

Benicia Bicycle Club

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The Road Marshal: Message from the President

It's January 2006, the start of a New Year. Time to set goals and plan rides. Get those base miles in for a strong, healthy, fun and safe season. I would like to thank the nominating committee (Ed and Mick) for choosing me (before I changed my mind) and Bill Schmidt along with fellow club members for electing me as the new Benicia Bicycle Club President.

Juliet, said Bill sealed that deal very quickly.

I would like to thank Bill Schmidt for being such a good President. Wherever I go, people know Bill. When Steve Young replaced Joe Montana, there was a lot of pressure on him to do good, in the shadows of greatness. Replacing Bill's great job as President, is like Alex Smith replacing Montana (impossible) but I will do my best!

Just a reminder, your 2006 club membership fees are due now.



Club President; Joe Marks with Michael Schubert

Please order your club jerseys as we are taking orders for long and short sleeve jerseys. We need at least 25 pieces for our Voler order.

Joe Marks

Welcome New Members

Sherrri Bertolazzo
Kenneth Peschel

The Paceline: Benicia Bicycle Club News and Notes

Gordon Valley Loop Joint Ride with Diablo Cyclists

On Saturday, January 21, 2006, starting at 9am at the 9th Street Park we welcome the Diablo Cyclist on a fun joint Gordon Valley Loop ride. Be prepared to join this exclusive paceline, with a veteran group of cyclists and to share our tour through Benicia, Lopes Road, Rockville and along Gordon Valley. Bob Klosterman leads event, rain cancels.

Newsletter Contributors

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

Our January Newsletter is a team effort.

HAPPY NEW YEAR Ride 2006 (18TH Annual)

It was 9 AM the air was crisp and clear but the sky was threatening! Sugar Joe was waiting when I arrived, anxious to start. After all, this was his inaugural ride as club president. Joe B arrived from Vallejo, followed by Shanghai Pete who informed us that there was a bad muddy spot on Lake Herman Road – the gully just past the lake was flooded but we could get through. How short did we want to make the ride? Could we miss the rain? Joe and Pete were optimistic. After all, the wind was coming from one direction and the rain from another. Nancy arrived; it was 9 AM, so off we went. We could re-assess the situation down the road. Edith caught up with us as Nancy and Joe B went to look for Mick. His vehicle was not in his driveway and no answer at his door. As we climbed Columbus Parkway we decided to head for American Canyon rather than the mud stricken Lake Herman Road. After all, it wasn't raining - yet. While waiting for the light to change at Ascot, we saw a bicycle speeding down the hill – it was Mick, followed by Bill S. They had driven to Pappas and started the ride from there.

No rain yet, shut up and keep pedaling!!! As we crested the American Canyon hill, it started. It was gentle but persistent but stopped as we reached the top of the hill on the I80 bike path. A good omen! We continued on to Pappas, some taking Lake Herman Road, some returning via Columbus Parkway. Ron H and Arctic Bill were waiting for us when we arrived. They started at 8, extended the ride to include the Vallejo waterfront, and missed the rain entirely. We toasted our new president, enjoyed the lively conversation, and look forward to 2006. **Barbara Wood**

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!

Goals/Perspectives 2006

Goals? Goals? I could say I have no goals but I do. My goal is to continue riding as long as I am able. I know age takes its toll. My performance is dropping off each year. What was easy is not. BUT it is still possible and do-able, just not as fast. I know riding consistently is what it will take. Too much and I will get burned out and not want to ride, too little and my fitness will fall off and I won't be riding as good as I could. It's raining and time to climb on the trainer.

Mick Weninger

My Fitness goal is to be able to finish in the middle third of the Club at Centuries. That means climbing with the front 3rd since I will descend with the last third. That goal is with my Flatbar of course.

Bob Klosterman

Book Review

Chris Carmichael's Fitness Cookbook

A friend shared the Chris Carmichael, Fitness Cookbook with me this holiday season. One evening we prepared a few recipes, a simple task which resulted with a tasty, hearty and nutritional meal. Impressed with the discussion about "learning to eat right during training" while preparing the meal, I decided to read the book and improve my foundation on fitness food to match my fitness goals. The book was a quick read and very simple to understand. Basically, after reading this book, I learned to eat smarter and healthier during the training segments of the year. The book is divided into four parts (periodizing nutrition), aligned with periodization training. Each nutritional segment benefits the training period you are actively practicing; foundation period, preparation period, specialization period and transition period. Depending on the training period, the reader will learn to adjust and pattern the calorie and nutritional intake. Carmichael, an endurance coach and advisor to Olympic athletes published the fitness cookbook with Mark Tarbell a published chef and together they create simple, balanced and nutritional recipes that will encourage healthy and active living. This book is a sports nutrition cookbook about eating real food and I whole heartedly recommend it to my friends and fellow cyclists who live an active lifestyle.

