

Benicia Bicycle Club

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The Road Marshal: Message from the President

It's June. Summer is finally here and school is out. It's time for vacations. Don't forget to take your bikes on vacation and enjoy your rides. Monticello Solano Century and Sequoia Century were great rides. Both are great rides to do next year.

July is almost here. Ready or not, here comes the Death Ride. Then we can recover by doing Bob and Lauri VanWert's BBQ Ride. Make sure you signup for the Marin Century August 4th and The Tour of Napa August 19th, a club favorite. Sign up today because they fill up fast. Let's Ride! Joe Marks



Prez "Sugar Joe" Marks & wife Juliet

Welcome!

New Members

Jim Slevin

Reventer Traylor

Bob Hyde

Steve Striepeke

Returnees

Gordon & Barbara
Moncibais

Niles & Kira Baker

Tracy Swanson

From your Intrepid Editors

Where are all the Sunday riders? Those of you who are able to enjoy that early morning brisk air appreciate the warmth on the other side of the Carquinez Bridge. It's been feeling like summer on the Cummings Skyway climb. Hope to see you out there!

By the way, our president is so handsome that the Santa Rosa Cycling Club has put him on the masthead of their home page on the Internet

<http://www.srcc.com/current/rl.html>).

Thanks to an eagle-eyed Bob Klosterman for spotting the Benicia Bicycle Club rider in the photo at the top of their home page. Yes, it is Joe Marks! (*and thanks to Joe Shami for letting us know!*)

Time Trials!

Distance is 10.2 miles.

Start/finish at Lopes Road; turn around at the Fairfield City sign. Held on the First Wednesday of the Month.

Contact Joe Pritchard

jpritchard@sbcgl.org
sbcgl.org

Coming Next Month:

Down the Mississippi with Edith Norby

Tech Talk with Mick W.

On the Go for a good cause with Chris Paterno

Newsletter Contributors

Thanks for your articles, photographs and your moral support! Our June Newsletter is a team effort. Special thanks Bill deWolf, Bob Klosterman, Joe Marks, Joe Shami, Joe Pritchard, Mark Birnbaum, Rob Lo and George Villarreal.

High Performance: BBC Members on the GO!

Tour de Cure

I rode the Tour De Cure 120K on June 12 , it started at the HP invention center in Palo Alto out to Pescadero (out to the ocean) and then back through Woodside, 2000 ft. x 2 of climbing through the Redwoods. Great support, food, swag bag, spectacular views....plus it was for a good cause.....Diabetes.

Rob Lo

DeWolf to Paris!

Bill DeWolf has earned the right to ride Paris-Brest-Paris (PBP) in France from August 20-24, 2007. He says he's going to do it, or at least try! It's 1200 kilometres (about 750 miles) with a 90-hour time limit and occurs only once every four years. Bill has been working hard to qualify for this well-established race and you can read all about his travails on page 3. Thanks to Joe Shami for keeping us informed!

BBC Time Trials

June 6 , 2007

We had 7 riders show up for the Time Trial on Lopes Road. The temperature was in the high 60s and the wind was probably 12-18 mph. Wind conditions made the return loop harsh with a tough climb up to Parish Road and a slow descent before the last hill. This was definitely harder than the May Trial. I believe there were some new Personal Bests.

Thanks to George Villareal and Joe Pritchard.

Start Order	Finish Order	Rider	Age Group	Time	Average Speed	Average Heart
5	1	Gray Williams		26:33	23.05	
6	2	Steve Salvador	40-44	27:17	22.43	
3	3	Joe Pritchard	60-64	29:29	20.76	
4	4	George Villareal	50-55	29:46	20.56	171
7	5	Mike Schubert	40-44	30:04	20.35	
2	6	Steve Bahr (fixed gear)		32:00	19.13	
1	7	Sarah Gray		33:13	18.42	

Rio Vista – Seven Islands Loop

Bob Klosterman, Joe Shami, Bill Schmidt, and Mick Weninger joined with three Valley Spokesmen under the leadership of Delta Pedaler Randy Huey to do a 54-mile loop in the Delta on Wednesday, June 13th. Starting from Rio Vista, the ride crossed the Sacramento River on the Rio Vista Bridge and took back roads to Isleton and Walnut Grove, where lunch was obtained at the small café. By then the temperature had soared into the mid-nineties. The trip back resumed by going to Courtland where an ice-cold Coke could be bought from a machine outside the general store for only 65 cents. To return to Rio Vista small ferries were taken to Grand Island and then Ryder Island. There was no traffic on either one, and the scenery was pleasant, but it was HOT! The ride was almost entirely flat, which was in itself a novelty. Bill Schmidt decided to take a shortcut but ended up with three more miles than the others.

