

Benicia Bicycle Club

P.O. Box 141

Benicia, CA 94510

707-644-0074

Paceline Guideline	2
Tour of California	3
BBC Featured Author Kent ODell	4
TOC Race Marshal Peter VanSlyke	5
Club Rides, Centuries, Races News from Scott	6
Pinole Team Time Trial	7
Membership	8

The Road Marshal: Message from the President

March Madness is here and it's time to ride. I hope you've got your base miles in. If not, get them in this month because it's Century and Metric time. There are a few rides this month and next month, it's time to Rock and Roll!

Chico Wildflower Century is big for our club so sign up now before it's too late because most of us will be there. Besides that, George has a carb loading dinner planned the night before in Chico. Hope to see you all there riding amongst the

wildflowers and climbing those hills. 30 or 40 riders would be good, maybe 50 riders???

March and April is a good time to bring new riders out and to initiate new members. It's a good time for our Spring membership Drive. We welcome all riders anytime! The more the merrier. Safety in numbers and Yellow!

A special Thank You to Allan Lemone for sponsoring our club booth at the Martinez Celebration



Club President; Joe Marks with Michael Schubert

on Saturday, February 18th. Also a special Thank you to everyone who helped out with the booth.

Joe Marks March 2006

Welcome New Members

Rita Neill

Michael Kotrick

Brian Hattenbach

Don, Elizabeth, Garret & Greg Reasoner

Scott Choate

Have fun and be safe.

Benicia Bicycle Club Time Trial

Contact Joe Pritchard

Begins after Day Light Savings 2006

Newsletter Contributors

Thanks Bill S, Joe M, Bill B, Peter VS, Bob K, Kent O, Scott O. Thank you for sharing information for our newsletter. Your contribution is appreciated

Our Feb/Mar Newsletter is a team effort.

Off the Front: Editor's Remarkable Sprint

Tour of California Stage -1

It was a typical beautiful California day for stage 1 of the Tour of California. We had sun and warmth the entire race day. I caught the race along highway one in Marin on Monday, stage 1. I rode 10 miles along the coastal TOC course, with a small group of friends. It was a grueling and mountainous ride yet beautiful. We stopped at the top of a steep climb, where we could get a glimpse of the peloton for about two miles both directions. It was so cool to watch the peloton along the coast. Discovery was leading the peloton at the time. Thousands of spectators were there. The race entourage was incredible, before the bicyclists arrived, there was a Highway Patrol motorcycle brigade, then Amgen VIP's, then team cars, then motorcycle marshals, the excitement lasted for miles. We followed the helicopter by sight to find out where the peloton was while racing the coastal course. Once the racers arrived at our location they were about seven abreast, elbow to elbow with no room for error. It appeared to be an effortless climb, by the appearance of calm looking faces with not much struggle to catch their breath. It was amazing. **Laurie Fenech**

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.

High Performance: BBC Members on the GO!

Martinez Criterium February 18, 2006

Affordable Quality Cabinets and Countertops Allan Lemone, sponsored our booth at the Martinez celebration and criterium on February 18, 2006. We had a few jerseys hanging for banners, copies of our Benicia Bicycle Club, January newsletter and upcoming rides. The booth was paid for by Allan Lemone and worked by our great club members. We had at least two members at the booth at all times. We met different people throughout the day. A good size group of BBC members rode the tour ride that Martinez put on and then stayed to enjoy the racing. The timing was right! Our club was there to cheer Pete on as he raced two criterium races. It was a bit on the cold side with many racers braving the elements. We met a few people from Benicia that now know of our club. Thank you to all the club members who rode the ride, came to race and just hung out. A special Thank You to those who volunteered your time and worked our booth. **Joe Marks**

Tour of California - Stage 2

by **Bill Buckalew 2006**

A number of us rode from Benicia to Martinez on Tuesday morning to watch a small part of Stage 2 of the TOC. After visiting the starting area in downtown, we cycled about 7 miles along Alhambra Valley Road to Pig Farm Hill, where we perched ourselves on the top of the Hill for a good vantage point. After about 30 minutes of watching a seemingly endless procession of support vehicles, along came the racers. With amazing ease, they scaled the Hill in less than 2 minutes – all in their big rings – with none showing any sign of effort whatsoever. It was quite an amazing sight. The peloton was 100% intact at the time, taking up both lanes and riding with a discipline that allowed for near wheel-to-wheel and bar-to-bar contact. Breakaways would later occur as the riders encountered climbs along Bear Creek and Happy Valley Roads, and Sierra Road in San Jose. The winner of Stage 2 was George Hincapie of Discovery Channel team in 4:01:26, followed by Chris Horner and Josep Jufre, both of Davitamon Lotto, with Levi Leipheimer of Gerolsteiner fourth, and Bobby Julich of CSC (Computer Sciences Corp.) fifth.

