Laurie Fenech, Ron Holloway, Bob Klosterman, Joe Marks, Brian Martinelli (member of both clubs), Glen Millward, Manuel Olague, Joe Shami, Tom Smith, Peter Van Slyke, George Villareal, and Mick Weninger. Dan Carlin, a former work associate of Mick Weninger's, was also there as well as a friend of Peter Van S.

The weather was foggy in Vallejo and Benicia when most of our group began their drives to Walnut Creek, but by the 9 a.m. start, there was a bright sun, and it was warm enough to shed jackets. The weather was lovely throughout the day.

I cycled the 5.75 miles from my house to the start, but my accomplishment was dwarfed by Bill Buckalew who did 55 miles round trip from and to his house, in addition to the 55-mile ride. "It was another FREE century," the way "Arctic Bill" saw it.

About half of the Diablo Cyclists were wearing their very attractive navy-blue and gold jerseys. The mixture of the two predominating jerseys, Benicia Bicycle Club's and Diablo Cyclists', was extremely impressive as the massive group of 62 cyclists exited Countrywood together, stopping all traffic and drawing spectator attention. But soon the traffic lights separated us into several large segments, each impressive in its own right.

Four miles later, we approached "Snake Hill" on Reliez Station Rd in Lafayette at the end of Olympic Blvd. This was a rare occasion to climb a normally very busy, steep, narrow, curving hill in the safety of a huge number of cyclists. However, a few (including myself) elected to take the alternate route via the Lafayette-Moraga Regional Trail that starts at the same place and eventually gets to the same destination with only a gentle slope but takes a mile longer. Getting the kids to school safely was one of the main incentives for building this trail in 1977, and funds from the East Bay Regional Park District were the mechanism for accomplishing the goal. But once the multi-purpose trail was there, it was (and is) a huge success as a "linear park," used by joggers, walkers, cyclists, hikers, and equestrians. It was one of the first "rails-to-trails" conversions in the U.S., if not the very first, and was studied by visitors from all over the country and duplicated.

The first rest stop was at Moraga Commons Park at 9.7 miles, just past St. Mary's College. Then we proceeded to Pinehurst Rd via Canyon Rd. Until recently, Canyon Rd had been in absolutely terrible shape, but thanks to the San Francisco Chronicle's "ChronicleWatch," the Town of Moraga was prodded into making a temporary resurfacing of the roadway last July that has since made it a pleasure for cyclists to pass over.

The other rest stops were at Cull Canyon Regional Park in Castro Valley and at a Chevron Station on Foothill Rd in Dublin. Monitors were provided by the Diablo Cyclists at all key turns to ensure no-one got lost. Thanks to "Phlatbar Bob" and to Jack Klebanoff of Diablo Cyclists for coordinating this very enjoyable ride. **Joseph C. (Joe) Shami**

## The Century: Benicia Bike Club Featured Author

### Kent ODell: Dolomite Chronicles Part 1

**Until** last spring I knew the Dolomites as a place in Italy some people went to hang on ropes off the sides of steep declivities. I'd never heard of it as a cycling venue (blame my lack of knowledge of the Giro.) But after our planned Belgian tour in the spring fell through, Ed suggested I accompany him, Sally, a few of the most simpatico of the Pedal the Peaks group (Soquel-based Dennis Beltram's hobby cum boys'-club hammer-touring company) and significant others, to these mountains, via Venice, to ride bikes for five days, then scatter, to dig Italy.

Dennis had outlined an ambitious itinerary of passes to conquer: Staulanza and Giau (7324 ft.) the first day out of Venice. Day 2: Tre Croci; Pissandolo, del Zovo. Then Pordoi. Sella. Falzarego. Gardena. About 270 miles over the five days, and scads and scads of climbing. (This is the usual pattern; Pedal the Peaks means what it says.)

Despite a last-minute shake-up in air carriers we got checked in (thanks, Ed; thanks, Air France), bikes and all, on departure morning, in good time. Ed had built a take-down travel bike, and I'd had John Tallerico take the frame of my commute bike and install S&S Couplers so it would go in a suitcase of the sort tandem halves are carried in. I'd carried the same bike, in one piece, on the TGV to the south of France, and it was no pique-nique, je te dis.

