

# Benicia Bicycle Club

P.O. Box 141

Benicia, CA 94510

707-644-0074

Our Accomplishments	2
New Year's Ride	2
Harvest Ride	2
Chili Hilly Ride	3
Mark Pendleton Memorial Ride	4
Safety Tips	5
Club Stuff	6
Rides	7
Membership Form	8

## The Road Marshal: Message from the President

February! February is here and the weather has been great. It's time to start to training and get those base miles in. Get out there are ride and bring some friends along also.

The Tour of California is upon us. Floyd, Levi, Lance and Big George will all be there.

Reminder, the long-sleeve clothing order will be in soon and soon we will placing a short sleeve order for Summer.



Prez "Sugar Joe" Marks & wife Juliet

**MARK YOUR CALENDAR!**  
Tuesday, Thursday and Sunday rides

Spin Class anyone???

Solvang Century March 14

Cinderella Classic April 4

See Page 7 for a list of rides that will tempt you!

## Election of Officers for the 2009 year

If you haven't already received the pertinent emails, it's Election Time for the Benicia Bicycle Club. Participate in the democratic process and send in your ballot. The positions up for election are President, Vice- President, Treasurer, Secretary and Chief Technical Advisor. If you wish to vote and have not yet paid your 2009 membership, you may still do so by contacting Bob Klosterman at [BoKlost52@aol.com](mailto:BoKlost52@aol.com). Watch your email for more information in the coming weeks. Remember, it's YOUR club!

## Congratulations!

Congratulations to racer Laurie Fenech! On New Year's Day, she won the Women's Elite Cat. 1-2-3 at the San Bruno Hill climb, with a time of 19:30.84. Way to go, Laurie!



## From your Intrepid Editors

Well, it's time to enjoy the abnormal sunny winter weather. Take advantage of it, because you never know if it's going to rain next week (Let's hope it does!). Mike Dunn was seen one rainy Friday morning slogging up Panorama while one of your editors was on her way to a spin class...Either way, it's riding, and it's good for you! This is a good time to think about how you want your riding season to start. We have a list of upcoming rides in this issue, and you can pick one as a goal for your first distance ride of the season.

Printing Compliments of



SOLANO PACIFIC

## Newsletter Contributors

Thank you for your articles, photographs and your moral support! Our January/February Newsletter is a team effort, as always. Thanks to Joe Shami, Barbara Wood, George Villarreal, Mick Weninger, Mark Birnbaum and Peter Rathmann.

## BBC Members on the Go!

### The BBC New Year's Ride- Barbara Wood

It was New Year's Day, 2009,  
We met at the Park for the 20<sup>th</sup> time  
This year it was fog, the city enveloped  
As we gathered, a chill in our bodies developed

Eighteen in all as we rode up the hill  
Visiting neighborhoods, spreading good will  
Hastings a challenge- we meandered to Rose  
(The chill now abated except for our toes)

"Waters End" village proved quite tame  
Until the climb up Primrose Lane  
Then back down Rose, a chilly descent,  
On through the park, downtown we went.

To the Christmas tree, past restaurant and shop  
Out E 5<sup>th</sup> Street, Hillcrest to the top  
About 20 miles and 1,000 plus feet  
We headed to Pappas for something to eat

The best part of all was sharing the day  
With friends old and new, a wonderful way  
To start the NEW YEAR!!

Joe M, Joe P, Joe S, Bob H, Bob K, Steve, Al, Ken, Bruce,  
Mick, Marwin, Craig, Scott, Dan, Nancy, Juliette, Sherri,  
Barbara

### Special Olympics 2009 - Barbara Wood

We have all felt the success of an athlete. Whether it be a great shot in tennis or golf, a perfect run down a challenging ski slope, or the end of a great bicycle ride.

Success is measured in the eyes of the beholder. The Special Olympics is just that. It gives these special people the opportunity to experience the "thrill of victory" without the disappointing "agony of defeat".

I will be feeling successful by completing a 300 mile ride through the Adirondaks of New York State. Real success, however, will be in raising money to support these Special Athletes.