Watching The Pros Ride By

Tour of California– Stage 2

By **Bill Schmidt**

I've been here over an hour. I've walked up and down from the KOM line several times trying to find the perfect spot to take pictures. Earlier we were visited by the Specialized Angel, but she has returned to the van. Spectators continue to pack the road to the KOM finish; now they are three deep in spots and getting rowdy! They only give up the road to allow vehicles to pass then settle back to wait.

I have picked several places to stand to take pictures, but don't yet know which spot I'll use. The sun continues to shift the shadows. It's already past 10 AM; the stage has already started. According to the Amgen Stage 2 estimated time of arrival would be 11:41 AM.

Here come the CHP motorcycles followed by a number of Amgen support cars. It won't be long now. We can hear the helicopter and its coming closer. Now it seems to directly overhead! I am torn! Should I just watch or take pictures? If I take pictures I won't have time to absorb what I am seeing ~ to focused. Now the turn below us has erupted in sound! The cow bells are drowned out by the hollering and cheering. I get ready and focus on a spot on the road. Here comes the photo motorcycle and the first rider. The King of the Mountain followed by another motorcycle and then in single file, spaced a few bike lengths apart three more riders. The, there is the Peloton, most single file but a few side by side. I'm clicking away. Then the broom van appears and I know I put down the camera. It's all over. They have passed us on their way towards San Jose. I checked the time stamp on the photos..the first 11:56 and the last photo was taken at 11:58AM.

I look at another photographer as we leave our spots and we both smile, knowing that we have seen and been a part of cycling history!

PS: They were Sooo fast even going up hill!

Trek For Sale \$150.00

1995 Trek 470, burgundy color, size 53 cm frame and fork are cro-moly, Men's "Terry" seat Trek "Sensor" computer, Mavic wheels Shimano "RSX" 7 speed, Look pedals

Contact: **Bill Vogel <billvogel2@sbcglobal.net>**

The Century: Benicia Bike Club Featured Author

Kent ODell: Dolomite Chronicles Part 3

This is a continuation from the January 2006 newsletter...

The ascent was steep enough, the van heavy enough and the curves tight enough that we stalled once or twice, and at the top of the Giau, well above the treeline, the snow began. It was decided that Andy, a Santa Cruz bus driver would take over from Shirley, who had done yeoman- yeowoman- service. He took the wheel, Shirley settled in the backseat, and we started down.

Suddenly we began to accelerate. For a few instants I thought "It must be great to be a pro; I'm sure I'd never take these curves this fast" but then Dennis called out from the back, in tones of increasing urgency: "Andy, slow down. Andy, SLOW DOWN!" We did- violently decelerating, nearly to a stop, and then came another rapid increase in speed and we continued to hurtle down the hill, our heavily-loaded van swaying alarmingly in each tight, shoulderless turn. This cycle repeated itself once more and then Andy, groping under the dash and around the seats of the vehicle for unfamiliar controls, brought the careening van to a halt. A brief silence was broken by Rob demanding to be let out of the back seat- he had dreams of being launched off a cliff in an out-of-control car, and needed a breath.

We all took a few deep breaths. Andy figured an unusually wide gap between pedals, and not having taken off his bike-shoes were the problems, and we continued (subdued) without incident into Cortina, anticipating a hot shower and a stiff drink.

The peaks around Cortina were spectacular the next morning, but their snowy cover augured ill for any serious climbing: the night's storm had deposited enough snow to close the passes to traffic. We took a short post-breakfast spin around town and then loaded up for our next stopover, in Pieve di Cadore. (A word about the breakfasts, complimentary at each hotel where we stayed: the Dolomites occupy the South Tyrol, which until WWI had been part of Austria. We're not talking "Continental breakfast"- croissant and demitasse- no, no; but rather cured meats, assemble-it-yourself meusli, cheeses, all sorts of bread and pastry and pitchers of strong hot coffee. One hotel offered made-to-order egg dishes along with everything else. Several of our party risked ugly-Americanism in the face of such bounty: throughout our stay in the area breakfast served as lunch as little sandwiches were made up and snuck out of the breakfast room. (Then again it may have been behavior the hotel staff expected from cyclists. I hope so.)

During the drive to P.di C. the rain recommenced; no-one bemoaned the loss of the first part of the planned ride as it would have taken the route we drove: narrow and very heavily trafficked. I amused myself by guessing how much shoulder the passage of our van would have left me had I been on my bike. I concluded that eight inches plus or minus wouldn't have sufficed.

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.