The cases our bikes were in passed as second pieces of checked-in luggage (though they were heavy); we were charged no extra for them. Others had had their mounts packed up at local bike shops, some at the eleventh hour, and then paid more to carry them on the plane.

We all left our bikes in the Left-Luggage concession at the Marco Polo Airport, rather than taking them to Venice, where there are no cars, no bikes and best be nimble because porters with carts carry everything and the streets are narrow. It's a pedestrian's town, but this is good- no street is straight, and at night it's tremendously romantic as they wind between the overhangs of the buildings, over the hundreds of small footbridges from which you can see the canal ward landings of the palazzi- Casanova alights from his gondola. You need to wander a field because the nearer to Piazza San Marco the more touristic it becomes. But Ed and Sally found a grocery inside which I joined the signoras of the neighborhood ordering our salami and bought mortadella sliced off a sausage as big as a baby. Due centigrammi, per favore.

After two days of "immersing ourselves in café society," as Ed put it, we packed up to head back to the airport, get the bikes, assemble them, get the van, load the van, drive to Longarone, and climb two passes, all, it was to be hoped, before dark. Best-laid plans...

The new fellow at the left-luggage concession appeared to be making up the rules as he went along, and we came away with bikes but some euros poorer than we'd been led to anticipate. We took them out to the departures pickup zone sidewalk and went to work. I'd never assembled my new rig and there were one or two moments of anxiety ("Skewers. I can't find the skewers..."), but was soon ready to join the packing committee as they loaded up our Opel van: eight people, six bikes, bike boxes and luggage. We headed off into the Veneto.

It had rained on the water taxi ride to the airport; and the landscape was shrouded in mist as we began to climb toward the mountains. First the flat near the Adriatic, then long, long tunnels and elevated sections as the auto strada threaded through the beginnings of the Dolomites. Though these "foothills" were low in elevation compared to what we'd be riding, they shared several characteristics: a rocky, forbidding façade, and sheer verticality. They didn't start out gradually- they just went up. The conversation in the van began to become somewhat subdued. **Kent ODell**

*To be continued...*

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 Support**

The Peddler ([www.theped.com](http://www.theped.com))

Rockville Bike Shop ([www.rockvillebike.com](http://www.rockvillebike.com))

Authorized Bike ([www.authorizedbicycle.com](http://www.authorizedbicycle.com))

Ray's Cycles (707-448-1911)

## High Performance: BBC Members on the GO!

### Our Favorite Centuries

#### Auburn Century

My favorite century this year was Auburn Century on 9/17. It had brutal climbs and screaming descents through some of the most scenic areas of the Sierra. There is also a chance to win a little extra cash via the hill climb time trial. **Joe Pritchard**

#### Summer Solstice

Summer Solstice was an event with under 200 cyclists. It provided that unique "small-time feel," -- yet it offered the best accommodations for overnight camping, very well equipped rest stops, and extremely friendly and helpful volunteers. The double metric covers 132 miles and 13,500 feet of total climb - taking the riders across the crest of the Sierras twice, and offering breathtaking views of snow covered peaks, the valleys below, and of the Feather River and Lake Oroville. A delightful, yet very challenging and gratifying experience. **Bill Buckalew**

#### Sierra Century

My favorite century is the Sierra Century. For me it combines the elements for an exciting and challenging ride. It always seems to be at the perfect time of the year in June.. It has everything from great vistas to smooth down hills and of course very challenging climbs. I have always felt like I have accomplished something after that Century. **Glen Millward**

#### Auburn Century/ Death Valley Century

1) **Auburn Century** on September 17, because it was my most challenging ride to date, because the roads were so empty and the scenery so grandiose, because the climbs were epic and the descents mostly safe. The mountain air and the smell of the pine forests really helped make the ride enjoyable.

