

# Benicia Bicycle Club

P.O. Box 141

Benicia, CA 94510

707-644-0074

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## The Road Marshal: Message from the President

April! Spring Training. If you haven't started your training yet, it's never too late to get your base miles in and set yourself a training schedule. All of our rides are gauged to get you in shape and have you ready for any ride.



Prez "Sugar Joe" Marks & wife Juliet

The Moxie was a great ride with a good pace and everyone seemed to enjoy themselves. Times Trial are starting up the first Wednesday of every month and there's plenty of Centuries out there. So let's Train and Ride! I hope to see all of you out there. Just a reminder, we still have jerseys, t-shirts and hats if you need them.

## Election of Officers for the 2009 year

**MARK YOUR CALENDAR!**  
BBC Time trials have started. At 6:30 p.m. on the First Wednesday of every month until October you will see a crowd of eager riders just below the Mothball Fleet Overlook, at the foot of Lopes Road. Come on out and race against yourself and the timer to see how you improve over the summer!

Thanks to those who participated in the Election of Officers for 2009. The new Board of Officers for the Benicia Bicycle Club is:

- |                               |  |
|-------------------------------|--|
| President: Joe Marks          | Newsletter Director: Riva Flexer         |
| Vice President: Vacant        | Safety Director: Vacant                  |
| Treasurer: Steve Bahr         | Public Relations Director: Mick Weninger |
| Secretary: Vacant             | Director at Large: Vacant                |
| Ride Director: Bob Klosterman |  |
- If you are interested in any of the vacant posts, please contact Joe Marks.

**Welcome New Members!**

Bart and Beth Ellis  
Lori Kenny  
Doug DuBois  
Mercille Locke  
Jennifer Schmid  
Jerry Wickham

## From your Intrepid Editors



It's spring, and the world is mud-luscious...where it rains (apologies to Ezra Pound). Benicia is sunny and windy these days, and the Cinderella Classic is coming up faster than we know. Oh, how time flies when you're having fun! There are organized rides Tuesday, Thursday, Saturday and Sunday, and the Valley Spokesmen have rides on Wednesdays. There's no excuse now to avoid your bicycle. Just think - McGary Road is slated for repairs! That means that a loop will be available (eventually) from Fairfield back to Vallejo paralleling the Frontage road of 80. Combined with the future Benicia Bridge Bike Trail, looks like we'll be in business! We can hardly wait.

Printing Compliments of



## Newsletter Contributors

Thank you for your articles, photographs and your moral support! Our Spring Newsletter is a team effort, as always. Thanks to Joe Shami, Steve Bahr, Mike Dunn, Barbara Wood, Melissa and Mike Murphy, George Villarreal, Mark Birnbaum, Joe Pritchard and Mick Weninger.

## BBC Members on the Go!

### A Little Night Theater

We love to learn about our members outside club activities! Our very own Craig Snider is playing IRS Agent "Floyd Spinner" in the spring comedy "Love Sex and the IRS" at Benicia Old Town Theatre Group.

While conducting an IRS audit of a young couple, Mr. Spinner gets much more than he bargained for.....over the course of the play, Spinner becomes the life of the party and has a tough time holding his liquor. Lots of laughs.

Craig has been doing theatre for 20 years. The show runs from April 17 through May 9 at the B.D.E.S. hall in Benicia (140 W. J St.) Shows start at 8 on Friday and Saturday.

Matinees are at 4 on April 19, 26, and May 3. For tickets call 707-746-1269.

### Time Trials

Here are the results from Wednesday's Time Trial. This is the first one of the year and an impressive 21 people came out to try the course. Temperature was in the mid 60's but it cooled down quickly. The wind didn't disappoint anyone and blew a strong 15-18 mph. Climbing the last hill to Parish Road was a punishing ordeal.

Nevertheless, two course records were set. Craig Snider set a new 55-59 age group record with a fast time of 27:57 breaking the old record of 28:24. Joe Pritchard broke his old record of 28:37 by doing a 28:12, in the 60-64 age group.

Next month's Time Trial will be May 6 at 6 p.m.

Timed by: Mick W, Laurie V, Nancy L Wind: 15-18, Temp: 65 F

### Mountain Bike Challenge

Ed Wallace and Joe Pritchard took advantage of the sunshine up at Folsom Lake and participated in the Mountain Bike Challenge on March 8. Seems as though it was worthwhile!



L-R Ed and Joe.



Ed on the top step of the podium.

Start Order	Last Name	First Name	Age Group	Time		Avg. Speed
				Min	Sec	
20	Salvadore	Steve	40-44	27	12	22.50
19*	Snider	Craig	55-59	27	57	21.90
16*	Pritchard	Joe	60-64	28	12	21.70
15	Striepeke	Steve	50-54	29	6	21.03
9	Villarreal	George	50-54	29	24	20.82
12	Moffatt	Neil	45-49	30	24	20.13
17	Delvin	Johnny	40-44	30	32	20.04
7	Bahr	Steve	50-54	31	0	19.74
10	Lemone	Allan	60-64	31	2	19.72
8	Marks	Joe	50-54	31	13	19.60
11	Boothby	Dan	55-59	31	49	19.24
18	Reeves	Martin	55-59	32	10	19.03
14	DuBois	Doug	45-49	33	48	18.11
4	Gray	Sarah	30-34	33	57	18.03
5	King	Marci	50-54	34	25	17.78
13	Heg	Chris	50-54	34	37	17.68
3	Hands	Ellie	45-49	35	0	17.49
6	Brodeth	Vince	30-34	35	10	17.40
21	Baldino	Robert	60-64	35	57	17.02
1	Villarreal	Lisa	45-49	37	0	16.54
2	Marks	Juliet	45-49	37	27	16.34

### Kudos!



Laurie Fenech leading the pack at the Madera Crit on March 14, 2008. Photo courtesy of Joe Pritchard.