By Laurie Fenech

My goal is to cross the USA by bicycle. It doesn't have to be in a single trip nor does it have to be continuous. I hope to complete 1,000 miles of it in 2006. Another goal is to ride up Cambridge without stopping.

Barbara Woods

Fitness Goals for 2006 - Bill Buckalew

My fitness goal for 2006 is to get into better physical shape — hoping for yet another year that I will be able to keep up with my spouse Harriet on the slopes and on the tennis court. Like 2005, I want to make this effort as enjoyable as possible by maximizing cycling time with the great members of the BBC and by having Harriet join in again on a number of organized rides. Specific milestones for 2006 include: 20Hrs/week of road cycling, to include the three Triple Crown Stage Race Doubles and the Bay Area Double, four double metric centuries, eight centuries, and the Winter and Spring Tours; three gym sessions per week, combining 1 hour of resistance training with 1 ½ hours of spinning and treadmill work; and lastly, resuming an outdoor running regimen, yet to be

"It's nice to win," (Tour de France) "I'll never win again." "I may have to take up golf" "Take on Tiger."

Lance Armstrong 12/05

Benicia Bicycle Club Members,

Thank you all for the commemorative plaque with the bike crank presented to me at our Christmas party. It was a surprise and a wonderful reminder of my eight (8) years as your president. I'll cherish it always.

And, if no one has said it yet, have a great 2006 New Year. Ride! Ride! Ride!

Bill Schmidt



Bill Schmidt

The Century: Benicia Bike Club Featured Author

Kent Odell: Dolomite Chronicles Part 2

We will drive to Longarone, and climb two passes, all, it was to be hoped, before dark. Best-laid plans...*Continued from December issue 2005*

With all the hubbub that morning we had no chance to stock up on food, and stopped at a restaurant to tank up. We were kindly supplied by the server with the best English in the house who, when told where we were headed, pantomimed riding a bike up a steep hill, leaning back and back, to fall over backwards. There was laughter- this also somewhat subdued.

A mile or two down the road we stopped, piled out, and prepared to ride- we were six: Dennis, Lee, Rob, Andy, Ed and myself. Sally would accompany Dennis' wife Shirley, who would SAG. There was something in the air of a Superbowl locker room as we donned warm stuff- the higher we'd gotten the chillier it had become and the mist was thick enough to gather in droplets on gloves and legwarmers. Certain fumbling of gear and hyperventilation (Lee said it was just because he'd been pumping up his tires), one last visit to the other side of the wood-pile, and we were off.

The road followed one side of a canyon much deeper than it was wide; the rock wall above the roadway was secured with cables. The surface itself was very good, as has seemed to be uniformly the case in Europe, and wonderfully free of litter. Despite there appearing to be little flat surface on which you could park a town, we rode through several, at the edges of which we could see the faded admonishments to the riders of the Giro painted on the pavement. The climbing was steady and never too steep, for some twenty-plus miles, with frequent switchbacks as we approached the pass, at 5815 ft.

I made the top just behind Rob and Andy, and just before the SAG and the rain arrived. I was chilled and was pulling on more stuff as Ed, Lee, and Rob rode up: one frozen, one exhausted and one bonking, all soaked, and none eager to continue. Our late start pretty much guaranteed we wouldn't make our terminus before dark, and the only one who considered going on- Rob- flatted a few hundred yards down the road from the summit, so we decided to call it a day and sag into Cortina. We descended the Staulanza- steep and twisty, but it would've been fun in dry weather-and went up the Giaou. This famously has twenty-three or so numbered switchbacks, and I recall one of those instances of bike schizophrenia: "gee, I wish I was riding this/ Jesus am I glad to be in this nice warm van instead of killing myself on this goat path."

To be continued

Kent Odell, 2005

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: Heart Rate Training

Why use a Heart Rate Monitor?

To train your heart or to burn calories, you need to be in the right heart rate zone. Many people don't realize this and therefore work themselves too hard and are not able to achieve their desired results. Others work out for a very long time but do not get their heart rate high enough and are not gaining most of the benefits that they would have if they had reached their correct heart rate.