*Editor's Note: You can visit Barbara's personal web page and assist her in her efforts to support Special Olympics New York*

*If so, copy and paste the following into your browser:*  
<http://nyso.kintera.org/faf/r.asp?t=4&i=288748&u=288748-244496298&e=2204231575>

### Harvest Ride-Ukiah - Mark Birnbaum

*Editor's Note: This is Part 2 of a weekend double header that Mark Birnbaum rode October 4/5.*

This ride is a benefit for the boys and girls club of Ukiah, and has been run as a 100k for some time. This was the third year of a 100 mile version. Start/finish is at the Fetzer winery, just NE of Hopland. Since I was in the area, doing the Konociti Challenge, I figured, why not make it a double header. I had done this ride in 2006, the inaugural year of the full century and was curious to see if anything had changed.

Official check was at 7:30 a.m. Since I got there early, and there was no reason to stick around, Junior and I were on the road by 7:05, heading SW. There was thick cloud cover which it seemed could lead to rain, but the clouds kept the temperature warm. We crossed Hwy. 101, at Hopland and headed into the hills on Mountain House Road. The sun was still behind the hills to the east and we saw a truly glorious sunrise.

We climbed and descended, through 5 or 6 creek drainages, working our way south and west, through the hills. The scenery was quite pleasant. Dry hills, oaks, and very little traffic or houses. At mile 11, we hit Highway 128. The sign read Cloverdale 8 miles, Booneville 20 miles. We had come a ways. Hwy 128 was beautiful as well. It climbed and descended, as it headed W by NW, towards Booneville, 19 miles away. Pine and Oak were interspersed with occasional vineyards. Traffic wasn't bad for a state highway, and the pavement was good. There was even some nice fall color. Not New England, but not bad for California. A very pleasant experience. At mile 30, we pulled into the rest stop at Anderson Valley Brewing Company. We were the first to arrive.

The rest stop was not yet set up. While I was in the portapotty, the next two guys arrived. I knew I'd seen them before, but of course couldn't remember where. At this point, the guy running the rest stop showed up and began unloading his truck and putting out the food. This consisted of bananas, unappetizing store bought cookies, bread and a few jars of jelly. This set up took a while, so total time at the rest stop was probably at least 15 minutes. I had a chance to talk with the other two guys. It turns out that one of them was from Marin and had driven up that morning. Hard core!

After eating was done, we headed N by NE on hwy 253, towards Ukiah. A few miles out from the rest stop, the road began a serious climb, to get over the Booneville Grade, at 2,740 ft. When I did the ride in 2006 the route sheet had been terrible. This year's sheet showed the summit at mile 37. It turned out to be at mile 40. The hill eventually topped out, and we rode a flat stretch along the summit for a mile or two. The scenery on this whole stretch was magnificent, and the car traffic was extremely light. We finally started to head down towards Ukiah, through the trees and along several streams. The descent was a very pleasant two stage affair, with excellent pavement, sweeping turns, and no cars. While doing the descent, the two guys I'd seen at the first rest stop caught up to

*(Continued on page 3)*

*Harvest Ride (Continued from page 2)*

and passed me. At the bottom, it was a short distance to the SW corner of Ukiah. The mountain stage of the ride was now over.

We now began the urban stage of the ride. We worked our way through Ukiah, heading N on State St. A quick jog east brought us to Dave's Bike shop, at mile 50, the next stop. I had been there the night before, after the Konocti ride, to lube my chain, since all the grease had been washed out by the rain on that ride. More unappetizing cookies, peanut butter/jelly sandwiches and bananas. The other two guys were still at the rest stop. One of the workers there said that only 30 or so people were doing the full century, with another 200 or so doing the shorter loops. A small ride. A few minutes later, we left the other two guys there and began working our way N through Ukiah towards Redwood Valley. I never saw the two guys again.

The next 20 + miles formed a giant "P" more or less, with East Side Calpella Rd. forming the lower half and various turns in Redwood Valley forming the upper half. Due to poor markings I missed the Moore St. turn and went an extra 1/8 mile or so, before feeling that something wasn't right. On N. State Street, way out of town was another rest stop at a winery set way back from the road. The route sheet said this was 60 miles, but it felt like more than that. Since there were no markings here, a woman was standing on the road, waving riders into the rest stop. There were no workers at the rest stop itself. This was self service. Nature called, so I took care of that, had a few more cookies, a peanut butter sandwich to go and left. From this point on, we ran into 100k riders from time to time for the duration of the ride.