### Volunteer Opportunity - TripsForKids

Riders - enjoy working with kids? Have time to volunteer? Trips for Kids Marin is the model chapter of a nationally recognized not-for-profit organization created to provide meaningful mountain biking experiences for disadvantaged young people who would not otherwise have this opportunity. They are seeking volunteers for their programs. Find out how much fun you can have being a volunteer! Call TripsForKids at (415) 458-2986 or email them at [volunteer@tripsforkids.org](mailto:volunteer@tripsforkids.org)

## Ride to Mare Island - Barbara Wood & Peter Rathmann (VS)

*Editors' Note: For the Valley Spokesmen of Dublin/Pleasanton, Benicia and Vallejo are exotic destinations on the OTHER side of the Carquinez Strait. Mare Island was the location of a Valley Spokesmen Ride on Wednesday, March 18. Peter Rathmann of the VS provided the photos.*



*Mare Island Causeway Photo by Peter Rathmann* Somewhat higher resolution pictures are available upon email request at [prathmann@yahoo.com](mailto:prathmann@yahoo.com) A route map can be found at [www.everytrail.com/view\\_trip.php?trip\\_id=151795](http://www.everytrail.com/view_trip.php?trip_id=151795)

While sipping my coffee at Martinez Starbucks, a gentleman at a neighboring table asked me if I know "why bicycles couldn't stand up by themselves? No, I didn't. (because they're two tired) From Barbara Wood

BBC member Barbara Wood, wearing her Valley Spokesmen hat, led a group from Benicia through Vallejo and onto a scenic tour of Mare Island, former site of the base for the Pacific nuclear submarine fleet and a major naval shipyard from 1854 - 1970. A little cool and foggy at the start, but the day warmed up quickly once the sun burned through the fog.



*St. Peter's Chapel, Mare Island. Built in 1916 with stained glass windows by Tiffany. Still used for weddings and concerts. Photo by Peter Rathmann*

## Solano County's best Kept Secret - Wooden Valley Road



*L-R Edith Norby, Riva Flexer, Donna Cerri, Denny Burke on Suisun Valley Road. Photo courtesy of Edith Norby. Photographer Sherri Bortolazzo.*

*strangest and most convenient places, you have the makings of a very pleasant spring ride. Sherri Bortolazzo, Edith Norby, Riva Flexer, and Valley Spokesmen members Donna Cerri, Denny Burke and Janice Morgan spent two sunny Wednesdays in the middle of March admiring the mustard in bloom.*

*Editors' Note: For riders from the Opposite Shore (Contra Costa County), Wooden Valley and the entire Suisun Valley region are exotic destinations. Gently rolling hills, fields of mustard and grapes greet the intrepid cyclists who brave Suisun Valley Road. It's always interesting to ride in two other counties (Solano and Napa) and once off Suisun Valley Road, there is often little traffic. Coupled with the restaurants that crop up in the*



*Suisun Valley Road vines. Photo courtesy of Donna Cerri*

## The Winter Tour - Mike Dunn

For my sixtieth birthday present, I went on the Winter Tour on January 16-19, 2009. What a beautiful ride, with great memories. The weather was outstanding and the 19 other people were friendly, sociable and party animals.

This was the 28<sup>th</sup> Winter Tour put on by Dennis Beltram. The cost of the tour included housing for 3 nights, lunch, nutritional support, a SAG and after-ride alcoholic libation. I pedaled the event with four other BBC members, Bob Klosterman, Mick Weninger, Bill DeWolf and Jake Hansen.

We spent the first night on the Fort Hunter-Liggett Military Base in Jolan, California located south of King City. Our accommodations on the night prior to the ride were in the Hacienda, the former hunting lodge



of William Hearst. There was a well restored mission just down the road that receives much of its funding from the Hearst Foundation. The next day, after a filling, continental breakfast at the Hacienda, we started on the first leg of our four day journey. Our destination was Parkfield, California, 89 miles east with approximately 7000 feet of climbing. Parkfield, according to Wikipedia, "is the most closely observed earthquake zone in the world". The journey to Parkfield was quite eventful for yours truly. About 20-30 miles into the ride, I ran off the shoulder of the road and fell on my left knee trying to get back on the road. We were just beginning to climb the Mustang Grade. I was able to get back on the bike, but flatted less than 100 yards from where I fell. I didn't just flat. My tire blew out. I had to sag up the grade to the lunch stop. Luckily one of the other riders,

Chuck Mohn, had a spare tire and I was able to finish the first day and the tour. The last 10-15 miles to Parkfield were very grueling. We climbed FOREVER to an altitude of 3498 feet and then descended, on a rutted, gravel road to the flats just before Parkfield. The resort at Parkfield has a restaurant that was under renovation, so the host of the resort cooked us a yummy tri-tip dinner with potatoes and salad. We ate and partied until our bodies screamed for rest.

The next day we rode to Paso Robles, a relatively flat ride through beautiful, remote countryside. Estimated mileage was 80 with 1800 feet of climbing. Bob K and I stopped at a memorial for James Dean, just off Hwy 41/46. Unfortunately, our detour put us behind everyone and we spent the rest of the day playing catch up. Our rooms at the Paso Robles Inn were not ready until after 5:00 PM, so we soaked in the hot tub and bantered about the day.

