

Benicia Bicycle Club

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The Road Marshal: Message from the President

May Flowers after these April showers.... There should be lots of flowers out there! Nice to look at on our rides but don't slow down to smell them. Let's all work hard to make our rides fun. Break out the sun-screen, and stay covered and well protected.

Happy Cinco de Mayo!

Let's all ride safe and check your bike after each ride.

Make sure, you are riding on good rubber.

When in doubt, replace tires, chains, cables, spokes, etc. Protect yourself and others around you.

For those of you that received your new jersey, enjoy them and remember you are now wearing a very safe yellow jersey that stands out.

We need volunteers for Ride to Work



Club President; Joe Marks with Michael Schubert

Day (Thursday, 5/18 early am) and Bay in a Day (Saturday, 7/22 early am).

Volunteer to Volunteer!

Joe Marks

Off the Front: Editor's Remarkable Sprint

Jersey's are in, thanks Ed. It was a warm sunny day for the midweek Spring, Lake Loop, (Moxie). We met at the Valley Café at Rockville. Bob K. led a slow pace, no drop 55 mile lake loop, Moxie and I led a moderate pace lake loop ride including the Steele Canyon Road climb approximately 70 miles. An out and back Steele Canyon ride is an additional 14 miles. We (Bob's group and my group) then regrouped at Pleasants Valley Road in Vacaville and rode back to the café together. Great fitness ride for all and we were all thankful for the warm sunshine.

Bob Vanwert broke the time trial record (page 8) this month. Congratulations to Bob who is training for the May 20th, Auburn International Triathlon, swim 1.2 mi, bike 56mi, run 13.1 mi. Each course is challenging and Bob will be competing with International Triathlon Champions, www.auburntriathlon.com. **Laurie Fenech**

Newsletter Contributors

Thanks **Bill S, Joe M, Kent O, Joe S, Mick W, Joe P**. Thank you for sharing information for our newsletter. Your contribution is appreciated by the editor and the members/friends who read our newsletter.

Our May Newsletter is a team effort.

Benicia Bike Club Time Trials

Time your fitness ride. Distance is 10.2 miles. Start/finish at Lopes Road; turn around at the Fairfield City sign. First Wednesday night, June 7th, 6:00 PM sharp.

Contact **Joe Pritchard** at jlpritchard@sbcglobal.net

**Bike to Work Day
May 18th**

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.

Annadel State Park

Mountain Bike/HikeSingle Track/ Fire Road Trails

<http://www.parks.ca.gov/pages/480/files/ANNADELSP2.pdf>

Wine Country Ryders : Joe M, Joe P, Bob K, Mick, Pete V, Nancy, Barbara, Ellie, Lauri VW, Laurie F, Steve O, Ed M, Rob J, Glen M, Ken P. Grizzly Peak Roadies: Joe S, Bill B, Bill D, Bob G, Michael K. Read our Century stories in the June Newsletter.

Benicia Bicycle Club: Bicycle Safety Notes 2006

For Your Protection: Century Ride Protocol

- Helmets Are Required
- Safety Rules MUST be observed at all times
- Stop at all stop signs
- RIDE SINGLE FILE on the right side of the roadway -- leave adequate stopping distance between riders
- Obey all traffic laws
- Observe good road manners
- Make sure your bike is in good condition -- especially your brakes and tires -- especially your brakes and tires.
- All riders MUST carry some form of identification, including your emergency contact phone number. Every minor MUST carry a medical release form signed by parent or guardian. If you have a medical alert bracelet, please wear it.

Bicycle Safety

Bicycle Maintenance Checklist

Maintaining your bicycle is important for your safety. Equipment that is worn out or in need of tightening or alignment is not dependable. Cleaning, adjustments and minor repairs are within the capabilities of most bicyclists. However, major adjustments and repairs should be done by a trained bicycle mechanic.

Print this list and use it to check all the bicycles in your home.

- Handlebar position** The handlebars should be tight and properly aligned with the front wheel.
- Caliper hand brakes** The levers should not be able to touch the handlebars before the brakes are fully engaged and the wheel is locked. Brake shoes should have at least a 1/6-inch rubber braking surface and be centered over the rim. The nuts holding the brake shoes to the arms should be tight.
- Pedals** The pedals should be firmly secured to the crank arms and turn freely. Rubber treads should be intact.
- Wheels** Test for proper balance by picking the bicycle up and spinning the wheels. The wheels should not rub against any part of the frame, fender or brakes. Check to see that rims are free of rust, dents or kinks. Replace missing spokes.
- Tires** The condition of the bike's tires will affect its handling. Make sure you keep the tires pumped up to the pressure recommended in your owner's manual. Check with a tire gauge. Replace tires when tread is worn smooth.
- Chain** A chain in need of adjustment will make a cracking or grinding noise. When a chain is in its proper position, it should have approximately 1/2-inch of lag.