In order to reach your fitness goals, you need to exercise at the right intensity

Heart rate is the only accurate measurement of your intensity or your exertion level

Whether you are running, walking, skating or biking outdoors or at the gym a heart rate monitor will tell you continuously and with precision what your heart rate is, allowing you to work with the intensity to keep your heart rate exactly where you want it, allowing you to achieve the greatest possible gains from your time.

The ADVANTAGES of a HRM include its use:

as a motivational tool - like a coach; brings objectivity to a training program.

to teach beginners to read their bodies and avoid anaerobic overtraining.

to aid in doling out energy during time trialing or climbing, saving some for the final effort.

to analyze race efforts and design a personalized training program.

to spot overtraining (heart rate 10% higher than normal on awakening for several consecutive days).

HEART RATE TRAINING ZONES

There are 5 training "zones" or heart rate ranges. These are arbitrary divisions and can differ from article to article or coach to coach. They are based on the increase in heart rate (and cardiac output) as the oxygen consumption of the exercising muscle increases, and the concept of the benefits of variable stress in developing the exercising muscle (heart or skeletal). As one moves up the hierarchy of training zones, exercise intensity increases and there is a shift from the use of fat as an energy source for the muscle cell to carbohydrate (below 70% MHR fat is burned preferentially). And as the MHR is reached, there is a shift in the muscle cell towards anaerobic (without oxygen) metabolism with increased lactic acid production.

The Heart Rate Intensity Zones are divided as follows:

Zone 1 50-60% of MHR (recovery rides)

Zone 2 60-70% of MHR (endurance events)

Zone 3 70-80% of MHR (high level aerobic activity)

Zone 4 80-90% of MHR (lactate threshold (LT,AT); time trialing)

Zone 5 90-100% of MHR (sprints and anaerobic training)

Cycling Performance Tips <http://www.cptips.com/hrmnr.htm>

Heart Zones by Sally Edwards <http://www.heartzone.com/>

Jerseys

Order your long
sleeve/short sleeve jersey
now

Contact Ed Brennan

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.

February Centuries
 Paskenta Century 2/5
 Tour de Palm Springs 2/11
 Rice Valley tandem Rally 2/12
 Butterfield Double 2/18
 Chilly Hilly 2/26 www.bbcnet.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.

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

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

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.

Chanoko Mt Bike Duathlon #1
 Saturday, January 28, 2006 9am start
 Folsom Lake, Granite Bay, CA
 2-mile run - 10 mile mountain bike - 2 mile run
 Both runs are the same course, mostly on single track trails. The bike course is a one loop 10-mile course that has a little bit of everything, mostly single-track trails with some climbing, descending, sand, rocks and a water crossing or two.

2005 Mountain Bike Challenge #1
 Sunday, January 30, 9am start
 Granite Beach, Folsom Lake, Granite Bay, CA

Juniors and Novice (10 miles)
Sport and Single-Speed (20 miles)
Expert (30 miles)

The course features a fun, challenging combination of twisting single-track, wide double track and rolling cross-country. The course is perfect for first-timers and exciting fun for all levels, the faster you go the more fun it is! All events are rain or shine, the course is great to ride in all weather.

<http://www.tbfracing.com/races.htm>

Death Ride Lottery Registration Opened
<http://www.deathride.com/>

Campagnolo: Ride Premier California

Cavedale & Trinity: So, you want to do some climbing? Then try this loop. Approximately 45 miles and 5000' of climbing. Starting from corner of Dry Creek and Redwood road (Sonoma) and go North on Dry Creek. After 10 miles turn left (Dry Creek again); this will turn into Trinity road, steeper climbing then descending into Sonoma Valley. At the bottom turn left onto Highway 12, for approximately 2 miles of narrow, busy highway, then make left onto Cavedale road, 8 miles climbing back up to Trinity, right on Trinity road/ Dry Creek, right on Dry Creek again back to starting point. 5000 ft climb, 45 miles

California Triple Crown

The California Triple Crown is organized to encourage individuals to participate in riding Double Centuries and more importantly, to recognize the individuals' accomplishments. Riding a Double Century requires a lot of training and mental determination so this series of challenging events provide many positive benefits.

Each double century is challenging. Each will provide you with "Personal Growth Experience". Don't make the mistake of moving into the tougher Doubles until you're ready - mechanically, biomechanically, and mentally!!

Recommended First Double Century

03/25/06 [Solvang Spring Double](#) 6,800 Lush green rolling country roads, good first Double Century.

04/08/06 [Hemet D.C.](#) 5,800 Both 100 mile loops are super fast, wine country and Lake Skinner.