2) **Adventurecorp's Death Valley Spring Century in March** (<http://www.adventurecorps.com/deathvalley/index.html>), because no other landscape in California can match the remote grandeur of Death Valley, the contrasts of the sub-sea level valley floor and the towering mountains surrounding it, not to mention the wonderful dry desert air. 2005 was especially beautiful because the large amounts of winter rain produced an unusually colorful spring wildflower carpet. **Michael Schubert**

#### Burn of the Century

I did not get to do all my favorite centuries in 2005. Grizzly, Comstock, Unknown Coast are some I did not do and are on my favorite list. Of those I did in 2005 I lean toward small rides in the hills, Auburn Century and Burn of the Century. Come to mind, I think The Burn wins because the rest stop staff were so friendly.

**Mick Weninger**

#### Tour of California Alps (Death Ride)

I enjoyed the Tour of the California Alps (Death Ride). The scenery was outstanding. Camping in the parking lot with club members and being awakened by Pink Floyd was memorable. The participation of the towns folk along the route, priceless!

**Mike Dunn**

#### Grizzly Peak

The Grizzly Peak Century isn't really my "favorite," but it's the one that's had the most impact on my life. On retiring in 1998, I rediscovered my 1972 Schwinn Paramount that was idle for 23 years. I began riding around my neighborhood and then farther and farther. I saw the letters "GPC" with an arrow painted in the roadway on many hilly routes but didn't know what they meant. One day in 2001, I decoded the meaning, looked up the route on the Internet, began exploring segments of it, and then began training for the 05/02 event. I had a serious accident while on the route in 08/01 that put me in surgery and demolished my Paramount. This made me all the more determined. I was introduced to modern, light bicycles with indexed shifting. Then I had another accident six weeks before the 2002 century that put me in hospital again with concussion. My first time back on my bike was doing the first loop (70 miles) of the '02 GPC very weakly. In 2003, I did the whole thing. It was grueling because it was my first century in 30 years (at age 68). In 2004, I did it again. It was easier but still grueling. I passed in 2005 but did other centuries instead. Each of the two loops of the Grizzly Peak is a challenging day's ride by itself, in my opinion; it's 70 hilly miles before lunch and 36 hilly miles after. "Most challenging is McEwen Rd, Port Costa, at 43 miles. The food and support are excellent!" There's 8,300 ft of climbing in the full century with more than 5,000 ft in the first loop. **Joseph C. (Joe) Shami**

#### Two Rock Ride Metric Century

A combination of the Marin Century and Holstein Hundred this continuous, coastal, rolling hill ride (fat burner) is located on quiet rural roads. A well supported fundraiser and a chance to meet Levi Leipheimer. **Laurie Fenech**

# 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 Starbucks to refuel before returning. This is a no drop ride.

## 2006 Cycling National Championship Schedule

May 10-14	NCCA Road Nationals,	Lawrence, KS
July 5-17	USA Cycling Road Festival,	Seven Springs, PA
July 12-15	Junior Track Nationals,	Trexlerstown, PA
July 20-23	USA Cycling Mountain Bike National Championship	Mammoth Lakes, CA
Jul 29-30	24 Hour Mountain Bike Nationals,	Wausau, WI
Aug 8-12	Masters Track Nationals,	Colorado Springs, CO
Aug 19-20	USA Cycling Professional Criterium Championships,	Downers Grove, IL
Aug 31-Sep 2	USA Cycling Professional Road Race National Championship,	Greenville, SC
Sep 22-24	NCCA Track Nationals,	Indianapolis, IN
Oct 5-8	Elite Track Nationals,	Carson, CA
Oct 20-22	NCCA MTB Nationals,	Angel Fire, NM
TBD	Cyclo-cross National Championships,	Providence, RI

## Cycling Events

### January Races

**San Bruno Hill Climb** Jan 1

### Early Bird Criterium

**& Mentoring** (every Sunday in January and first Sunday in February).

**Cal Aggie Criterium** Jan 21

**Early Bird Road Race** Jan 28

[www.ncnca.org](http://www.ncnca.org)

## The Pedal: Members Riding and Sharing

**Congratulations to our club members and their family and friends who braved the Winter weather and cold mornings to experience a new riding adventure this season. Sharing your experience will provide opportunities that will benefit "new" and "veteran" riders. Ride Smart, Ride Safe and Have Fun!**

### BBC Joined Diablo Cyclist Ride 11/12

Ed B, Mick W, Bob K, Manuel O, Peter VS, Bill B, Joe S, Greg D, George V, Joe M, Glen M, Ron H, Tom S, Brian M, Laurie F.