There were various turns in this stretch, and the area reminded me of the Alexander Valley, more compact, poorer, with rough edges, smaller fields, and no tourists. The vineyards were beautiful and the road surfaces were OK. For some reason, it seemed like the area had upscaled a bit since we'd been through two years ago. Mile 70 (per the route sheet) was yet another rest stop, which I skipped. Now we were heading south, towards the main valley that contains Ukiah and Hopland. I was passing a few more 100k folks as we went. At mile 80, we went up to Mendocino Dam, a short but steep climb. After riding across the dam came a steep climb up an asphalt path, then a series of maintenance roads for a few miles. At mile 83 or so we hit the valley floor again and began the final leg of the ride; the long cruise south to the Start/Finish. At mile 85 I missed the left turn onto Watson road, which wasn't marked. After going at least 1/2 mile and arriving at the Ukiah City Limits on Perkins Rd., it became obvious what had happened. Retracing my tracks, we climbed Watson Rd. and after a few more turns, ended up on Old River Road, heading south. At mile 87 was the final rest stop, on the grounds of a huge Buddhist temple. There was no sign, but I remembered the setting from 2006. It had finally warmed up enough to take off my jacket. A quick pit stop, and we were off again, heading south through the vineyards interspersed with pine trees. I remembered this area of being full of pear orchards years ago. Now, there were no orchards. It was all grapes. At 3:00, we pulled into the Start/Finish, for the post ride meal.

It had been a strange ride. From the threatening weather of the morning, to the warm afternoon; from the deserted dry hills of the south, to the Ukiah urban area, the vineyards in the

north and the semi-lush valley of the final stretch. The markings, consisting of paper signs tacked to signposts, were excellent where they existed, but there were too many that were not there to rely on them for navigation. The rest stop spacing in the last half was odd and the food was bare bones. The route sheet was a disgrace. Extra verbiage made it inordinately long, the way it was laid out made it impossible to fold it in such a way that you could read the totality of each instruction while riding. After the incorrect mileage of the Booneville Summit, I had absolutely no faith in the rest of the cumulative mileage figures. Some of them seemed wrong as the ride progressed.

The post ride meal was excellent; chicken, beef, pasta, salad and homemade cookies and cupcakes. These last two would have been most welcome at the rest stops during the ride. I spoke to the woman who seemed to be in charge as I was leaving. She said that they realized the route sheet was substandard and hoped to "get to it" next year.

The ride is worth doing again, due to the fantastic scenery, but I wouldn't make a special trip for it.

## Chili Hilly Ride - Peter Rathmann

*Editors' Note: Benicia was the destination for a Valley Spokesmen Ride on Wednesday, January 28. A number of BBC members participated. The route followed the New Year's Day Ride. The weather was fine, as was the company - a chance to see old friends from the other side of the strait. Peter Rathmann of the VS sent this out this item.*



Thanks go to Barbara Wood for leading us around the Benicia area and then inviting us over for some delicious chili and



cornbread at her home. Also thanks to Nancy (Lund) for the brownie dessert.

The

route and some pictures can be seen at: [http://www.everytrail.com/view\\_trip.php?trip\\_id=116725](http://www.everytrail.com/view_trip.php?trip_id=116725)  
Somewhat higher resolution pictures are available upon email request at [prathmann@yahoo.com](mailto:prathmann@yahoo.com)

## The Mark Pendleton Memorial Ride - Joe Shami

Outside the Amtrak Station in Martinez on Saturday, November 29th, there were at least seven of us from the Benicia Bicycle Club (BBC) who went to pay respects at the memorial ride for avid cyclist Mark Pendleton, 49, of Martinez, an electrician for the Chronicle, though none of us knew him personally.

He had been struck head-on and killed at about 5 p.m. on the previous Monday on McEwen Rd., Port Costa, by a hit-and-run driver, who apparently turned around immediately and left the scene without calling for help.