<http://www.caltriplecrown.com/schedule.htm>

MTB riding up Mt. St. Helena is a rewarding 5 mile up-hill journey to the 4343 foot summit. You start right around 2200 feet at the fire road entrance. Take Highway 29 north from Calistoga, where it becomes a winding highway climbing up the hills. You will see the sign "Robert Louis Stevenson State Park", the fire road (mtb trail head) is about 500 feet further. 2,143 ft climb, 5 miles

Randonneurs

With the grateful cooperation of Rivendell Bicycle Works, Randonneurs USA will present The popular Randonneuring Seminar, Sunday, January 15, 2006 at Rivendell Bicycle Works, 2040 N. Main St. #19, Walnut Creek, CA 94596.

The Seminar will be from Noon--4:00 PM. The Seminar will deal with rules, lighting, clothing, diet, riding strategies, vocabulary, northern California brevets, and we will look ahead one year to 2007, the next occurrence of Paris-Brest-Paris. Very briefly, an overall picture of PBP will be presented, along with tips on qualifying, travel arrangements, and other PBP basics.

Amgen Tour of California 2006

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

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)

If interested in volunteering <http://www.amgentourofcalifornia.com/volunteer.html>

The Break Away: Training

Aerobic Base Training- Going Slower to Get Faster

By [Matt Russ](#)

Physiology of base training

There are two basic energy systems you use when training; anaerobic and aerobic. Unfortunately, you can not build both your aerobic and anaerobic systems at the same time very well. **The idea behind base training is to train your aerobic energy system specifically and solely.** Why is this important? The more work you perform aerobically, or in the presence of oxygen, the more efficient you are. Prolonged aerobic training produces muscular adaptations that improves oxygen transport to the muscles, reduces the rate of lactate formation, improves the rate of lactate removal, and increases energy production and utilization. These adaptations occur slowly over time.

Fat is a primary fuel source for the aerobic energy system. Over the course of a base period your body learns to more readily break down and utilize fat as an energy source. As an added bonus this adaptation helps post exercise fat metabolism as well. This is an important factor, especially for long distance athletes. The fat we have in our bodies could provide enough energy to perform many distance events back to back, whereas muscle glycogen depletion can occur in as little as one hour. The less muscle glycogen you utilize, the more efficient you are. Contrary to the aerobic system, the anaerobic system consumes carbohydrate rapidly and the byproduct is lactic acid.

Other adaptations of aerobic training include increased stroke volume of the heart, capillary density, and mitochondrial density. Stroke volume increase simply means that your heart pumps more blood per beat. Mitochondria are structures within muscle cells that produce energy from fat and carbohydrate oxidation. Think of them as tiny batteries for muscle contractions. Regular endurance training can double these structures (1). By increasing capillary density we can effectively transport more blood to the working muscles. The process of building capillaries occurs gradually. Because high stress training breaks down capillaries, base training is best for allowing the slow growth of capillaries.

Base progression

There should be progression during base season as with any other training period. I normally prescribe 12-16 weeks of base training.

Featured Workout: Descending Intervals

By [Matt Russ](#)

Descending intervals (DIs) train your body to buffer lactic acid, produce anaerobic power, and sustain the repeated hard efforts that often occur in a race.

This is a very intense workout that should only be performed once or twice a month. You can perform DIs on your stationary trainer or on a long flat section of road.

Start out with a high cadence (110) at a maximum effort. Your first effort can be two or three minutes in length. Recovery time between efforts should be the same as the effort. So if your effort is two minutes, your recovery time will also be two minutes.

After each effort, cut the length of the next effort in half. For example, a typical DI workout would be two minutes, one minute, 30 seconds, 15 seconds. I recommend two or three sets of DIs with at least 10 minutes recovery between sets. All efforts are performed at maximum effort with a sustained high cadence.
December 09, 2005

Matt has coached athletes for CTS (Carmichael Training Systems), and has been certified by Joe Friel's Ultrafit Association. He currently holds licenses by USAT, USATF, and is an Expert level USAC coach

Who's in the Peloton: Bicycle Whisperer Riva Flexer

BBC FACTFILE

Rider Name: Riva Flexer

Date of Birth: January 31, 1955

Place of Birth: Montreal, Quebec Canada

Height: 5'0"

Weight: more than I would like

Resting pulse: about 78

Max pulse: 180 (a couple of years ago)

Marital Status: Married to Stephen

Children: Aaron (19) Madeleine (16)

Occupation: Homemaker (no work visa)