### Bolinas Ridge Trail MTB 11/19

Joe P, Peter VS, Bob K, Laurie F

### Berkeley Hills Ride 11/26

Joe P, Peter VS, Craig S, Bob K, Bill B, Mick W, Neil L, Laurie F

### Moraga, Redwood Road, Dublin Canyon Ride with the Diablo Cyclists

The **Diablo Cyclists** offered their hospitality and shared their club ride with our club members. Everyone had a memorable fitness ride. Our experience riding with the club was impressive while meeting friendly cyclists, riding with a group of knowledgeable, fit riders, and down right safe. We loved it. To top it off, we indulged with Starbucks and fresh bagels at the end. The ride toured us through Moraga, Redwood Road and Dublin Canyon, with approximately 2,000 ft of climbing, 4 hours of riding in 52 miles. Thank You **Bob Klosterman** for organizing this fun and eventful ride.

### 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.

## Campagnolo: Ride Premier California

### **Bolinas Ridge Trail Ride MTB**

**Joe Pritchard** as the ride leader toured us through a rigorous hilly ridge ride (not technical) in Marin County. A clear and warm day offered us beautiful vistas and challenges on this relatively quiet trail. We detoured down a steep canyon trail to the dam (Kent Lake) and caught a creek trail at Samuel P Taylor State park and then ventured back and climbed up to the ridge trail. Approximately 27 miles this trail challenged us for 3 1/2 hours including 2,500 ft of climbing. It was great fun, and Thank You to **Joe Pritchard** for leading our way.!!!

### **Climbing the Berkeley Hills**

Those of us with climbing legs adventured through the iron curtain to Wildcat Road and Grizzly Peak onto the Berkeley Hills. This strenuous ride provided, clear sky vistas, steady climbing, and ample cardio while we mostly stayed in the fat burning zone, a perfect ride for after the Thanksgiving Holiday. 90 grueling miles toured us up Cummings Skyway, Pig Farm, The Bears, Wildcat, Grizzly Peak, onto a delightful bakery next to Peet's coffee in Berkeley. Then, **Craig Snider** a Cal Graduate led us up Euclid ( a burning climb) back to Wildcat, down San Pablo Dam Road, back up to pig farm and the final Franklin Canyon climb (6,000 ft of climbing). 90 miles, 6,000 ft of climbing and 6 hours of riding, NOT BAD!!! **Laurie Fenech** organized the ride, we all shared the lead.

**My Favorite Century, by Peter Van Slyke** I could certainly describe a ride that I found enjoyable or challenging and would love to do so. The rides and races have been great, and full of great memories with good friends. But in my life, the greatest excitement was in the game that was yet to be played and the ride that was yet to be ridden. In the future, all things are possible and anything can happen. As a boy, I would lie in bed the night before the big game. I had just oiled my glove, put a ball in the pocket, and slipped the glove under my mattress to give it the perfect shape. Tomorrow it would make a wonderful over the shoulder catch on the run. My favorite bat leaned in the corner by the door. I had it autographed by Willie McCovey, and tomorrow, it would drive the ball hard down the left field line and score the winning run. I felt the tickling excitement deep down inside of me. Yep, it was all possible and I couldn't wait. At the end of the game we cheer the other team and throw our gloves in the air. And, we will have the most fun at the pizza parlor after the game.

The next day the game was played. The glove with the great pocket couldn't quite reach the ball, and the bat with Big Mac's name on it managed only one hit and a weak grounder. It was a fun game, but wait until next week.