But Mark Pendleton could have been any one of us, as that road is well known to our club riders. Witnesses in cars who had passed Mark before the accident said that he was riding without lights at dusk. He was found by a driver after 6 p.m., according to the news reports. That driver called 911, but Mark had died at the scene.

In attendance on bicycles at the memorial gathering, as a group, were club president Joe Marks, Bruce Chrisp on his recumbent, Glen Millward, Riva Flexer, Scott Overfield, Mick Weninger, and me. Except for me, all were from the regular Saturday club ride that had started in Benicia at 8 a.m. They had taken their time getting to the 11 a.m. event. I had cycled directly from home in Lafayette. There were many other cyclists there too, but we were the only club that was easily identifiable by our multiple uniforms.

At about 11:10 a.m., there was a small gathering in the street at one side of the Amtrak station. In a tight circle were the widow Denise Pendleton, two cyclist sons, family members and friends, while we cyclists were outside the circle astride our bikes. The friends and family each said a few words about Mark Pendleton, but it was hard for me to hear because everyone spoke sadly and quietly without the benefit of microphone or public address system, and there was much street noise from passing people and cars, including a police car and a restored 1950's vehicle that kept circling the block to see what was happening. Nevertheless, we cyclists all stood quietly till the speaking stopped, and the family expressed their gratitude for our attendance. The funeral would be on that afternoon.

TV News cameras were recording the sad event, and radio station KCBS also had a reporter there. Next, the advanced cyclists left for a climb of McEwen Rd, which was to be reached via the usual club route from Martinez along the Carquinez Straits Scenic Drive. We would be climbing McEwen in the same direction as Mark Pendleton had climbed, from north to south toward Franklin Canyon Rd.

I thought I would have time to stop at a rest room in the nearby shoreline park before the memorial ride began, but when I returned, all the cyclists had left a few minutes earlier. So I cycled hard to try to catch up. I did manage to catch and pass Riva Flexer as she neared McEwen Rd with another lady, but practically all the others were out of sight till I finished my climb.

I found all the cyclists -- totaling about 30 -- a quarter mile from the entrances/exits of Hwy 4, where the East Bay Bicycle Coalition (EBBC) had placed a white "ghost" bicycle and a wreath, similar to the symbols of the riderless horse and wreath in some military funerals. The gentleman from EBBC made some remarks, and Mick Weninger explained to me how the cyclist was struck head-on at the curve where we were standing, i.e., the curve nearest to the freeway and Franklin Canyon Rd.



The Ghost Bicycle on McEwen Road

Photo by Mick Weninger)

Riva Flexer was not far behind me. It was her first time climbing McEwen, whose steepest slope is 17% or 18%, which is as steep as the top of Mt. Diablo. It's the toughest climb in the Grizzly Peak Century, which starts in Moraga and comes at 43 miles into that ride. Although I've climbed McEwen a dozen times, this was my first time entering it from the Martinez direction. I thought it was easier this way because I was able to get a running start downhill, whereas you don't have such an advantage from the other two directions. In fact, the sharp right turn, when approaching from Crockett, always catches first-timers in the wrong gear.

There was considerable media reporting afterward. There was excellent coverage on the "KRON News at 5" program, showing pictures of McEwen Rd and the ghost bike, as well as the stream of advanced cyclists leaving the gathering at Martinez, including one prominent BBC jersey from the back (probably Joe Marks or Glen Millward). There were comments by the widow and one of Mark Pendleton's friends. "A lot of the pain is not knowing who did it," Mrs. Pendleton said. It was mentioned that a \$10,000 reward is offered for apprehension of the automobile driver, whose vehicle had left debris at the crash site, so he/she may yet be found.