Joe Shami

Bill DeWolf Qualifies to Ride Paris-Brest-Paris!

Bill DeWolf has earned the right to ride Paris-Brest-Paris (PBP) in France from August 20-24, 2007. He says he's going to do it, or at least try! It's 1200 kilometers (about 750 miles) with a 90-hour time limit and occurs only once every four years.

To qualify, DeWolf had to complete a series of brevets of 200, 300, 400, and 600 kilometers this year. In French, "brevet" means "short," so these were "short" (compared to 1200KM) formal, training rides that started/ended at Davis, CA. Bill finished the last one, the Davis Bike Club 600KM Brevet, at 2 a.m. on Sunday, May 6th, having started at 8 p.m. on Friday, May 4th, with all the other participants. He was required to finish within 40 hours and did it in just 30.

In miles, that was approximate 375, and the amount of climbing was 18,000 ft.! The route was a round trip from Davis to Paul Dimmick Campground in Navarro, which is in the redwood corridor on Highway 128 in Northern California.

DeWolf said he caught himself dozing off for a brief moment while still on his bike as he cycled into Ukiah with a group of eight at about 5:30 a.m. on Saturday. "That's never happened to me before," said Bill. "I hadn't been able to sleep during the day on Friday before the race due to excitement, so I had been up for 24 hours by then" and cycling for 9-1/2 hours.

When he reached the Ukiah checkpoint at about 6 a.m., he plopped down on a bed with helmet still on his head (see photo) and snoozed for about 25 minutes. "It's amazing what a catnap will do," he said. When he returned to the same point in the afternoon, Bill napped again and was good for the rest of the way back to Davis. Consequently, his strategy for PBP will be one long sleep at the halfway point each way. He hopes that will work there too.

After the 600KM brevet, Bill said "My legs are a little sore, but my butt is fine." He attributes some of his success to his MCM Selle An-Atomica saddle, a leather saddle similar to Brooks, but with cut-outs for long-distance comfort (<http://www.mcmwin.com>).

Earlier this year, Bill DeWolf did the Davis 200, 300, and 400KM brevets but was too modest to report his achievements to the club. He said the 300KM was tough because it went up Cobb Mountain. But his biggest problems were in the 400KM and included rain and three punctures. One of them was in the dark at 11 p.m. when he hit a pavement crack, damaging his tire and new rim as well. He might have been in real trouble, because his secondary light wasn't working, and the primary light was run by a generator, requiring the bike to be moving. Another rider had a flat at the same spot and loaned Bill a light, while Bill gave him a tube in exchange.

Joe Shami, while climbing Mt. Diablo in May in his Benicia Bicycle Club jersey, was passed by a cyclist who said he had ridden a part of the 400KM brevet with a guy wearing the same club jersey on a steel Schwinn bike with shifters on the down-tube and a black trunk bag. Of course, he had ridden with Bill DeWolf. (That rider said that he himself had to abandon the Davis 600K brevet after 170 to 180 miles and would have to try again to qualify for PBP at the Santa Cruz 600KM brevet.) The only thing he didn't say about Bill's bike was that it had 39-by-26 gearing and a compact crank.

DeWolf will be accompanied on his trip to France by his wife Joan. PBP was first run in 1891. It's the oldest bicycling event still run on a regular basis on the open road. Beginning on the southern side of the French capital, it travels west 600KM to the port city of Brest on the Atlantic Ocean and returns along the same route. (Joe Shami)

For more information: <http://en.wikipedia.org/wiki/Paris-Brest-Paris>



Exhausted Bill DeWolf snoozes at Ukiah rest stop in 600KM Brevet.
Photo by Tom Milton

Tour of the Unknown Coast—May 12, 2007

This is one of those distant rides that you keep saying, "I won't do it again, because it's too far away." Of course the next year, there you are again. I first did this one in 1993, and have come back 6 or 7 times since. The ride ads bill it as the most difficult century in California. This may or may not be an overstatement. The ride features perhaps the best scenery and the worst roads of any century in California. Start/finish is in the beautiful town of Ferndale, about 20 miles S-SE of Eureka, so for Bay Area riders, it's a hike getting up there. Part of the culture of the ride is the tent camping in the fairground, where the ride starts. There are 25 mile, 50 mile and 100k loops, as well as the 100 mile ride.