I turn fifty next year. Fifty years of great games and great rides. But that is not what I'm thinking of. After I've read a little and set my alarm for work, I lie back and think of catching a break away. Five minutes of red lining and then sitting in when the riders are caught. I think of turning corners in a crit, elbows touching elbows, with the sounds of one hundred tires cornering and fifty chains humming on their chain rings. All of a sudden the riders part and I see nothing but road in front of me and sprint for the finish. Then, I think of dancing lightly on my pedals up a long steep hill at the end of a century, finally breaking five hours. At the end of the ride we will all mingle and tell our stories. Now as then, in the future all things are possible.

The race the next day was largely uneventful. I managed to hang on in the peloton and a crash in front of me ruled out any chance for a top ten. And a week later during the century I had to work extra hard, with my legs cramping, to make yet another summit and watched the six hour mark tick by. I often wonder that if I knew the future, would life be as interesting? So, it is the "yet to come", the ride that hasn't happened yet, that is my favorite ride. It keeps the excitement alive, the wonder of life percolating, and the tickle in my belly with me.

## Spinning Wheels: Staying Fit

### Knowing Your Limits

No athlete likes to be passed during a ride. A natural reaction is speed up and attempt to keep pace with the person whose dust you are now eating, but in doing so you just got pulled out of your game and put into theirs. Most likely you have no idea of their performance potential, pacing, or strategy (if any). Multi-sport events often have a relay team category in which a single athlete will use up everything they have in the one leg. The point is, to be truly efficient and to ride your best; you must know and ride within your limits, not someone else's. There is only one pace that is most efficient for you and a very fine line between it and over pacing. Proper pacing becomes especially important in distance rides such as centuries, double centuries, and Olympic Triathlon, or Iron Man distance. It is very easy to get caught in a moment and push too hard at the wrong time, only to pay for it later.

## The Break Away: Training

Contributed By: Dick Rafoth MD

### STAY SEATED AS MUCH AS POSSIBLE WHILE CLIMBING

Although, you develop more power while standing (taking advantage of your upper body weight), you also use 10 to 12% more energy as you work your arm and back muscles. So climbing while seated is more efficient. On short climbs, the length of a football field or less, it makes little difference. But on longer climbs, stay in the saddle and spin at 80 - 85 RPM. This is particularly so if you are heavier as standing puts just that much more weight on your leg muscles, while sitting uses the seat to help take the extra upper body weight off your legs. Staying in the saddle will: burn less energy - heart rate is approximately 8% lower for any set speed use your bigger gluteus (butt) and hip muscles to your advantage. So whenever possible, stay seated on that hill.

### Newsletter Contributors

Thanks Bill S, Joe S, Bill B, Kent O, Joe P, Mick W, Mike D, Peter VS, Glen M, Michael S, Joe M, George V, Barbara W, Scott O. Thank you for sharing information for our newsletter. Your contribution is appreciated

**Our December Newsletter is a team effort.**

### Spin

Spin (often taught in a gym or on your trainer) is an indoor stationary cycling workout that is instructor-led and fueled by motivating music. Spin Cycling is a fitness journey that combines the heart-pumping energy of a cycle race with the "Zen" philosophy of meditation. Learn proper cycling techniques as you perform drills to simulate hill climbs, sprints, and endurance work. All levels of participants are welcome because each member controls the speed and difficulty at all times.

- 1. Lose body fat faster:** If sitting on a stationary bike for 30 minutes at a time bores you, you'll be surprised how quickly 45-minutes in a group environment can fly by. Not only are you likely to work out longer, but you'll be training at a heart rate far higher than you'd probably push yourself on your own.
- 2. Choose your own pace:** Afraid you'll be left behind? Participants in spin classes can range from beginning to advanced cyclists. You choose the pedaling rate and degree of resistance.
- 3. Cycling is good for special populations:** Those rehabilitating from an injury, requiring very low-impact activities, suffering from overuse injuries, coming back from a layoff or other conditions can participate in group cycling classes.
- 4. Doesn't require learning specific moves:** Does the thought of fancy choreography turn you off? In spin classes you don't need to know special routines like you do in aerobic-dance or step classes. With essentially no learning curve, beginners can quickly accelerate their progress.
- 5. Group motivation keeps you going...and coming back:** In this setting, you'll be more inclined to stay committed as your instructor, the music, and the presence of other riders encourage you along.