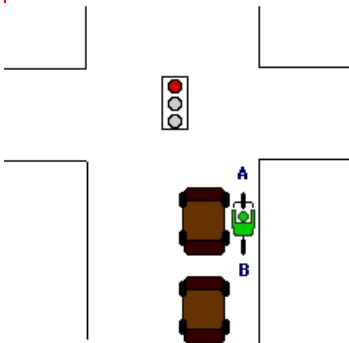
Day three was a 70 mile ride to Ragged Point, just off Hwy 1. I registered about 4700 feet of climbing on my Garmin. HOWEVER, there was a short, steep, nasty bit of climbing on Santa Rosa Creek Road, just off of Hwy 46. Those who have done the summit at Diablo will understand when I tell you this was as bad, if not worse, and slightly longer. At one point, I had to zig zag to get to the top. The reward was a beautiful ride, down hill and into the town of Cambria, where we had lunch. From Cambria, we rode north along Hwy 1. There were elephant seals on a few of the beaches, basking in the sun. After stopping for a few pictures, we continued our journey to Ragged Point. This is a beautiful, little oasis, overlooking the ocean. Our rooms had sliding glass back doors, for easy access to the cliffs above the ocean. Amazing, beautiful views. Dinner and breakfast the next day were very good, but the service was slow.

Day four, our last leg of the journey, was a 45 miles ride with roughly 4000 feet of climbing. Yours truly started out as SAG for about 7 miles. When I joined the troupe, I enjoyed the beautiful views and climb along the coast highway. At Nacimiento Rd., we turned east and climbed to the summit @ 2650 feet. This was a long, gradual climb of about 5-7% grade. At the top of the grade, we refueled and coasted/rode into Hunter-Liggett, our point of origin. After a quick shower, lunch and parting goodbyes, we hit the road for home.

I can't say enough about this experience. The camaraderie, ride and scenery were very memorable. I look forward to the next time I'm able to "ride, eat and sleep".

## 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 **The Red Light of Death**.



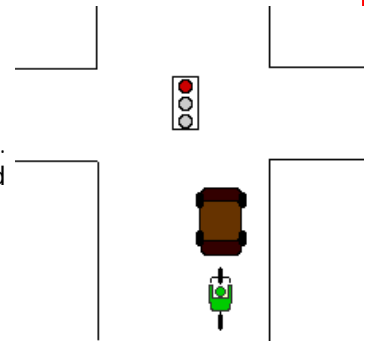
You stop to the right of a car that's already waiting at a red light or stop sign. They can't see you. When the light turns green, you move forward, and then they turn right, right into you. Even small cars can do you in this way, but this scenario is especially dangerous when it's a bus or a semi that you're stopping next to. An Austin cyclist was killed in 1994 when he stopped to the right of a semi, and then it turned right. He was crushed under its wheels.

### How to avoid this collision:

**Don't stop in the blind spot.** Simply stop BEHIND a car, instead of to the right of it, as per the diagram below. This makes you very visible to traffic on all sides. It's impossible for the car behind you to avoid seeing you when you're right in front of it.

Another option is to stop at either point A in the diagram above (where the first driver can see you), or at point B, behind the first car so it can't turn into you, and far enough ahead of the second car so that the second driver can see you clearly. It does no good to avoid stopping to the right of the first car if you're going to make the mistake of stopping to the right of the second car. EITHER car can do you in.

If you chose spot A, then ride quickly to cross the street as soon as the light turns green. Don't look at the motorist to see if they want to go ahead and turn. If you're in spot A and they want to turn, then *you're in their way*. Why did you take spot A if you weren't eager to cross the street when you could? When the light turns green, just go, and go quickly. (But make sure cars aren't running the red light on the cross street, of course.)



If you chose spot B, then when the light turns green, DON'T pass the car in front of you -- stay behind it, because it might turn right at any second. If it doesn't make a right turn right away, it may turn right into a driveway or parking lot unexpectedly at any point. *Don't count on drivers to signal!* They don't. Assume that a car can turn right at any time. (NEVER pass a car on the right!) But try to stay ahead of the car behind you until you're through the intersection, because otherwise they might try to cut you off as they turn right.

While we're not advocating running red lights, notice it is in fact safer to run the red light if there's no cross traffic, than it is to wait legally at the red light directly to the right of a car, only to have it make a right turn right into you when the light turns green. The moral here is not that you should break the law, but that you can easily get hurt even if you follow the law.

By the way, *be very careful when passing stopped cars on the right* as you approach a red light. You run the risk of getting doored by a passenger exiting the car on the right side, or hit by a car that unexpectedly decides to pull into a parking space on the right side of the street.

## Rededication of Desecrated Mark Pendleton Memorial - Joe Shami

On Saturday, February 14, 2009 it had been more than eleven weeks since Mark Pendleton, 49, had been struck head-on and killed while cycling on McEwen Road, Port Costa/Martinez, by a hit-and-run driver in the wrong lane at dusk near the intersection with Hwy 4. This was a second memorial event. It was organized to repair the desecrated memorial on McEwen Road and to maintain publicity on the tragic death in the hope of receiving a tip from the public.