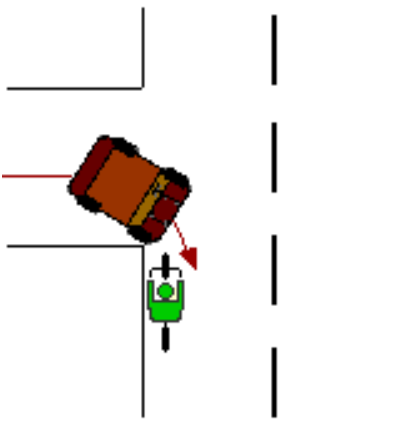
At 6 p.m., "NBC11 News: The Bay Area at Six" had a briefer report. It showed part of the stream of cyclists leaving the Amtrak

(Continued on page 6)

## Safety Tips

Since we cyclists are always looking for ways to ride safely, and since accidents are always waiting to happen, we've decided to bring you safety tips from [www.bicyclesafe.com](http://www.bicyclesafe.com). Set up by Michael Bluejay, this website is full of tips and suggestions, and well worth a read. Thanks to Mick Weninger for bringing it to our attention. This month we are looking at the Wrong Way Wallop.

### The Wrong Way Wallop



You're riding the wrong way (against traffic, on the left-hand side of the street). A car makes a right turn from a side street, driveway, or parking lot, right into you. They didn't see you because they were looking for traffic only on their left, not on their right. They had no reason to expect that someone would be coming at them from the wrong direction.

Even worse, you could be hit by a car on the same road coming at you from straight ahead of you. They had less time to see you and take evasive action because they're approaching you faster than normal (because you're going towards them rather than away from them). And if they hit you, it's going to be much more forceful impact, for the same reason. (Both your and their velocities are combined.)

### How to avoid this collision:

**Don't ride against traffic.** Ride *with* traffic, in the same direction.

Riding against traffic may seem like a good idea because you can see the cars that are passing you, but it's not. Here's why:

1. Cars which pull out of driveways, parking lots, and cross streets (ahead of you and to the left), which are making a right onto your street, aren't expecting traffic to be coming at them from the wrong way. They won't see you, and they'll plow right into you.
2. How the heck are you going to make a right turn?
3. Cars will approach you at a much higher relative speed. If you're going 15mph, then a car passing you from behind doing 35 approaches you at a speed of only 20 (35-15). But if you're on the wrong side of the road, then the car approaches you at 50 (35+15), which is 250% faster! Since they're approaching you faster, both you and the driver have lots less time to react. And if a collision does occur, it's going to be ten times worse.
4. Riding the wrong way is illegal and you can get ticketed for it. Bruce Mackey says that 25% of cycling collisions are the result of the cyclist riding the wrong way.

There's one *possible* exception to riding the wrong way. When you're riding in the country on narrow, high-speed roads, it may be helpful to ride against traffic so you can see what you're up against. Compared to city traffic, country traffic is likely to have less roadspace for bikes and cars to share. That being the case, riding the wrong way allows you to bail into the shoulder if a car doesn't see you. You don't have problem #1 above because side traffic is rare, and #2 is avoided because you're riding primarily along one road and not turning right.

Country traffic is more likely to be sparse, which means that you may have the ability to switch to the "correct" side of the road when a car approaches you from ahead. I did a 100-mile ride with a friend once, continually switching from the left-hand side of the road to the right-hand side depending on whether traffic was approaching us from ahead or behind, since a vehicle passed us only once every several minutes -- but when it passed us, it was doing 70mph+, and we wanted to be as far away from it as we could. But remember that vehicles will still approach you faster when you ride the wrong way, and it's still illegal. It's your choice.

## Minutes December 2, 2008

The meeting was called to order at 7:07 pm by President Joe Marks. Those in attendance were Joe M., George V., Lisa V., Jake, Ed B., Steve B., Barb W., Mick W., Bruce C., Joe P., Marwin R., Carol D., Laurie (guest), Jennifer (guest), Sherri B., Nancy L., and Bob K.

Joe gave the treasurer's report. We have been reimbursed for all Crit expenditures. Discussion.

Discussed Saturday's Memorial ride for Mark Pendleton. About 50 people were there.

Lisa V. is helping the with long sleeve jersey order. Order form put out on email. Discussed socks also. Discussed wallets.

Barb W. will lead New Year's Day ride. Same route as last year. Pappas for breakfast.

Club Christmas Party on 12/13 at 6:00. RSVP to come. George will email us what to bring. Same format as last year. Gift exchange. Limit of \$15.00 plus or minus.