### In the Draft: Nutrition      Eat healthy/Stay Fit

#### Flax Seed

Flax Seed is derived from the flax (*Linum usitatissimum*) plant an annual herb believed to have originated in Egypt. The ancient Egyptians used flax Seed for nutritional and medicinal purposes. Throughout history, Flax Seed (high in fiber) has been primarily used as a mild laxative. The seeds and oil of the flax plant also contain substances that promote good health. Flax Seed and flaxseed oil are rich in alpha-linolenic acid (ALA), an essential fatty acid. Flax Seed is by far the richest source of alpha-linolenic acid (ALA), the parent compound of the omega-3 fatty acids. Omega-3 is an essential fatty acid because it cannot be synthesized by the body. Research indicates that ALA improves immunity, the body's ability to defend itself against foreign substances.      [www.divine-herbs](http://www.divine-herbs)

## Who's in the Peloton: Member Profile

### Joe Marks

## BBC FACTFILE

Rider Name: **Joe Marks** (Sugar Joe)

Date of Birth: **December 28, 1958**

Place of Birth: **Richmond, CA.**

Height: **6' 0"**

Weight: **180**

Resting pulse: **59**

Max pulse: **185**



Joe Marks before he joined BBC

Marital Status: **Married to Juliet**

Children: **Joseph 24, Nathaniel 23, and Alexandra 21**

Occupation: **C&H Sugar Company**

First race: **Diablo Challenge**

Last race: **Sunday Martinez Loop** (*Editor's note; Sunday November 6<sup>th</sup> Joe won the sprint down Franklin Canyon.*)

First Century: **Tour De Cure Napa Valley 2002**

Last Century: **Foxy's Fall Century 2005**

Rides with BBC: **Saturday and Sunday**

Favorite ride: **All Rides with BBC. (Napa Century with the girls was great.)**

Rides a: **Trek Madone SL 5.2 & Cannondale USA**

Joined BBC: **2002**

Scheduled events: **Solvang Century 3-11-06**

My Perspective: **Enjoy every minute of every ride. Love your wife and family every minute of every day.**

## Notes from Diablo Cyclists

### Benicia Bike Club,

Enjoyed riding with you on Saturday, November 12<sup>th</sup>, when you came down and joined our Diablo Cyclist ride. The ride was lots of fun--good hard ride with a little bit of Contra Costa Critical Mass mixed in. Thanks.

Someone (Laurie?) talked about your club doing Mix Canyon along with two other climbs. When you schedule that ride, please let me know. Suggest you schedule it when Peter isn't racing--so then he has to do it.

Best,

**Jay**

### Diablo Cyclist

*(editor's note; Oops, we had so much fun climbing with the Diablo Cyclist I got a little carried away. Mix Canyon is "not" in the plan for our joint ride with the Diablo Cyclists and the "two other climbs" mentioned are, Cantelow and Cardiac).*

### Benicia Bike Club,

Tell everyone thanks for coming, I believe Jay sent an email mentioning us coming and doing a ride with you all? Just think if we teamed up and did an event together, wow that would be one big impressive pace line. Also you mentioned you were doing some mountain biking, a few of us mountain bike and are always looking for new places and new people to ride with.

Again, thanks for riding with us, it was great fun.

**Doug**

### Diablo Cyclist

## A Note From England:Scott Overfield

### Benicia Bike Club Friends,

Life here is simple, especially since the children aren't with me. I mainly work, and do a spin class on base 2-3 days per week. I also ride once or twice on the weekend. Saturday's I ride solo, and Sunday, there is a small group of guys who ride out from the village I live in. One guy is quite fast, though I think the Benicia boys and girls could take him. There is no climbing nearby. The wind usually isn't as bad, but can be as fierce as Benicia. The highs are in the forties, and the lows in the upper 30's. The most difficult part is sunlight. Sunrise on 21 December in London is 8:04, and sunset at 3:54. It gets dark very quickly, and it's night by 4:15 pm. Work is too easy: I don't have nearly the demand I had at Travis.