On November 29, 2008, the first Saturday after the death, the original memorial session was held in the street outside the Amtrak station in Martinez, the day Mr. Pendleton was buried. Cyclists and the media were invited. After brief remarks by the widow, friends, and family, pleading for the driver to come forward, the cyclists – approximately 30 strong, including eight from the Benicia Bicycle Club -- cycled up the very steep hill on McEwen Rd, as Mark had done, to the curve where he was hit. A “ghost bike,” painted white, was placed at the spot along with flowers. An initial reward of \$5,000 was offered for information leading to the arrest of the driver.

Despite debris clues left at the scene, there was still no resolution of the case. The reward was increased to \$25,000. Still no arrest. (The vehicle is thought to be a Chevy Silverado truck or a GMC Yukon or Suburban.)

Then the ghost bike was stolen and the memorial desecrated. This led the family and the East Bay Bicycle Coalition to plan another memorial at the accident site for February 14. Apparently, the publicity caused the ghost bicycle to be returned, just as Lance Armstrong’s stolen time trial bike was returned during the subsequent Amgen Tour of California because of all the publicity.

However, the night before the planned second memorial, the ghost bike was stolen again!

Mark Pendleton’s family was forced to purchase another bike at the last moment. They came up with a small bike that looked like a child’s. Just before the second memorial service, Mark’s two sons were spray-painting the little bike with white paint. They then dug two holes, one for each wheel, draped a heavy chain around the bike and wheels, put the bike in the holes, and poured concrete around both wheels to thwart removal. Wreaths of flowers were placed on the memorial when finished.

Three of us from the Benicia Bicycle Club showed up for the 1 p.m. event: Steve Bahr, Barbara Wood, and myself (Joe Shami). In addition, Donna Cerri, a Valley Spokesmen cycling friend of Barbara’s came, plus two or three cyclists in Wells Fargo jerseys. There were about 30 people total this time, whereas last time, there were 30 cyclists plus as many non-cyclists and very broad media attendance, e.g., several television stations plus KCBS radio. This time, only KCBS radio attended, with the same reporter as last time, who told me he had specifically asked his management if he could come. His report was broadcast that evening.

The very threatening weather was one factor in the diminished attendance and coverage. A heavy rainstorm was predicted for that day and the next, but as the date approached, the forecast for the beginning of the rain was pushed back to the afternoon.

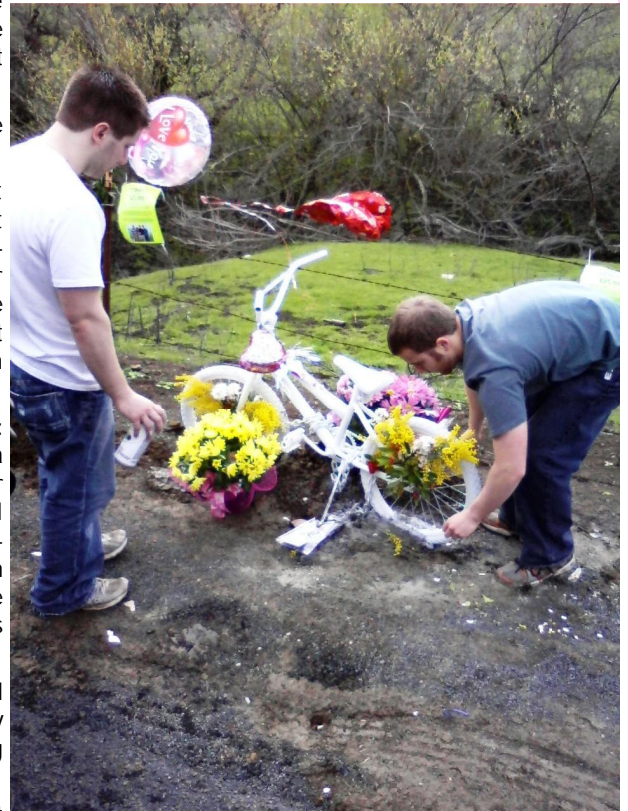
When Steve Bahr and I approached McEwen Road from different directions and met before 1 p.m., the sun was out. We passed the accident scene, where only the widow and the two sons were present so far. We told them that we would return shortly and cycled down McEwen Rd toward the top of the notorious hill that has the 17% slope. We turned around upon reaching it. By the time we got back, a crowd had assembled, including Barbara Wood, and was watching the two boys working on the ghost bike. When that was ready, Mark’s widow made a few remarks, pleading again for the driver to come forward. The ceremony lasted about 40 minutes.

As soon as we departed to cycle home, the skies opened up with light rain; there were very gusty winds. Fortunately, the rain ceased after I had cycled half of the 14-mile distance home.

Rural McEwen Road looked very beautiful at both memorial gatherings. However, because of its remoteness, it can attract unsavory characters. For example, on February 21 2008 the Contra Costa Times reported that an 80-year-old woman was robbed in the garage of an apartment complex in downtown Walnut Creek on August 7th, forced into her car, and dumped on McEwen Road, where she fell down an embankment and rolled into a barbed wire fence. The two suspects in that case were recently apprehended and charged.

For more on the Mark Pendleton story, see:

1. January/February Benicia Bicycle Club Newsletter story of November 29th dedication.
2. East Bay Bicycle Coalition Website at: <http://www.ebbc.org/?q=node/2643#comments>



## The Rescuers' Tale - Melissa and Mike Murphy

Editors' note: *We received this letter via Webmaster George Villareal.*  
Dear Benicia Bicycle Club Editor,

Back in your Dec 2008 newsletter, Joe Shami wrote the following article, "Stranded on Mt. Diablo in Snow and Rain." My brother, Mike, and I were the ones who helped Joe that day and what a rainy, snowy day it was.