Safety Caution from Santa Rosa Cyclists

Sonoma County's back roads are very popular with cyclists. You may only visit here once or twice a year, but the residents along our roads have cyclists--in large groups and small--passing their homes and farms and wineries every day. You can help us preserve friendly relations with our neighbors by being a good ambassador for cycling when you ride here. Obey all traffic laws. Ride single-file as much as possible. Stop and pull off the road for all emergency vehicles. If you must ride double at times, be vigilant for overtaking vehicles (including faster cyclists) and single up promptly. Be courteous and friendly with all motorists and residents that you encounter. They are our neighbors. Thanks for your cooperation!

Above all, for your own health, ride safely and courteously

Benicia Bike Club Featured Author**Kent Odell: The Final Dolomite Chronicle**

Continued from last month...

And ride we did. The next day broke clear and we headed to Bolzano by way of Castelrotto, short steep climbs and swooping descents and friendly greetings from the German hikers with whom we shared the roads. Past Siusi we hit a long precipitous descent, heavily travelled and wet, with a grooved pavement surface, metal-netted cliff to one side, sheer dropoff on the other. Nobody liked this one, least of all me; my descending can be tentative, I hate heights, and my brake problem was no better, so I was drained by the time I reached the bottom (first!- I just wanted that one to be over.) I sagged up to Steinegg, perched in an Alpine meadow at the top of a barber-pole of a climb, and joined Lee and Rob for the descent, through beautiful park-like surroundings with post-card views, on narrow, pristine roads, into Bolzano, the largest city in the region.

Dennis had booked us at the (umpty-star) Hotel Greif. It was my first experience of a hotel of that quality, and it spoiled me, as our later accommodations in Lucca and Florence were- what's Italian for "fleabags?" Large rooms with wenge floors, each decorated with the work of a different artist. Much the best breakfast spread of all our hotels, and- Doris, the concierge, a tall, lively-eyed mountain-biker. Her English was better than my German, our French about the same. (Two travel lessons, thus: don't scrimp on hotels; pack a language not your own.)

Next day we took the bikepath that circles Bolzano and leads out to the countryside. "Bikepath" hardly describes it-

it's more like a little bike freeway, so extensive that our party split (Rob and Lee decided to chase a speedy local and I'd followed) and put in 20+ miles in opposite directions. One could commute into town, or to the next town, through vineyards and past residences behind low stone walls, even pull off for a capuccino at a pathside café. And in town, I saw soignee women in slacks and flats with little brass buckles, pedalling about their business. In Italy the bicycle is a serious thing.

Our group headed out of Bolzano to different destinations: Dennis and Shirley to Lake Como, Ed, Sally and I to Tuscany. Andy stayed to ride in the area, and the weather improved for him. Lucca has a beautiful promenade on the ramparts of the walled portion of the city (Napoleon's sister had it built atop the fortifications), with poplar and maple trees to shade the strollers and cyclists, and views to the hills ringing the city. Our bikes we'd dropped off at the Florence train station, so I rented a big comfort bike with a basket and took a spin around and around above the town. I would come down off the walls at various points, and ride through the narrow streets, once finding myself in a little square where was sited a statue of Puccini, marking his birthplace. Summer had made a reappearance though fall whispered its approach as my tires rolled through the fallen leaves. I heard the cheers and songs from a stadium beyond the walls where Lucca strove with a rival. I thought about my dinner the night before: polenta with a ragu of cinghiale- wild boar. I kept an eye out for le raggaze. La dolce vita: the sweet life indeed.

Kent Odell, 2006

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.