I flew back to visit my Mom in Dallas for Thanksgiving, and flew the boys in also. I won't see them again until next Summer. It was nice to have a lovely family holiday together.

Best wishes to everyone,

**Scott**

## Quick Release Skewers: Rest, Laugh and Stay Fit

### Bike Pump: Humor



When not racing, most elite cyclists walk around in a peloton to cut down on wind resistance.

### Leaky Valve: Club Minutes

Bill Schmidt called meeting to order at 7:50 PM on December 10, 2005 at George's house, during the Christmas party...The meeting took place after we ate our dinner but before we did the gift exchange...Since it was Bill's last official meeting to conduct as president, surprisingly most members paid attention...Some conversation going on by the cheesecake, though...Yet all became quiet when Ed took the stage as the nominating chair and presented to the club the nomination choice for the next BBC president..."Joe Marks" was officially nominated as president of BBC...There were no other nominations...We voted...Everyone was in favor...Congratulations Joe Marks...Laurie Van Wert wanted to know who made the pea salad... Joan DeWolf made it and Bill will pass it on through email...Many compliments about the food that accompanied our potluck...Bob Klosterman then thanked Bill for the fine job he did as president and gave Bill a plaque with a crank attached. It was titled Bill "Crankee" Schmidt...All in good humor meeting adjourned at 8:10 PM...next meeting January 3, 2006 at Farnsworth Cycles...Respectfully, Laurie F

### Training Phases / Macro Periodization: (Cycling, Running, Swimming)

- 1. Base Building** - focus is on aerobic endurance and building mileage - both weekly total and long workout. Effort level is comfortable to moderate, mostly Zone I with some Zone II. Should last at least 12 weeks, the longer the better.
- 2. Strength Building** - focus is on building muscular strength - making muscles strong so they can go fast, Zones II and III. Should last 6 to 8 weeks.
- 3. Speed Building** - focus is on neuromuscular movement - moving fast, Zone II, III and during peaking Zone IV. Should last 6 to 8 weeks.
- 4. Racing & Maintenance** - this includes any necessary taper and the focus is on rest and race, Zones I, II and IV. May last 4 to 8 weeks.
- 5. Recovery** - time "off" from serious training, Zones 0 and I. Should last 2 to 4 weeks.

**The advantages of Macro Periodization are** – you cannot be fast if you aren't strong and you can't be strong if you aren't fit. So, build the cardiovascular engine first, the muscular engine next and then work on neuromuscular coordination.

Neil Cook SLB Coaching and Training Systems <http://www.SLB-Coaching.com>

### Recovery: Rest Day

#### Owling at Mosquito Ridge Road

Go East on I-80 to the Auburn/Forest Hill exit. Then it is a 17-mile drive to the town of Forest Hill. In Forest Hill across the street from the U.S. Post Office take the turnoff onto Mosquito Ridge Road. Drive toward French Meadows. Owling is good on Mosquito Ridge Road to Little Oak Flat.

Owl call observed, Barn owl, Great Horned owl, Calif Spotted owl, Flammulated owl, Western screech owl, Northern Pygmy owl, Northern, Sawet owl.

<http://www.geocities.com/placerbird/MosquitoRidgeRoad.htm>

### Clip On: Web Sites

team discovery channel -<http://team.discovery.com/>  
 tour de france -<http://www.letour.fr/>  
[www.velopromo.com](http://www.velopromo.com)  
[www.cyclecalifornia.com](http://www.cyclecalifornia.com)  
<http://www.usacycling.org/>  
[www.ncna.org](http://www.ncna.org)

## Heart Rate: Velo News

### Zabriskie Casts Introspective

Two seconds. A couple of half-hearted pedal strokes or maybe just a slight break in concentration. Any number of lapses might have cost cyclist Dave Zabriskie those two precious ticks.