Mike mentioned this article to me several times, but sadly it's taken me this long to look it up online and read it. If you get a chance, could you please thank Joe for me. It was such a wonderfully written article by him, filled with such kind words. I'd also like him to know that he actually captured in writing a day that I will always remember fondly - despite the chilly weather and the unfortunate broken bike.

I'm not sure if my brother ever mentioned this to Joe in the weeks following his ride, but there was a wonderful reason why we camped on Mt. Diablo that weekend despite the foul weather. Many weeks back, I had called my brother and asked him if he was interested in helping me celebrate my 36th birthday by doing something different than the usual dinner and drinks with friends. I asked him to help me do something I hadn't done in 19 years since I was in high school - climb/run/hike or crawl up Mt. Diablo, but just make it to the summit. He asked me why I wanted to do this and I told him I wanted a birthday that I would remember for years to come. I wanted to remind myself what it was like to be 17 again.

He was absolutely up for the adventure but had one caveat - if we make it to the summit, we camp overnight. You'd think it was Mt. Everest, Mike!! The day I agreed to that caveat, well let's just say, it was a super sunny and rather balmy winter day in the Bay Area. My birthday, the day we hiked up though, was a rainy, chilly, snowy one. Go figure. Mike asked if I was still up for the birthday hike and like Joe, you just have to say yes to the adventure, the challenge, and the mountain.

It was raining at the base, freezing at the summit, and below freezing overnight on Day 1. We made it to the summit and tried to thaw out a bit in the station while we waited for another brother of ours to trek up the mountain by bike. He arrived, a few pictures were taken, a little food was eaten, and back down the hill we all went - one by bike and two by foot.



Joe Shami's rescuers Mike and Melissa Murphy on Day 1. Photo courtesy of Melissa Murphy



Diablo summit on Day 2, when they met Joe Shami. Photo courtesy of Melissa Murphy

Mike and I got to the campsite, set up two tents, and got working on a fire. It was below freezing at that point and a fire was hard to start but my brother managed to get one going. So with two tents up, many layers of clothing on, some warm food eaten, and a makeshift surprise birthday cake with a match for a candle, we celebrated my birthday in style!

The next day, Mike and I decided to drive up to the summit to see how snowy it was and because we knew that the roads would be closing soon. On our way, we saw Joe chugging up the mountain on his bike like he had done this ride at least 50 times before. Little did we know, he actually had. It was absolutely impressive and even though he didn't see or hear us, Mike and I were cheering him on in the car as we passed by. It was like something out of those post office commercials where they say neither rain, nor sleet, nor snow will stop the mail from being delivered. That was Joe, but

*(Continued on page 10)*

## The Paskenta Century - Mark Birnbaum

Participants: Shirley, Norm, Mark

This ride is used to be the earliest organized (sort of) ride each year. It was always run on Super Bowl Sunday, by Chico Velo. The ride features a map, some sag support, but no rest stops or route markings. A do it yourself affair. Riders carry their own food as well as water. Last year they changed the route to start at the Orland Fairgrounds, instead of in Chico. The direction of travel was changed as well, and the route now goes thru Willows and Elk Creek, instead of Paskenta. This year, they also changed the date, moving it back two months to the last Sunday in March. Except for the date, this was all irrelevant to us, as we always do the route that I came up with 30+ years ago, while going to Chico State. Our start/finish is in Willows, from the parking lot of the Motel 6, where we stay. There is something very satisfying about getting up, and doing a century, without having to get in the car and drive to yet another location. This would be the third time that the three of us had done this ride together. We were well supplied with bagel/almond butter sandwiches and cookies.

We set off at 6:45. It was clear, and in the high 40s. There was a very strong wind directly out of the north, which of course was the direction we'd be going for the 29 miles. It was light, and the sky in the east was bright orange. A spectacular sunrise was in the making. After heading east for a mile or so, we turned north on Hwy 99W, the precursor to Hwy. 5. We stayed on this for the next 28 miles, passing thru Artois, Orland, and finally Corning. On the way, we got to see the sun rise, had great views of the Sierras and Mt. Lassen, a few glimpses of Mt. Shasta, and enjoyed seeing the various communities and agricultural areas just E. of I5. It was slow going, with the wind keeping our pace to a crawl. As we got close to Orland, we ran into a steady stream of riders going the opposite direction. They looked like they were having a good time. At 9:15 we pulled into a gas station in Corning, (mile 29) for a break.

After a short stop, we headed west, towards Paskenta. The next 13 miles featured rolling grasslands, some olive groves and intermittent herds of cattle. The strong cross wind kept us alert, but at least the pavement was better and our speed picked up. Flourney, (mile 42) was our next stop. Flourney consists of a combo store/post office, next to a house. It is the local hangout/social center for the area. The store owner is quite friendly, and remembered us from last year. It's always nice to observe and say hi to the locals. After more food and drink, we headed west again.

A few more miles brought us to Paskenta, where the route turns south. For the next 25 miles, the scenery was excellent, with rolling hills, cattle, and neat rock formations. Since we were now doing the ride at the end of March, instead of at the end of January, all the trees and flowers were in bloom. Real world class scenery. Since we were now heading generally south, we had tailwinds as well. After Paskenta, the auto traffic went from few cars to almost zero, which made it even better. After a moderate climb, we had a great downhill, which ended when we made a left turn onto a 4 or 5 mile stretch of gravel. The quality varied from excellent to pretty poor along this stretch. About the time we were starting to get tired of the gravel, the road went back to asphalt. Norm was complaining that his bike was not handling properly. I checked it out, and it felt like his frame was flexing a lot, but there was nothing visibly wrong,

that I could see.