Mick reported that the County is putting out a bike route map, and would appreciate any feedback we would have for any changes to it before it goes to printing. Discussion.

Ed B. has flyer for a bike trip through France in June-July, 2009. Contact him if you have any interest.

Nancy L. reported that two weeks from tomorrow she will be cleared by her doctor to ride her road bike again. Yeah!!

Barb W. reported that on Sat. 2/21, there will be a Cinderella training ride to Jelly Belly Factory, if anyone is interested. Cinderella is first Saturday in April. Discussion. Also discussed various rides being led by Edith N. for the Valley Spokesmen.

Bob K. arrived at meeting. Discussed Crit, again.

Bruce C. discussed changing our meeting place for the weekday rides. Discussion. Will revisit the issue at a later time.

Bob K. discussed safety programs. We could have a class or purchase materials. Discussion.

Talked to Laurie and Jennifer, our guests, about the riding experiences. Discussion. Carol D. volunteered to lead a new member/rider ride once a month. Discussion.

Meeting adjourned. Respectfully submitted, Sherri Bortolazzo

## Minutes of January 6 2009

The meeting was called to order by President Joe Marks at 7:10. Those in attendance are Joe M., Ed B., Nancy L., Marwin R., Mick W., Sherri B., Bob K., Bruce C., Riva F., Barb W., George V., Lisa V. and Carol D.

Bob K. gave treasurers report. We have paid for all clothing.

Lisa V. sent in the winter jersey order. It will be back approx. 2/9, 2/15 at the latest. Ordered extra for inventory. Lisa got us in line for the spring order. Will have to turn order in 3/9 to get order by 4/27. Lisa is working on having Voler come for a clothing fitting possibly in February. Discussion. Socks are in. Lisa brought wallets and cards.

Discussed the painting of bike lanes at the Benicia State Park and the proposed work at Jameson Canyon from I80 into Napa. State budgets are frozen for such work.

Discussed possible expenditures from the race money received. Discussed donations to various organizations.

Barb W. reported the upcoming events:

1/28 10:00 Chilly Hilly ride. Chile at Barb W.'s house afterward.

2/16 Tour of Calif. Barb. Marshalling in Sausalito if anyone wants to accompany her.

2/21 Cinderella Training Ride to Jelly Belly. Everyone is welcome.

4/4 Cinderella Classic Century.

Mem. Day Weekend is Great Western Bike Rally in Paso Robles.

Discussion.

Monticello Century is 5/17.

Bob K. reported that about 40 people haven't paid dues. Discussed liability insurance for club. Barb W. will ask Valley Spokesmen what they carry for their club and Mick will check with Napa.

Bruce C. recommended a phone tree to members who don't usually ride with us to come out and ride. Discussed having 2 daily weekend rides. One starting at 8:00 and one starting at 10:00. Discussion.

Bob K. thanked Lisa V. for her very impressive work she has done for the club. Very impressive and organized. Thank you Lisa. Lisa handed out socks.

Meeting adjourned. Respectfully submitted, Sherri Bortolazzo

*(Mark Pendleton Ride Continued from page 4)*

station, including a glimpse of Riva Flexer followed by Mick Weninger. It showed the riderless bike and nearby sections of McEwen Rd, which looked very pretty on that day. There was a glimpse of Bruce Chrisp (I think) standing in front of the ghost bike. The widow was also shown at Martinez, saying "We need closure" and pleading for the driver to come forward and take responsibility.

Also at 6 p.m., Fox Affiliate KTVU Channel 2 had a live report based in San Francisco, where the background was cyclists traveling along the Embarcadero at night. A picture of Mark Pendleton was shown, as well as clips from the circle of family and friends, speaking at the Martinez memorial. There's also a brief shot of the cyclists outside the family circle, including Mick Weninger standing next to Bruce Chrisp, with Scott Overfield behind Mick. The widow was shown asking for anyone with information to come forward and for the driver "to do the right thing." From debris at the scene the vehicle is thought to be a Chevy Silverado truck or a GMC Yukon or Suburban. Cyclist club member Frank Povich (not in BBC uniform) was interviewed, and he made a plea for motorists to share the road with bicycles.