That small margin over Lance Armstrong in the opening stage of the Tour de France in July put the 26-year-old Salt Laker in the yellow jersey, making him just the third American ever to wear it. Images of him receiving kisses from the podium girls popped up on televisions worldwide and photos of his nervous grin as he clutched bouquets of flowers were plastered on the covers of sports pages.

"It feels different. That thought goes through your head when you train and when you ride now," Zabriskie said. "You know like, 'Wow, look what I did.' It's good to have that in your head. It makes me want to try to do more, try to re-create that feeling."

His climbing improved last season, and CSC team director, Bjarne Riis - cycling's equivalent of the NBA's "Zen master" Phil Jackson - has Zabriskie working to shed a few pounds. In cycling, riders make up for their almost emaciated upper bodies with muscular, pistonlike legs.

"If I got down to 148, 149 that'd be a good weight. You gotta be careful when you do that because you can lose all your power," he said. "If I could drop the weight, but keep the same power, then you can just go uphill faster."

For now, Zabriskie's main motivation for next year's Tour de France is making sure the team leader, and race favorite, Ivan Basso reaches Paris in yellow.

Next year's Tour setup might make earning another *maillot jaune* tough for Zabriskie, but as he proved last year, don't underestimate his chances of adding more yellow to his wardrobe in the future.

Reporter Michael Yount [myount@sltrib](mailto:myount@sltrib).

## Safe Riding (Skills) Clinic for all Riders

### FREE CYCLING CLINICS

#### Early Bird Series – Sundays in January in Fremont, Ca.

Do you want to become a better rider? Do have questions about how to ride in a group?

Do you want to learn skills to avoid crashing or causing a crash? Does touching a wheel mean you are inevitably going to go down? (Clue: Not if you know what to do)

The Northern California/Nevada Cycling Association (NCNCA) offers free mentoring to anyone who wants to participate. This clinic is designed for the entry level competitor or club rider interested in developing and improving their cycling skills. The goal is to help you become more comfortable in the peloton, to become more assertive and to ride *safely*. The clinic in the past has covered emergency braking, wheel touching, body bumping, cornering, pacelines and just getting comfortable on your bicycle with others around you. Each mentoring session lasts for about one hour and the speed is between 10 mph and 25 mph. This year there will be separate mentoring for women and juniors. After the mentoring there is an optional simulated criterium race. The mentoring session is conducted by experienced CAT 1-3 racers (both women and men) and after the clinic they intersperse themselves in the race to give additional tutelage. The mentors are very personable and are available for the day to answer questions and share their experience. Additional information and schedules can be found at [www.ncnca.org](http://www.ncnca.org).

Contact **Peter Van Slyke** for more information

## Amgen Tour of California 2006

### ROUTE

**Prologue:** Sunday, 02.19.06 San Francisco - Individual Time Trial (3.2 miles/5 km)

**Stage 1:** Monday, 02.20.06 Sausalito to Santa Rosa (105 miles/168.9 km)

**Stage 2:** Tuesday, 02.21.06 Martinez to San Jose (107.6 miles/173.11 km)

**Stage 3:** Wednesday, 02.22.06 San Jose Individual Time Trial (20 miles/32.1 km)

**Stage 4:** Thursday, 02.23.06 Monterey to San Luis Obispo (141 miles/226.9 km)

**Stage 5:** Friday, 02.24.06 San Luis Obispo to Santa Barbara (109.6 miles/176.4 km)

**Stage 6:** Saturday, 02.25.06 Santa Barbara to Thousand Oaks (105 miles/168.9 km)

**Stage 7:** Sunday, 02.26.06 Redondo Beach - Circuit Race (11 miles/9 laps)

<http://www.amgentourofcalifornia.com/>

If interested in volunteering

<http://www.amgentourofcalifornia.com/volunteer.html>



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

**TO:**

*President/Bill Schmidt*  
*Treasurer*  
*Bob Klosterman*  
*Editor*  
*Laurie Fenech*  
*Web Master*  
*George Villarreal*

**The Road**

**ANYBODY WANNA RIDE?**

**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.**

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:
_____	_____	_____