A few more miles brought us to the site of Newville, which consists of a ranch and a few ruined buildings. At this point, the official route heads east, back to the Central Valley and Orland, while we continued south thru the foothills. The next few miles are the most attractive of the whole ride. We had the road to ourselves, as we rolled along, enjoying the sunshine, and the great views up down and across the narrow valley we were in. In this section, we finally started to run into the riders on the official route. They did not look happy. They had been fighting the wind since they turned west at Willows over 30 miles ago. With the tailwind, Shirley pulled ahead of us and gradually receded from view. The ride was going nicely, but time was going by, and we were getting very hungry. At mile 75, we finally arrived at Elk Creek, the NW point of the Tour of the Unknown Valley, which had run 4 weeks earlier. Shirley was already there and was part way done with lunch. It felt good to get off and take a lunch break at the tables in front of the local store. The last of the riders on the official route were there, getting ready to leave. They looked tired. Elk Creek marked the SW corner of our route. From here, we'd head more or less east, back to Willows on Hwy. 162.

Rested and refueled, we were ready to tackle the one significant climb on the whole ride, out of Elk Creek. I was still eating lunch, and Norm was scared to stand up going up the hill, with the way his bike was acting, so he left 5 or so minutes before Shirley and I. We caught up to him just before the top of the hill. We summited together and had an enjoyable downhill, before the road flattened out. We were now heading east thru grassy hills that got gradually shorter as we got closer to the Central Valley. We had a pretty good tailwind, and once again, Shirley took off. Traffic was light, the road surface was good, and we moved right along, thru the open country. This was probably one of my faster traverses of this stretch of road. Finally, Willows and I5 appeared in the distance. As we came out of the hills, we could see Mt. Shasta, well over 100 miles to the north, Mt. Lassen to the northeast, and the Sutter Buttes to the south east, all in one glance. It just doesn't get any better than that. The final four miles were quite intense, with a very strong crosswind and more traffic. It took a real effort to steer a straight line and not go into traffic, or off the side of the road. We finally approached and went over the I5 overpass. A left turn and 100 yards after the overcrossing, and we were back where we had started. The time was 2:45 and we had covered just over 95 miles in 8 hours.

It had been a very satisfying ride for all of us; a great start for the century season, and a good way to reconnect with the West Central Valley and the foothills of the Coast Ranges. It is always nice to do something that is a bit different than what everyone else is doing. We'll be back again, in 2010.

Norm had his bike checked out later that afternoon, when he got home. Turns out that his frame had cracked for over half the distance around the down tube, 5 or 6 inches behind the head tube. Another 20 or 30 miles and it would probably have snapped, with disastrous consequences. He's one lucky guy.

## RE-CYCLERY BIKE THRIFT SHOP HUGE BLOW-OUT SALE

When: Saturday, April 11 from 10 a.m. - 4 p.m.

Don't miss the huge one-day sale at two locations. Trips for Kids is opening its San Rafael warehouse to the cycling community. At the same time, we are offering discounts on selected items at our Re-Cyclery Bike Thrift Shop in downtown San Rafael. Bike frames (including S-M-L Giant OCR road bike frames with forks), forks, wheels, tires, helmets, bike racks, frame pumps, floor pumps, lights, locks, bar tape, clothes, cycling shoes, and lots more will be on sale at bargain prices. Product donations from bicycle manufacturers and private donors have piled up and it's time to make room for new shipments.

The Trips for Kids Warehouse is located at 125 Larkspur St., Suite 119 in San Rafael. The Re-Cyclery Bike Thrift Shop is located at 610 Fourth Street in downtown San Rafael. For more information call (415) 458-2986 or check our website <http://www.tripsforkids.org> (There is no visitor parking allowed at the Warehouse so please park on the street.) PLEASE NOTE: Payment must be by cash or local check with a valid Driver's License.

For more information (415) 458-2986, [info@tripsforkids.org](mailto:info@tripsforkids.org) or <http://www.tripsforkids.org/marin>

Each year Trips for Kids takes hundreds of inner-city kids from the Bay Area on guided mountain bike adventures, many of whom have never been outside of their urban neighborhoods. In 1999 Trips for Kids became a national program. There are now 65 chapters from coast to coast, with more in the works. All proceeds from our sale will go to support this great cycling program. If you miss the sale, please note that the Re-Cyclery Bike Thrift Shop at 610 4th Street in downtown San Rafael is open throughout the year from Tuesday - Friday noon - 6 p.m., and on Saturday and Sunday 10 a.m. - 4 p.m.

### Bike Handling Skills Clinic offered by Mike Cox April 26

**Note:** only 20 participants may attend per session, so the first 20 to send a check will get in and the others will have to wait till the next available clinic. There is no wait list and the clinic does fill up fast. There will be a \$50 fee per person.

This is a notice to announce that the bicycle handling skills clinic will be conducted on Sunday April 26th. The start time is 9 AM and the location is Miller-Knox Regional Park in Point Richmond. All skills, well most of them, will be immediately applicable to your everyday riding.

This course covers many skills in the 5 hours it takes to finish the clinic. Note that no one is asked to do anything they do not feel comfortable doing. However, you will be given the necessary tools/instruction to perform the given tasks safely. No one is pressured to attempt to do anything which makes you uncomfortable.