At 10 p.m., KTVU repeated essentially the same report with some additional clips of cyclists leaving Martinez, including three BBC cyclists shown from the back. KCBS Radio mentioned the ceremony in the first 11 minutes of every hourly broadcast, continuing into the late hours of the night.

I left the club riders at Franklin Canyon Rd, where they returned to Benicia, and I turned sadly toward home in the other direction.

Almost two weeks later, on December 10<sup>th</sup>, the Contra Costa Times followed up with a front-page color photo of the ghost bike on McEwen road with a story about the eight most dangerous roads for cyclists in the East Bay. To read the article, go to [www.contracostatimes.com](http://www.contracostatimes.com) and search for either "ghost bike" or the title "Bike crashes a grim reminder that death lurks at every intersection."

## Regular Club Rides

Tuesdays and Thursdays @ 9:30 AM: Meet at Starbucks at the top of First Street, next to RiteAid, in Solano Square. 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 West. 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 West. 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.

Slower riders: If you are feeling intimidated and prefer a slower pace, Sunday morning rides often have slower riders. For info, contact Riva at [riva.flexer@mail.mcgill.ca](mailto:riva.flexer@mail.mcgill.ca)

**BBC Monthly Meeting:** Held on the first Tuesday of the month at 7 p.m. at Farnsworth Cycles, located at 979 Lincoln in the Benicia Arsenal Industrial Park.

### Looking for more rides? More company?

Valley Spokesmen [www.valleyspokesmen.org](http://www.valleyspokesmen.org)  
 Diablo Cycling Club [www.diablocyclists.com/](http://www.diablocyclists.com/)  
 Eagle Cycling Club [www.eaglecyclingclub.org/](http://www.eaglecyclingclub.org/)

### Upcoming Rides February - May 09

2/14/2009 Camino Real Double Century Planet Ultra  
 2/14/2009 Tour de Palm Springs GTE Directories  
 2/21/2009 CORPScamp Death Valley: Five Day Cycling Camp AdventureCORPS, Inc.  
 2/28/2009 Death Valley Century and Double Century - Spring Adventure Corps, Inc.  
 3/1/2009 Cactus to Ghost Towns  
 3/1/2009 Moss Beach 200k Brevet Santa Cruz Randonneurs  
 3/1/2009 Tour of the Unknown Valley-South Chico Velo Cycling Club  
 3/7/2009 Kings River Blossom Bike Ride Reedley Lions Club  
 3/8/2009 100 km Populaire Seattle International Randonneurs  
 3/14/2009 Solvang Century & Half Century SCOR  
 3/14/2009 Tour of Borrego R&B Bicycle Club  
 3/14/2009 Tour of Death Valley  
 3/15/2009 Solvang Spring Tour Planet Ultra  
 3/17/2009 Speed and Power Clinic Santiago Cycling  
 3/21/2009 Greenfield 300k Brevet Santa Cruz Randonneurs  
 3/21/2009 Tour de Sewer Bell Gardens Lions Club  
 3/28/2009 Redlands Rotary Ride Redlands Rotary Club