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)

Rockville Bike Shop (www.rockvillebike.com)

Authorized Bike (www.authorizedbicycle.com)

Ray's Cycles (707-448-1911)

The Double Metric: Tour de California

A Day as a Course Marshal Peter VanSlyke

I was excited when I first heard of the Amgen Tour coming to California. The top teams in the world were coming and going to race on the same roads I have ridden on. I logged on to the official website to investigate the race. I checked out the routes and started to think of the best places to watch the race. I also noticed a "volunteer" tab. There was a list of volunteer duties and the organizers were pleading for help. I've never marshaled a race before and started thinking that it would offer not only a good vantage point, but satisfy my responsibility to give back to a sport that has given me more than I have given it. I filled out the form and clicked "submit". Several e-mails later from the organizers I was accepted as a volunteer, told we would get an Amgen T-shirt, and told where the orientation meeting was. The meeting took place at the Martinez City Hall. I went with Glen Millward, and we walked into the packed city council chamber. They had a great spread of food and beverages. There were speeches by the city elders and glad-handing of some of the sponsors, and then the meeting got under way. The tour promoter gave a good synopsis of all that was involved in putting on the race. The logistics were staggering. We were then briefed on our various duties and responsibilities and told where and when to meet on race day.

I showed up at the designated area on race day, signed in, and picked up, to my chagrin, a fluorescent yellow shirt with a big "Volunteer" on the back. I don't think I'll be wearing that around in public much. Later, my designated spot would be assigned to me and we'd all be escorted out by the police. I ran into my friend Scott whom I've ridden around Benicia with and seen at some centuries and we waited together. The downtown area was starting to come to life as more and more volunteers and spectators started to show up. The hospitality and sponsor tents were up and the organizers were hustling around with clipboards and walkie-talkies. Team busses started to arrive. News cameras and reporters were staking out their interview spots. Downtown Martinez was waking up to something never before experienced. A lady with a bunch of credentials, a clipboard and a walkie-talkie handed Scott and I a box of flags on a long string and instructed us to run the flags down the length of Main St. Along with several others we cordoned off Main St. We went back to the muster area and were relishing in the hub bub when an Amgen official approached us. "We need some more security at the start/finish area. Here are some security shirts." We were psyched. This puts us right in the fray. Our job now was to keep people out of the start/finish area and keep the intersection clear so the official vehicles and bike racers could come in and out. At one point Scott stopped and asked for someone's credentials. The man reached inside his shirt and provided the necessary docs. "Scott," I said. "That was Bob Roll you just I.D'd". We got a good laugh out of that. Paul Sherwin was hanging around. I really wanted to tell him the proper way to say "Martinez" but didn't. The racers entered one at a time to sign in. The crowds were getting larger and the downtown was a-buzz. As race time got nearer the race re-entered the staging area with their bikes. It was exciting to see so many racers up close. The crowds were now hugging the course and we really had to focus now to keep them back far enough so the peloton could ride by. Off they went. I was between the crowd and the peloton, with only foot between me and the mass of cyclists. What a rush. Three more times around and they were gone. No one got hurt and order was preserved. Mission accomplished. We were thanked by the Amgen people as the crowds slowly dispersed. I was amazed at the level of logistics and the caliber of the production. It was a great experience to be involved and get an inside look at the making of a UCI pro bike race. We policed the area, removed the barricades and let the traffic through. I said good bye to Scott and hustled off to get my bike and catch the BBC'ers who watched at Pig Farm.

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

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.

March/April Centuries

3/5 McLane Foothill, 3/6 Tour Unknown Valley, 3/11 Solvang, 3/19 Skyline 200K Brevet, 3/25 Cinderella Classic, 4/1 Pinnacles 300K Brevet, 4/1 Party Pardee Century, 4/8 Tierra Bella, 4/22 Bike Around the Buttes, 4/22 Alta Sierra Century, 4/23 Primavera Century, 4/29 Devil Mountain, 4/29 Mt Hamilton Challenge, 4/30 Wildflower (Chico)

www.bbcnet.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.

March 2006

Road Racing

McLane, Alameda Crit, Central Valley Classic, Monterey Circuit, Land Park, Bariani Zamora RR, Orosi RR, Pinole Team Time Trial, Hanford Crit

Mountain Bike/Cross Country

MTB Challenge #3 (Folsom), Cool MTB, Central Coast MTB, South Bay Invitational MTB, Pre Otter MTB www.ncnca.org

Spring Moxie is coming on Saturday **March 18th** weather permitting. We will start at 0900 from the Valley Cafe in Rockville. The route will go out thru Gordon Valley, Wooden Valley, and Monticello to Moskowite Corner. Then follow 128 past the Dam and down to Lake Solano. From there south on Pleasants Valley, Lyons, Waterman and Mankas back to the Cafe. The route is about 60 miles and 2700 feet of climb. There will be options for Steele Canyon and Cantelow Rd. adding about 20 miles and 2000 feet. There will likely be some riders starting from Benicia.