Help keep our Roads Safe

The Century: Joe Shami on Wildflower Century (Chico)

Chico Wildflower Century, Sunday, 04/30/06

By Joe Shami

The Benicia Bicycle Club sent a large contingent to the 25th annual Chico Wildflower. The event is very popular, with about 3,000 participants, because there's something for everyone in the four options: Wildflower (100 miles), Mildflower (65), Flatflower (30), and Childflower (15 miles on Midway bike path between Chico/Durham). Also, the Wildflower can be shortened to the first 80 miles by returning directly to Chico via the Midway bike path, and so can the Mildflower be similarly shortened. All climbing occurs before the optional return via the bike path from Durham, and all routes start and end at the Silver Dollar Fairgrounds (elev. 256') in Chico. The Wildflower officially climbs 4300', but my altimeter accumulated 4750'. The Mildflower (metric century) climbs 1900'.

Completing their chosen routes and distances were: **Elmer Bricca; Greg, Debbie, and Kelly Dannucci; Ellie Hands; Steve and Marci King; Michael Kunz; Allan Lemone; Rob and Cora Lo; Joe Marks; Ken Peschel; Joe Pritchard; Sherie Reine-man; Rob Service** and friend **Brian; Joe Shami** and friends **MissLinda and Sally; Angela Toooh; Robert and Lauri Vanwert; George, Lisa, and Emily Villareal; Barbara Wood** and friend **Trudy**. Also present: **Amanda Villareal**. Apologies if I missed anyone. Special congratulations to **Cora Lo** on completing her toughest climbing challenge to date!

There are essentially three climbs in the Wildflower: The first and smallest, Humboldt Rd, climbs 800' in four miles on a very rough road, then returns to Chico in a nice descent on Hwy 32, completing an 8-mile loop. The next and steepest, Honey Run Rd from Chico to Paradise, climbs 1500' in five miles to a high point of 1857'. Finally, there's a butte called Table Mtn in Oroville, which is a climb of 1050' in 5.5 miles. So there's a total of 14.5 miles of steady uphill plus a few rollers in between the three segments. (The Mildflower omits both the Humboldt Rd and Table Mtn loops.) It was hot climbing Table Mtn, which is mostly shade-less, with temperatures ranging from 84 to 88 degrees F! Descending it on Cherokee Rd was so bumpy that my heavy eyeglasses bouncing on my nose caused pain, as the bridge cut into my nose several times.

All of the Wildflower climbing is finished by 53 miles, and the remaining 42 miles are flat. Yes, the century is only 95 miles, but no-one complained about being short-changed, because most of that last 42 miles was cycled into a brutal, relentless headwind from the west, even when there were nut orchards on both sides of the road. And even when we headed north, returning to Chico, the wind was still very strong, especially when there were no trees on our left. Everyone was seeking cover by trying to draft on a rider ahead. While riding with someone on my tail, I was fortunate to be passed by **Elmer Bricca** who pulled both of us along for many miles until even he tired. I'm afraid I didn't have any reserve to pull him. I lost my valued wind-shield when I stopped for a cold Pepsi at the market in Durham, I had to stop there, even though there was a rest stop a few blocks ahead. In my fatigued state, I couldn't cope with the mob scene at the rest stop, and though there was bottled water there, it wasn't cold. After my Pepsi was gone and all my water too, I was so grateful to find a deliberately running hose when we turned onto River Rd for the last leg back to Chico. Lots of other riders refilled there too.

In short, I found my first Chico Wildflower to be much more difficult than anticipated! Even a strong rider like **Joe Pritchard** said he was exhausted at the end of that century, but he had recovered by the next day. My two friends from another club, **Miss Linda** and **Sally**, opted to omit the initial (Humboldt Rd) loop, because they heard that it was so bumpy, which it certainly was. That loop contributed greatly to my extreme saddle-soreness after 53 miles! My hat goes off to the several children I saw, who instead of returning from Durham via the bikepath, the way they had come on the Childflower, were being guided by their parents onto our longer return route into the fierce wind.

For me, the crowds were both a help and a turnoff. They helped in that there were always riders in sight ahead, easing my fear of getting lost, because there was no detailed route sheet. The route map was printed on a bandana, which is a nice souvenir but not that handy for first-time riders. On the downside, the rest stops were always crowded to the point of "swarming," like the Death Ride. There were few places to put one's bike except on the ground. Cyclists were blocking the routes to and from the food and water. The climb up scenic Honey Run Rd was particularly crowded, being used simultaneously by both the Wildflower and Mildflower. However, there the crowds helped me, because it gave this old geezer satisfaction to be passing so many young people who didn't yet know how to pace themselves or were pushing themselves to the limit. But I wasn't pacing myself well either; I did that stretch too fast and paid later!