3/28/2009 Solvang Double Century (Spring) Planet Ultra  
 3/28/2009 Spring Metric Century Orange County Wheelmen  
 3/28/2009 Tour of Solvang Wine Country  
 4/4/2009 300 km Brevet Seattle International Randonneurs  
 4/4/2009 Cinderella Classic and Challenge Valley Spokesmen  
 4/4/2009 El Tour De Phoenix Perimeter Bicycling Ass. of Am.  
 4/4/2009 Party Pardee Century Sacramento Bike Hikers  
 4/4/2009 Stagecoach Century, Spring Shadow Tour LLC  
 4/5/2009 Tour of Big Sur & CA Coast  
 4/11/2009 Joshua Tree Double Century Anny Beck  
 4/11/2009 Katy Ram Challenge Ram Band Boosters  
 4/11/2009 Monterey Bay 400k Brevet Santa Cruz Randonneurs  
 4/11/2009 Mulholland Challenge Planet Ultra  
 4/11/2009 Mulholland Double Planet Ultra  
 4/12/2009 Tour of Arches and Canyonlands  
 4/16/2009 Fleche Northwest Seattle International Randonneurs  
 4/16/2009 Sea Otter Classic Cypress Group  
 4/18/2009 Cycle for Sight Rotary Club of Napa  
 4/18/2009 Devil Mountain Double Century Quackcyclists  
 4/18/2009 Hemet Double and Single Century Watrous Cycling Enterprises  
 4/18/2009 Primavera Century Fremont Freewheelers  
 4/18/2009 Tierra Bella Century Almaden Cycle Touring Club  
 4/22/2009 City of Angels Fun Ride Southern California Bicycle Expo  
 4/25/2009 The Alpine Challenge Alpine Kiwanis Foundation  
 4/25/2009 Tour De Orange County Abused Children Charities  
 4/25/2009 Wildflower Century San Luis Obispo Bicycle Club  
 4/26/2009 Monster Cookie Metric Century Salem Bicycle Club  
 4/26/2009 The Wildflower Chico Velo Cycling Club  
 4/26/2009 Tour of the Tucson Mountains Perimeter Bicycling  
 5/2/2009 Borrego Springs Die Hard Double Metric Anny Beck  
 5/2/2009 Breathless Agony Ride Santiago Cycling  
 5/2/2009 Wine Country Century Santa Rosa Cycling Club  
 5/3/2009 Delta Century Stockton Bicycle Club  
 5/3/2009 Grizzly Peak Century Grizzly Peak Cyclists, Inc.  
 5/9/2009 Cruisin the Conejo Conejo Valley Cyclists  
 5/9/2009 Surf City 600k Brevet Santa Cruz Randonneurs  
 5/9/2009 Tour of the Unknown Coast Tour of the Unknown Coast  
 5/9/2009 Tour of Utah - Color Country to Canyonlands Cycling Escapes  
 5/15/2009 The Lung Ride Kern Wheelmen  
 5/16/2009 400 km Brevet Seattle International Randonneurs  
 5/16/2009 Fiesta 150 Orange County Wheelmen  
 5/16/2009 Sunrise Century Lodi Sunrise Rotary Club  
 5/17/2009 Foothill Century SPHDS  
 5/17/2009 Strawberry Fields Forever Cyclists for Cultural Exchange  
 5/22/2009 Great Western Bicycle Rally  
 5/23/2009 Heartbreak Double Century Planet Ultra  
 5/24/2009 Tour of Big Sur & CA Coast Cycling Escapes  
 5/30/2009 Ojai Valley Century Ojai Valley Rides, Inc.



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

*President: Joe Marks*  
*Treasurer: Bob Klosterman*  
*Editors: Riva Flexer/ Sherri Bortolazzo*  
*Publisher: Bill Schmidt*  
*Web Master: George Villarreal*

**TO:**

The Road

ANYBODY WANNA RIDE?

## JOIN THE BENICIA BICYCLE CLUB!

BENICIA BICYCLE CLUB  
 MEMBERSHIP APPLICATION

Membership Dues - \$15.00 for individuals or 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 membership. Make your check payable to:  
**BENICIA BICYCLE CLUB.**

NAME \_\_\_\_\_  
 ADDRESS \_\_\_\_\_  
 CITY \_\_\_\_\_ ZIP \_\_\_\_\_  
 PHONE \_\_\_\_\_ E-Mail \_\_\_\_\_  
 E Mail Address \_\_\_\_\_

RENEWAL Yes  No-New Application

Do you want the club to restrict access to this information? Yes   
 No

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.

**I ALSO AGREE TO WEAR A BICYCLE HELMET ON ALL CLUB RIDES.**

I HAVE CAREFULLY READ THIS AGREEMENT AND FULLY UNDERSTAND ITS CONTENTS. I AM AWARE THAT THIS IS A RELEASE OF LIABILITY AND A CONTRACT BETWEEN MYSELF AND THE BENICIA BICYCLE CLUB AND SIGN IT OF MY OWN FREE WILL.

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

DATE \_\_\_\_\_ AGE \_\_\_\_\_  
 SIGNATURE \_\_\_\_\_

NAME:	SIGNATURE:	AGE:
_____	_____	_____
_____	_____	_____
_____	_____	_____