Some of the skills covered include how to ride with one hand and no hands while riding a straight line. Pedaling techniques that will help you climb as well as emergency braking; avoidance maneuvers will be taught along with how to protect yourself in case of incidental contact with another rider. We also cover two types of cornering techniques, one for fast descents and one for icky conditions.

Course leader Mike Cox has been riding for over 25 years and during that time has completed numerous centuries, a few double centuries, and many week long tours (both fully loaded and credit

card types). He also raced for 7 years and is a licensed USCF Expert Coach as well as an ACE certified personal trainer. He has been conducting their clinics for various clubs/groups for over 9 years. There will be a \$50 fee per person.

Miller-Knox Park is located on Doman Dr. in Point Richmond.

To get there from Hwy. 24 follow signs for Hwy. 580 once you are through the tunnel. Take the Canal Exit off 580 (just before the Richmond/San Rafael Bridge). At the end of the exit Turn Left. Then Turn Right onto W. Cutting Blvd. Turn Left onto S. Garrard Blvd. Go through the Ferry Point Tunnel and the street name changes to Dorman Dr. The Clinic will be in a closed to traffic parking lot about 1/2-mile on your right.

If you are coming from Hwy 4 then get onto Hwy 80 going towards San Francisco. Take the Cutting Blvd. Exit.

Turn Right at the end of the exit and drive a few miles then turn Left onto S. Garrard Blvd and follow the direction above. I recommend you look at a map before leaving home.

Bring your bike, helmet and other essentials including warm clothes (it is next to the water) and a snack or two. If you have any questions or wish to sign up contact Mike at [mjcox37@sbcglobal.net](mailto:mjcox37@sbcglobal.net) or 510-237-5265. Again the clinic fills up fast so pre-registration is mandatory.

## Minutes March 3 2009

President Joe M. called the meeting to order at 7:05. Those in attendance are Joe M., Lisa V., Ed B., Bob K., Sherri B., Steve B., Mick W., George V., Mike D., Carol D., Nancy L., Barb W.

Bob K. gave treasurer's report. Dues have been collected. 16 non-renewals.

Joe M. thanked Lisa and George V. for Voler gathering at their house. Lisa V. reported that it was a success. Sold a lot of things. Still have long sleeve items in inventory. Hardly no short sleeve items. Socks are moving. Still have hats and t-shirts. We currently have \$2,546.00 worth of inventory. Discussed possibly having a quarterly gathering to sell inventory. Discussion. Discussed selling items to non-club members and decided not to sell club clothing to non-members. Short sleeve order for tops and shorts is closing on Friday. We have enough tops to place order but need 5 more shorts to meet minimum. Lisa V. recommends ordering additional items to meet minimum, and also to have extra inventory. Discussion. Will go with Lisa's recommendation.

Barbara W. won't be here for Bike to Work Day on May 14<sup>th</sup>, so Lisa V. volunteered to communicate with Judy L. and organize booth at Ferry Building in Vallejo. Discussion.

Carol D. reported that she has enough participants for the Sea Otter Classic to have a booth. Discussion.

Barbara W. reported that JB Davis has resigned from his post with the Bicycle Advisory Commission. It is a mayoral appointment, so if you're interested, go to city hall and apply. Barbara has a meeting on Thursday. Will have a McGeary Road update. New Benicia bridge is scheduled to open October, 2009. Barb also has a ride on Wed., 3/18 from Benicia to Mare Island. 10:00 at foot of First Street. She is also repeating her Budweiser ride on Wed., 4/8 at 10:00. Her charity ride this year is for the Special Olympics and would appreciate our support. Discussion.

Sat., 3/8 at 9:00 there is a Cinderella Training Ride starting in Dublin. It is the Cinderella route only in reverse.

Daylight Savings Time starts this weekend. Nancy is going to start this Sunday's ride at 8:30. Discussion.

George V. to put out the voting, online.

Discussed general liability insurance. George V. will go ahead and join LAB. Looking to definitely obtain general liability insurance. Discussed Directors and Officers insurance. Talked about signing waivers. Discussion.

Bob K. reported upcoming rides:

3/14 - Covered Bridge Century out of Snelling

3/18 - Mare Island Ride, Barbara W. leading

3/21 - Apple Cider Ride, unsupported, with Santa Rosa Cycling Club

3/22 - Spring Moxie, Ed B. will SAG with Steve B.'s, car

4/4 - Cinderella Classic

4/18 - Tierra Bella Century out of Gilroy

4/19 - Sea Otter Classic Century - Salinas

4/19 - Prima Vera

4/26 - Chico Wildflower Century

4/26 - Diablo Century - Walnut Creek. Included Morgan Territory

4/30 - Bike Safety Class in Richmond, 6:00-9:30. Free

Nancy reported that on 4/2, Thursday, riding Mt. Diablo, starting at 9:30 at Heather Farms, with friends of her. We're all

welcome to join.

Bob K. reported that he is looking into starting a ride calendar on Yahoo Groups.

Mick W. reported that Bob, a guy that works (or worked) at Performance, was hit by a motorcycle while riding the Bears. Broke his leg. Discussion.

Went back to discussing D & O insurance.

Discussed date of Benicia Town Race. End of June, but no confirmation of exact date.

Respectfully submitted, Sherri B.

*(Rescue Continued from page 7)*

on his bike. Nice job!

After leaving the summit on Day 2, we went back to the campsite, cleaned up the area, then packed up our gear to head down the hill. It was snowing like crazy at that point. On our way down, we saw Joe riding and he wasn't moving at what I like to refer to as the "Captain America" pace he had going up the hill. We sensed something was wrong and slowed down to see if he needed any help. And the story continues in his article...