Bev and I arrived the afternoon before the ride, put up the tent, ate the pre-ride dinner and took a walk into town. They were out of maps, but since there aren't many roads out there, and I'd done the course before, this was not a problem. The next day, she'd go for a hike, while I rode. It was cold, damp and windy. I decided to wear tights and long sleeve jersey under my jacket for the ride, as there was a possibility of rain as well.

Official start time was 7:00, but it was light much earlier, and given my slow pace on the flats, I took off at 6:20. Some others had left even earlier. After going thru town, the route passes by dairy farms, before going into the hills before Rio Dell, for several short climbs. Due to the climate of the area, this is always a green ride for its entire length. Farms gave way to redwoods and pine/fir trees, as we entered the hills. The road was wet, making it difficult to spot all the various potholes, bumps, lumps and creases in the road.

After the hills, we entered the town of Rio Dell, and breezed by the first rest stop, at mile 13. After crossing the river, on the historic Scotia Bridge, we cruised thru the company town of Scotia, and then got onto Hwy. 101 for a few miles, before getting off at the N. end of Avenue of the Giants. Avenue of the Giants is always a nice cruise, and there was no traffic yet, due to the early hour, and perhaps the cold weather. At mile 25 we hit the 2nd rest stop, at the Immortal Tree Gift Shop. Several other cyclists were there, as well as the rest stop crew and a mechanic. All that was missing was food and water. The rest stop crew said that the food and water should have arrived by now, and didn't know what had happened. They didn't seem concerned, and were not, at that moment at least, making any effort to contact HQ to find out what was going on. After considering for a few seconds, I elected to go on, following the other riders and hoping that the next rest stop, at Albee Creek would have something. Visions of 1993 danced in my head. On that initial ride, I'd somehow managed to miss the first rest stop, and had ridden all the way to lunch, at mile 55+, without

stopping. Not an experience I wanted to repeat. The next few miles, along what is left of the Eel River, and in the shade of the Redwood forest was quite pleasant.

We pressed on down Ave. of the Giants, passing a few people on the hills, and finally crossed under Hwy. 101, to head SW, towards Honeydew and the coast. The road now went from being well paved to a maze of potholes and patches. A true test of how well the wheels and bike were put together. We bumped and rattled over the next few miles, thru the trees, before finally coming out into an open valley, and hitting better road. Sure enough, the Albee Creek rest stop had food and water. Crisis averted. The weather was still cold, with thick clouds interspersed with occasional patches of blue. This was good.

Next was the first major climb of the ride, to Panther Gap. This is a moderately difficult climb, that can be miserable in the heat. Today, it felt good. We climbed thru pine forests, and had some great views of the surrounding mountains. Like most of the ride, auto traffic was light, as the roads don't lead to any big population centers. After finally topping out, we coasted down into the Mattole River Valley, over some truly horrible pavement. After crossing the Mattole River, on the one lane bridge, we paralleled the river for most of the next 10+ miles to lunch, over one roller after another, on road that varied from not too bad, to dirt. The cold headwind kept the pace moderate. The views of the river, trees, fields, and mountains were like something out of a post card, and make one grateful that this area is so far from "civilization". Otherwise, it would have been ruined long ago. Finally we pulled into lunch, at the A.W. Way county park, at about mile 60-61.

So far so good. There were 20+ other riders there, eating, drinking, and psyching themselves up for the rest of the ride. Two veggie sandwiches, some soup, a banana, and a few pretzels gave the energy to proceed. It was time to move on. After a short flat stretch, the route climbs a steep moderately long grade, and goes up and down a bit, before dropping into the hamlet of Petrolia. From here, there is another climb, thru sheep/cattle ranches on the green hills, before finally dropping to the coast, at mile 68 or so. Throughout this stretch, the headwinds were moderate, but constant, and brought back memories of last year, where the coastal portion of the ride had been a struggle against the wind for that portion's entire length.

This year was the same. We hit the coast, and immediately were slowed to a crawl. The ocean was right there, waves, beaches of sand and some kind of bunch

(Continued on page 5)

On the Go

(Unknown Coast Continued from page 4)

grass to the left, green hills of grass interspersed with bushes and rock outcroppings on the right. Incredibly beautiful, to look at, but all one could hear was the wind. The next few miles were a slow creep northward. The road followed the coast, and the sandy beach turned to rocks and tide-pools, and finally to coarse black sand and rocks. This area probably hadn't changed, except for the road itself, in the last 100 years. We could see several miles out to sea, and the fantastic scenery almost made up for the terrible road surface and the wind. Finally, we arrived at the last rest stop, around mile 80 or so, at the base of the Wall. Several other riders were there, contemplating the climb up the Wall, and resting.