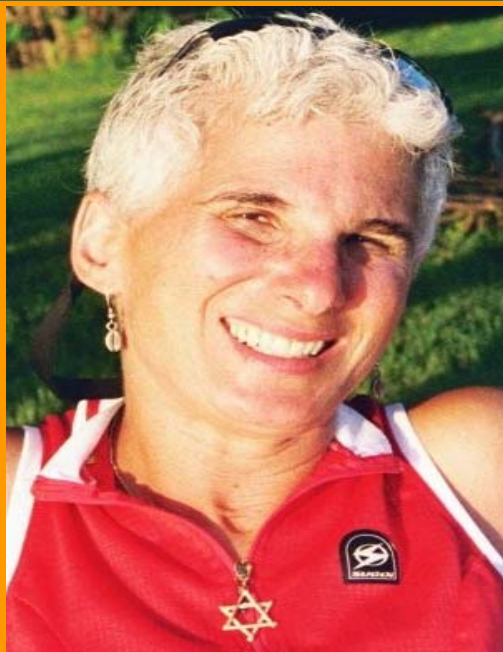
First Century: Sonoma Liberty Ride 2003

Last Century: Tour de Napa 2005

Rides with BBC: Sundays out to Martinez and then either back or onwards to wherever Stephen is playing soccer...Also during the week wherever decided...

Favorite ride: Lopes Road – the most beautiful scenery this part of California – love those green and golden hills!

Rides a: modified Devinci Podium (www.devinci.com), thanks to Mick



Riva, is strategically planning her
Sprint on Lopes Road.

Joined BBC: 2003

Scheduled events: Nothing so far, but I am looking for a century for the spring..

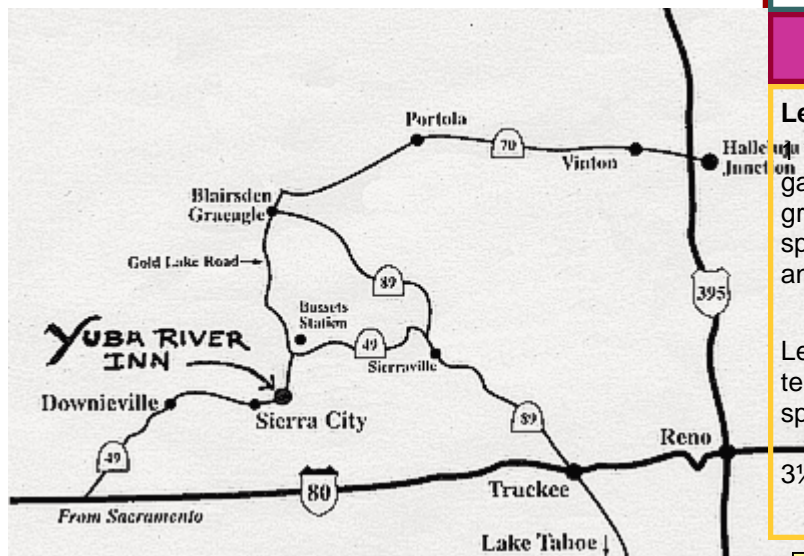
My Perspective: Riding is my freedom, my “wings”. If I don’t ride, even just for a half hour, I’m crabby. It makes my day. I envision myself one day as an old lady in spandex on my bike. As long as possible. I’ve been riding “seriously” since I was fifteen, when I went on a cycling trip with the Canadian Youth hostel Association from Banff to Jasper. I rode my three-speed (Sturmey-Archer) girl’s bike. Oh yes, I walked a lot, schlepping my panniers up and down, but I was hooked. Wherever I moved, I brought my bike, from the Northwest Territories or to the UK. Cycling is the best way to learn about a new place – such a different perspective from ground-level. Cycling is a year-round activity In California, and that is such a pleasure for me.

Quick Release Skewers: Travel News/Eat Healthy

Recovery: Rest Day

Yuba River Inn

If you love the outdoors, you'll find plenty to do in the Sierras, and it's all close to the Yuba River Inn. Our year-round activities include **mountain biking, road cycling**, fishing, boating, rafting, snowmobiling, gold panning, horseback riding, skiing, sledding, hiking and watching and photographing our multitude of wildlife. You'll find almost 50 clean, beautiful lakes for your enjoyment. You can even find golf courses in nearby Graeagle, Blairsden, Clio and Gold Mountain! If you're looking for that warm, country feeling and the great spirit of the Sierras, you'll find it all here at The Yuba River Inn! We're open all year round and located one half mile east of the historic gold town of Sierra City at the fork of Wild Plum Road and historic Highway 49. Truly at the foot of the Sierras, you'll enjoy the fresh pine-scented air and the kaleidoscope of colors on our one third of a mile private river footage, or just relax at our swimming pool.