I'm writing to you because the article Joe wrote focuses a lot on what we gave him in terms of help that day. I wanted to make sure he knew how much he gave back to us. He gave me a birthday that I'll never forget and a story to hold on to for years to come. He gave me inspiration to push myself in future athletic endeavors beyond what I physically think I can do at times. He also gave my brother and I an opportunity to give back to someone in the community where we grew up and will always call home.

So thank you, Joe. Thank you for making my birthday memorable and for capturing it so beautifully in writing.

To get a sense of what he rode through that day, I've attached a photo of Mike and I on Day 1 and a similar photo of us taken on Day 2 - the day Joe rode up the mountain. One picture shows the clear, but chilly, day and the other picture shows how the weather had turned into a winter white day. I've also attached a few other pictures of the snow and ice that day with one taken from inside the car while driving down the mountain.

Joe says the moral of his story is: 74-year-olds shouldn't be climbing Mt. Diablo alone in the snow and rain!! I say the moral of the story is: Sometimes it takes a 74-year-old cyclist riding in the snow to show a 36-year-old runner what it really means to stick to a goal!!

Kind regards and happy biking from fellow Mt. Diablo hikers and runners. If all cyclists are this inspirational and this kind, I just may have to buy a bike and take up the sport!!

Thanks again, Joe!

## 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 Starbucks 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 April 09 - July 09

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  
 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.  
 5/31/2009 AIDS/LifeCycle San Francisco AIDS Foundation  
 6/6/2009 Eastern Sierra Double Planet Ultra  
 6/6/2009 Little Red Riding Hood (Women only) Bonneville Cycling Club  
 6/6/2009 Pioneer Century Portland Wheelmen Touring Club  
 6/6/2009 Sierra Century Sacramento Wheelmen  
 6/7/2009 Sequoia Century Western Wheelers Bicycle Club  
 6/7/2009 The Elephant Rock Cycling Adventure - Mountain & R Elephant Rock Cycling  
 6/13/2009 600 km Brevet Seattle International Randonneurs  
 6/13/2009 Alta Alpina 8 Pass Challenge Alta Alpina Cycling Club  
 6/13/2009 Alta Alpina Build-Your-Own Challenge Alta Alpina Cycling Club  
 6/13/2009 Alta Alpina Kid Carson Challenge Alta Alpina Cycling Club  
 6/13/2009 Canyon Classic Century Modesto North Rotary Club

(Continued on page 12)

*Benicia Bicycle Club*

*P. O. Box 141*

*Benicia, CA 94510*

TO:

President: Joe Marks

Treasurer: Steve Bahr

Editor: Riva Flexer

Ride Coordinator: Bob Klosterman

PR Director: Mick Weninger

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

Spring on Lopes Road

## BENICIA BICYCLE CLUB

Membership Dues: \$15.00 for individual or families.

Further information and application forms can be found at

Membership runs for 1 calendar year.

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

Please Complete and mail application, waivers and check to:

Make your check payable to: BENICIA BICYCLE CLUB

BENICIA BICYCLE CLUB

P. O. Box 141

Benicia, Ca. 94510

*Rides (Continued from page 11)*

6/13/2009 Flying Wheels Summer Century Cascade Bicycle Club

6/13/2009 Palomar Challenge R&B Bicycle Club

6/13/2009 Ride Around the Bear Orange County Wheelmen

6/16/2009 Race Across America Race Across America

6/17/2009 Race Across the West

6/20/2009 Blue River Century

6/20/2009 Bryce Canyon 200 km Brevet Color Country Cycling Club

6/20/2009 Sierra to the Sea Almaden Cycle Touring Club

6/20/2009 Terrible Two Santa Rosa Cycling Club

6/20/2009 Tour De Blast Longview Rotary Club

6/20/2009 Tour of Lake Tahoe, Yosemite & Sierras Cycling Escapes

6/21/2009 Tour of California Sierras Cycling Escapes

6/25/2009 Sunrise Century Bikerpelli Sports, Inc.

6/27/2009 100 km Populaire Seattle International Randonneurs

6/27/2009 Big Basin 200k Brevet Santa Cruz Randonneurs

6/27/2009 Climb to Kaiser Fresno Cycling Club

6/27/2009 Country Coast Classic (Cerise Memorial) Benefit

Cambria Teen Center, SLO Co. YMCA

6/27/2009 Summer Solstice Century The Forest Foundation

6/27/2009 The Best of The Bay Cherry City Cyclists

6/27/2009 The Grand Tour Double Century Los Angeles Wheelmen

7/3/2009 Northwest Tandem Rally Northwest Tandem Rally

7/11/2009 Bike for Breath - Peninsula Breathe California

7/11/2009 Seattle to Portland Bicycle Classic Cascade Bicycle Club

7/11/2009 The Death Ride Alpine County Chamber of Commerce

7/11/2009 Three Harbors Tour Ventura Velo

7/11/2009 Tour of Colorado - San Juan Loop Cycling Escapes

7/11/2009 Triple Bypass Team Evergreen Bicycle Club

7/18/2009 Fall River Century Fall River Century

7/18/2009 One Helena Hundred Helena Bicycle Club

7/19/2009 Tour of Yellowstone, Tetons and Beartooth Cycling Escapes

7/25/2009 200 km Brevet Seattle International Randonneurs

7/25/2009 Santa Cruz Mountain Challenge Santa Cruz County Cycling Club

7/26/2009 Durango-100 Velo de Animas