After the usual refueling stop, we proceeded after the others. The Wall is a difficult climb, but having done it before, I knew what to expect, and where the top was. Stand up, grunt, and eventually you get there. I was glad for the compact double crankset, with its small gear. We actually passed two or three riders, near the top of the climb, who were going even slower than we were. The views got better and better as we went up. It was like being in an airplane. After a mile or so, the climb eases up a bit, for another mile or two, before dropping back to sea level in the next valley.

The post-Wall downhill is pretty hairy, with many tight turns and the usual bad pavement. At this point, I had a pickup truck right behind me as well. Twice, the rear wheel locked up for a second, due to too much pressure on the brakes. This was spooky. Alex Zuckermann had crashed on this stretch years ago, and had been airlifted to the local hospital as a result. Finally we were at the bottom, the truck passed me, and it was time to begin the "endless hill" portion of the ride.

The name says it all. At mile 80+, century riders usually expect an easing of difficulty, as the end nears. On the TUC, you've just started the longest continuous climb of the ride. Switchbacks up grassy hills eventually give way to long uphill on ridgetops, thru trees, and along the sides of the mountains, as the climb continues. The cold weather made it as pleasant as is possible, and kept water consumption to a minimum. The wind, of course, was still in our faces. After a few miles, Mitch, from McKinleyville, caught up with me. Turns out this was his

16th or 17th (he wasn't sure) TUC. His personal best time on the course, years back, was a shade over 6 hours. Quite impressive. One of his buddies held the course record, having done TUC 22 times. As we climbed, a group of about 20 old English sports cars, probably Austin Healeys or Morgans passed us going the other way. What were they doing here? After 3 or 4 miles, as we neared the top, Mitch pulled ahead. We were now in the clouds, with wet roads, and only several hundred feet of visibility.

After finally topping out, and doing several descents, followed by short climbs, it was time for the final white knuckle (for me at least) drop into Ferndale. Several miles of truly horrible pavement, and hairpin turns, brought us to the bottom. A few short minutes thru town brought us back to the fairgrounds, and the official finishing line. It felt really good, to have finished, and still be in one piece, although beat up by the roads. Total time, since leaving in the morning was 8:15. Not noteworthy, but good enough for me.

Perhaps I'll give it one final shot next year.—Mark Birnbaum

This month's photo is a portrait of the early morning start for the Wine Country Century. Don't those jerseys look great in that dawn sunshine?

Photo credit—Tom Milton

Upcoming Ride Schedule June-July 2007

June 2007

6/30/2007 Big Basin 200k Brevet Santa Cruz Randonneurs
 6/30/2007 Climb to Kaiser Fresno Cycling Club
 6/30/2007 Killer Loop Populaire 160 km

July 2007

7/7/2007 Three Harbors Tour Ventura Velo
 7/14/2007 Seattle to Portland Bicycle Classic Cascade Bicycle Club
 7/14/2007 The Death Ride Alpine County Chamber of Commerce
 7/14/2007 Triple Bypass Team Evergreen Bicycle Club
 7/14/2007 Unknown Coast Weekend Chico Velo Cycling Club
 7/21/2007 Fall River Century Fall River Century
 7/21/2007 Healdsburg Harvest Century Healdsburg Chamber of Commerce
 7/21/2007 One Helena Hundred Helena Bicycle Club
 7/21/2007 Race Across Oregon Epilepsy Foundation of Oregon
 7/21/2007 Windmill Century Tailwinds Bicycle Club
 7/22/2007 Durango-100 Velo de Animas
 7/28/2007 Pedal the Pinchot Rotary Club of Woodland Washington
 7/28/2007 Summit to Surf American Diabetes Association
 8/4/2007 Desperado Dual
 8/4/2007 Marin Century Marin Cyclists
 8/4/2007 Mt. Tam Double Marin Cyclists
 8/4/2007 Santa Cruz Mountain Challenge Santa Cruz County Cycling Club
 8/5/2007 Mt. Shasta Summit Century Mt. Shasta Summit Century Mountain Wheelers
 8/11/2007 Bicycle Tour of Volcanic Scenic Byway Cycling Escapes
 8/11/2007 ULCER / Utah Lake Century Epic Ride
 8/12/2007 Covered Bridge Bicycle Tour Mid-Valley Bicycle Club
 8/18/2007 Alpine Half Century Alpine Community Center
 8/18/2007 Cool Breeze Channel Islands Bicycle Club
 8/18/2007 Holstein Hundred West Marin Senior Services
 8/18/2007 Hot August Days Hot August Days
 8/18/2007 Stonewall Century Spanish Peaks Cycling
 8/19/2007 Tour of Napa Valley Eagle Cycling Club, Inc.
 8/19/2007 Yaquina Lighthouse Century Yaquina Wheels Bicycle Club
 8/25/2007 Tour d Organics Santa Cruz OrganicAthlete
 9/8/2007 Amtrak Century Orange County Wheelmen
 9/8/2007 Audi Best Buddies Challenge -- Hearst Castle Best Buddies International
 9/8/2007 High Sierra Fall Century Sierra Cycling Foundation
 9/8/2007 Oregon Coast Cycling Festival Oregon Coast Cycling Festival
 9/8/2007 Ride for 65 Roses The Cystic Fibrosis Foundation
 9/8/2007 Siskiyou Century Yreka Rotary Club
 9/9/2007 Tour De Tahoe - Bike Big Blue TGFT Productions/Bike the West
 9/15/2007 Auburn Century Auburn Endurance Events
 9/15/2007 Bicycle Tour of California Alps Cycling Escapes