Yuba River Inn
PO Box 236
Sierra City, California 96125
530-862-1122
<http://www.yubariverinn.com/>

Leaky Valve: Club Minutes

Joe Marks promptly called meeting to order at 7:00PM on January 3, 2006 at Ed Brennan's shop, Farnsworth Cycles...Accompanied background music by the German Techno Band "Kraft Werk"... The band selected by Ed has a tune called "Tour de France"...A lot of fancy chocolate offered...Our Treasurer, Bob Klosterman reports our BBC checking account has \$4,924.90 and \$898.00 will go toward the clothing order...Our clothier, Ed Brennan states he has received 9 long sleeve jersey orders along with fewer short sleeve jersey orders and short orders. He will need at least 25 orders for each clothing group. Please send Ed your clothing order ASAP...Order form can be found on the BBC web page...Joe Marks and Bill Schmidt mention club membership fee is due, now...Ed motions that the club pays for Dick Schneider's membership since he annually contributes Beer from Anheuser Busch for club gatherings. Barbara second the motion...All in favor... You're in Dick...George checked on tee shirts with BBC logo, different varieties at different costs... \$10.00 shirt most likely best bet...He will check into baseball style hats...Death Ride lottery begins...Joint ride with Diablo Cyclist to Gordon Valley on January 21st, 9:00 AM meet at 9th Street Park...George will look into cost for insurance and permit for organized time trial...Meeting Adjourned 8:05 PM...Next meeting February 7, 2006 at Farnsworth Cycles...Respectfully, Laurie Fenech

Optimal Performance: Nutrition

Lentils with Olives

1 1/2 c cooked green lentils, 1/2 large onion chopped, 3 garlic cloves minced, 1/2 red bell pepper chopped, 10 green olives/ 10 black olives pitted and quartered, 2 T spoon olive oil, 3 sprigs fresh thyme. Mix ingredients and sauté. Serve with Roasted Halibut.

Lentils are low in fat but rich in carbohydrates, protein, calcium, iron, phosphorus and B vitamins. The sprouted lentils are a good source of vitamin C.

3 1/2 oz (100 g) dry lentils = 340 calories.

Clip On: Web Sites

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.ncna.org

Heart Rate: Velo News

2006 Tour de France Route Announced

by Dan Osipow

The 2006 Tour begins July 1 in Strasbourg with a seven kilometer prologue and will cover some 3,600 kilometers before its traditional finish on the Champs Elysees in Paris on July 23. In between, the '06 Tour will feature five mountain stages (with three mountain top finishes), 116 total kilometers of time trials in two individual time trials and the prologue and, for the first time since 2000, excludes the team time trial stage.

Safe Riding (Skills) Clinic for all Cyclists

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.

Contact **Peter Van Slyke** for more information

2006 National Mountain Bike Series Schedule

May 5-7 - Frank G. Bonelli Regional Park, San Dimas, California

June 10-11 - Sugar Mountain Resort, Banner Elk, North Carolina

June 17-18 - Mount Snow Resort, West Dover, Vermont

July 8-9 - Deer Valley Resort, Park City, Utah

August 5-6 - Brian Head Resort, Brian Head, Utah

August 12-13 - Snowmass Resort, Aspen, Colorado

Team Discovery Race Schedule 2006

February

12-16 Vuelta Andalucia (Spain)

15-19 Volta Algarve (Portugal)

19-26 Tour of California (USA)

25 Omloop Het Volk (Belgium)

26 Kurne Brussels Kurne (Belgiu

March

1-5

Tour of Murcia (Spain)

5-12 Paris-Nice (France)

8-14 Tirreno-Adriatico (Italy)

18 Milan-San Remo (Italy)

20-24 Semana Catalana (Spain)

22 GP Waregem (Belgium)

25 E-3 Harelbeke (Belgium)

28-30 Three Days of De Panne (Belgium)

Curb Your Carbs

Resist the temptation to go low-carb. You still need carbs to fuel your trainer sessions and gym workouts. You just need fewer of them, especially the fast-burning variety like bagels and refined breads, which your body absorbs and stores as fat quickly. Classic winter carbs that will keep your muscles fueled without creating excess fat: lentils, beans, whole-grain breads and wild rice.



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

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:
_____	_____	_____