Bob Klosterman

Scott Overfield's Workout Regime in England

Since it is quite cold, and often frosty in the morning, I'm doing much of my workout in the gym. We have a new gym on base, and I can't imagine how many millions they spent on it. Fitness is very high priority item in the military, and our gym is state of the art. I log all my workouts, including exactly how much weight I lift. I'm currently ranked 31 on base of all users for calories burned this year, about 34,000. There are no hills here because this area was mainly marshlands that were drained by the Dutch a few hundred years ago. So two days per week, I climb the stair treadmill wearing a 40lb lead weighted vest. I'm currently doing 6 intervals of 3 minutes duration at 360 watts, with 3 minutes recovery between intervals, plus warming up and warming down. It's delicious! Another 2 days per week, I lift weights, doing machines recommended in Bicycling magazine. I then do the spin class. It's 45 minutes of high intensity work. My long ride on Saturday is solo for 47 miles, and very light riding on Sunday, and complete rest on another day. Once it warms up, I'll do more on the bike, and less volume in the gym. I've also started to be more formal in my periodization. This week is a recovery week for me, so I'm doing much lower intensity, but the same duration cardiovascular workout.

Campagnolo: Ride Premier California

The Berkeley Bicycle Club and Left Coast Racing Team Presents

THE PINOLE TEAM TIME TRIAL

Sunday, March 26, 2006 RAIN or SHINE.

New Course. Two Person Teams Only! Under USCF/USAC Rules and Permit

Course: Registration at San Pablo Reservoir Boat Launch. Start is on San Pablo Dam Rd. West 5.1 miles to right turn on Castro Ranch. 2.4 miles to right on Alhambra Valley. 2.7 miles to right on Bear Creek Rd. 6.4 miles to finish on Papa Bear. 16.6 miles with 3 climbs and 3 fast downhill.

Categories and Start: Two Person Teams Only : Elite 1/2/pro, Elite 3, Elite 4, Elite 5 Women 1/2/pro, Wmn 3, Wmn 4, Jr., Coed and Tandem. Masters combined ages 70+, 90+, 110+ and Women 80+. Field limit 150 teams. First team off at 8:00 am. Starts at one-minute intervals . All teams must be pre-registered . Start times will be grouped by category .

<http://www.berkeleybike.org/index.html>

A Personal Perspective on Why I Race

Peter VanSlyke

I wonder why, when during a bike race, as my heart rate has beaten above anaerobic threshold for an hour, or after yet another grueling hill interval, I am subjecting myself to an effort that goes so deep that my vision goes blurry and I start chanting Vedic verses - in Sanskrit no less. Or rhetorically, why would a normally sane and rational person forego the comfort of a sofa, a remote control, and gridiron battle to be going 25 mph into a 90 degree corner four across and trusting someone you don't know not to waver an inch. For crying out loud, I could be pedaling aerobically and enjoying the scenery with my friends!

I've also heard this question posed as a third party when Howard Cosell would comment on the long grueling hours put in by Mohammed Ali, and the subsequent beating he would endure. Or, an analyst describing the incredibly arduous training an Ironman Triathlete has to complete just to compete and then stagger in barely across the finish line, spent. Why do people do this in general and why am I doing it in particular.?

I can't speak for the others (but I think there probably is some universal drive in us all), but for me the answer became more clear as I was reading the book *Lance Armstrong's War*. Two sentences stuck out and were very profound:

"Bicycle racing has everything a boy could love, speed, danger, and heroism, and, most of all, the promise of change."

"Because cycling is nonimpact-which is to say, gentle on bones and joints-it opens the door to the deepest of impacts, the pushing of the human body to its limits."

I have found that these traits are all in me and I have been pursuing them in one fashion or another since I was a boy. When I rediscovered cycling, my pursuit of the adrenaline rush had been dormant for some time having been substituted by the easier, safer way. A reconstructed knee forbade me from impact sports. I decided to get on a bike for some exercise at first. Then I changed and quickly got stronger and faster. The fire was kindled again and I started to do some racing, and the fire started to burn hotter. I found that my knee gave me no resistance and I could go as deep and as hard as I wanted. I threw caution to the wind and set out to seek my personal best and to answer the question how far can I go.

It's hard to describe why I train and ride so hard, but I do it and have discovered that it is an inextricable part of me. I love a good ride, any ride, but I found that racing has given me what I've been missing for a lot of years...good clean, fast, hard, sometimes dangerous competition wherein I have to dig deep within myself to areas both physically and psychologically I've never gone before. The things I've discovered about myself both physically and mentally by bike riding and racing, and the joy and excitement it gives me, is worth every pedal stroke.



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
_____	_____	_____