Bob Klosterman's Comments

Sat June 23rd-Summer Solstice ride

Saturday June 30th
 Climb to Kaiser
www.fresnocycling.com

Breathe easy at Rohnert Park
 Trina 707-527-5864

Giro de Peninsula San Mateo
 650-349-9879

<http://www.festafoundation.org/giro.html>

WANTED

Volunteers to help at Trips **for Kids Bike Swap** on July 7th & 8th at the Infineon Cougar Mt. Classic.

Also, if you are skilled in bicycle mechanics and can help us get more of our donated bikes ready for the swap and/or ready for sale in our shop, please let us know. We are short of bikes and have lots sitting waiting to be refurbished.

Also needed:

Volunteers for Saturday, July 14 from 10 - 3pm at REI in Corte Madera. They are holding a kids' focus day and we are looking for people to staff a table with TFK information.

Sign up :
www.tripsforkids.org/events-swap-signup.htm

OR call 1-415-458-2986
 (Mon-Fri 11 a.m.-6 p.m.)

Club Stuff

Regular Club Rides

Minutes of the BBC June 6 2007

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.

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.mcjill.ca

Beginning Riders: Mon & Fri. - Get in shape rides are forming at the Benicia State Park entrance. These rides are starting at 7:15 pm and people are doing 2-3 loops in the park (mostly flat). For info, contact Chris Paterno cpaterno@sbcglobal.net

Mt Diablo Ride: Wednesdays: Meet at Heather Farms Park (Ygnacio & San Carlos Dr.) @ 2:30 p.m. & ride at 3:00 p.m. . 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.

BBC Monthly Meeting: Monthly meetings of the Benicia Bicycle Club are 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

Diablo Cycling Club

www.diablocyclists.com/

Eagle Cycling Club

www.eaglecyclingclub.org/

Meeting brought to order at 7:06. In attendance were Barbara W., Nancy L., Ed B., Bob K., Joe M., George V., Sarah G., Sherri B., Mick W., Bob H., Ed K., Mike D., Riva F., Marwin R., and Manuel O.

Treasury report given by Bob K.

Jersey Report given by Ed. B. The Jerseys should be in around the end of June.

Time Trial tomorrow night at 6:00. Be there.

Crit has been tentatively changed to 9/9/07. No new news for the moment. Pete V., is working on the route.

Upcoming centuries: Canyon Classic on 6/9. Valley Spokesmen ride in Rio Vista on 6/13. Summer Solstice in Quincy on 6/23. Best of the Bay on 6/23, starting in Orinda. Climb to Kaiser on 6/30. Giro on 6/30. Breathe Easy on 6/30 and the Death Ride on 7/14.

Newsletter cut-off for articles is 6/15.

George is working on shorts order with Champion. Elmer is working with George on the graphics. Sarah also has the program, so she will work with George too. Bob proposed to try to get more orders for shorts to order with Voler. Email will go out.

George read article in Benicia Herald about bicycling safety.

Ed showed us paper layout of jersey.

Meeting adjourned.

American Cancer Society Fundraiser

Aloha fellow BBC'ers

I am looking for donations for the upcoming Relay For Life supporting the American Cancer Society on Aug 4th at St. Patrick's High School. I will be doing this relay on my bike and plan to ride the total 24 hr. event or until I can't go any more. How about 10 cents a mile and there will be a prize for the donor who comes the closest to guessing my final mileage. Helpful hint, the course is 3.3 miles with 300ft. of climbing. Details to follow.

Mahalo, Bill DeWolf

P.S. you can do a flat fee also or whatever you deem appropriate



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 who might be included in the family.

NAME:

Address

SIGNATURE:

Phone Number

AGE:

email