While I was waiting on line at the rest stop near the historic covered bridge over Butte Creek by the side of Honey Run Rd, someone commented on my club jersey: "Benicia Bicycle Club! Wow, you have a lot of fast riders, don't you?" "Yes, we do." I replied proudly, but I didn't tell her that I was one of the very slowest.

(continued on page 6, Shami)

Tech Talk: By BBC Bicycle Techy, Mick Winger

TECH TALK

Chain Wear and Lubes

Last month we covered chain elongation. There is another type of chain wear you should be aware of. Side plates wear. It comes from running the chain on an angle from the front to rear sprockets. The straighter you can keep the chain the less wear on the side plates of the chain and the sides of the gears. The worst case is big ring (outside front gear)/big cog (inside rear gear). When you go past center on the rear cogs shift the front to help the chain line up. To accomplish a shift the derailleur tries to bend the chain. If the chain is new and has minimal side play the shift is quick and positive, if the chain is worn and has lots of side play the chain just bends and stays where it is and rattles. The stiffer the chain the better the shift. I just took a worn chain and bent it side ways into a 25" circle. Then I did the same with a new chain and got a 39" circle. This was my chain that was cleaned and lubed after every ride and never cross chain ringed.

Lubing a chain is pretty basic and about the only thing you need to do on a regular basis. It's also one of the most controversial things on a bike. What lube, how often and how about cleaning. Every body has their opinion and should do to their bike what feels right and what you have time for. Just do it. Here are a few pointers. Dry lube or wet? Dry (White Lightning or Pedro's Ice) is solids suspended in a solvent that evaporates. It will not come off on you or gather road grime. It's easy to apply and requires no cleaning. It does build up and look bad but does no harm. It also washes out on a long ride in the rain. Wet (Tri Flow or Pro Lube) is an oil as we know it. It goes on wet and stays that way. Any road dust is gathered by it and becomes nasty. Touch it and you are dirty. It stays on in the wet and wipes off when cleaning with a solvent. I did not mention hot waxing a chain because it is not something that's done anymore. Take off the chain, clean it, heat some paraffin in a double boiler, cook the chain, hang it up to dry and reinstall it. It works about the same as a dry lube but takes much longer to do.

Cleaning is another thing that needs to happen to a chain. You can buy a chain cleaning device and fill it with solvent and run your chain through it in place. You can take off your chain and clean it in a solvent tank. You can get some rags, cleaning solvent and some Q-tips and do a bang up job. Clean is better and it looks like you care. Remember the dirt lands on the outside and works its way inside to wear things. If you can get the dirt off before it gets inside you have helped prolong your drive train.

(continue from page 5, Shami)

When **Joe Pritchard** saw one young fellow walking up Honey Run with a flat tire, he stopped to change it for him, because the guy had no idea how to do it himself. The punctured tube was so old that it was fused to the tire, Joe said. So he had to remove the tire from the rim first. (To avoid this problem, Joe and the Roadbikerider.com newsletter both recommend dusting an inner tube with talc before installing.) What made the repair extra tough was that there was no shoulder on the narrow road, which was jam-packed with cyclists.

In researching the Wildflower Century on the Internet beforehand, I found a helpful, well-written ride story by David Wyman at: <http://home.comcast.net/~wymanburke/wildflowerdoublecentury.htm>. In 2003, the author and his friend cycled both the San Luis Obispo and Chico Wildflower Centuries in the same weekend. Having attended college in Chico some twenty years earlier, Wyman is able to describe the scenery very well and the route in detail. It was good reading before and after the current century.

Most of the club members gathered for the post-ride dinner that was part of the event and enjoyed it. But first, **Bob Vanwert** went for a run after his century to prepare for a future triathlon. I was so hot and tired that it was easier to put my bike in my car, turn on the air-conditioning, and just drive home, beating Sunday evening traffic. (Including the drive up, that was 6.5 hrs of driving for the day.) Some had come up to Chico on Saturday, including the **Villareal's** and **Joe Marks**, enjoying supper and softserve ice cream that couldn't be eaten fast enough before it started to melt all over the floor.

Of course, the wildflowers were lovely, especially atop Table Mountain. But the usual display may have been diminished by all the rains this year. Across the valley to the west, the top of Mt. Snow in the Yolla Bolly range was still all white. We're fortunate to live near an area that's so beautiful now! One of the towns we visited is even named "Paradise."

Tour of Unknown Coast, Humboldt County

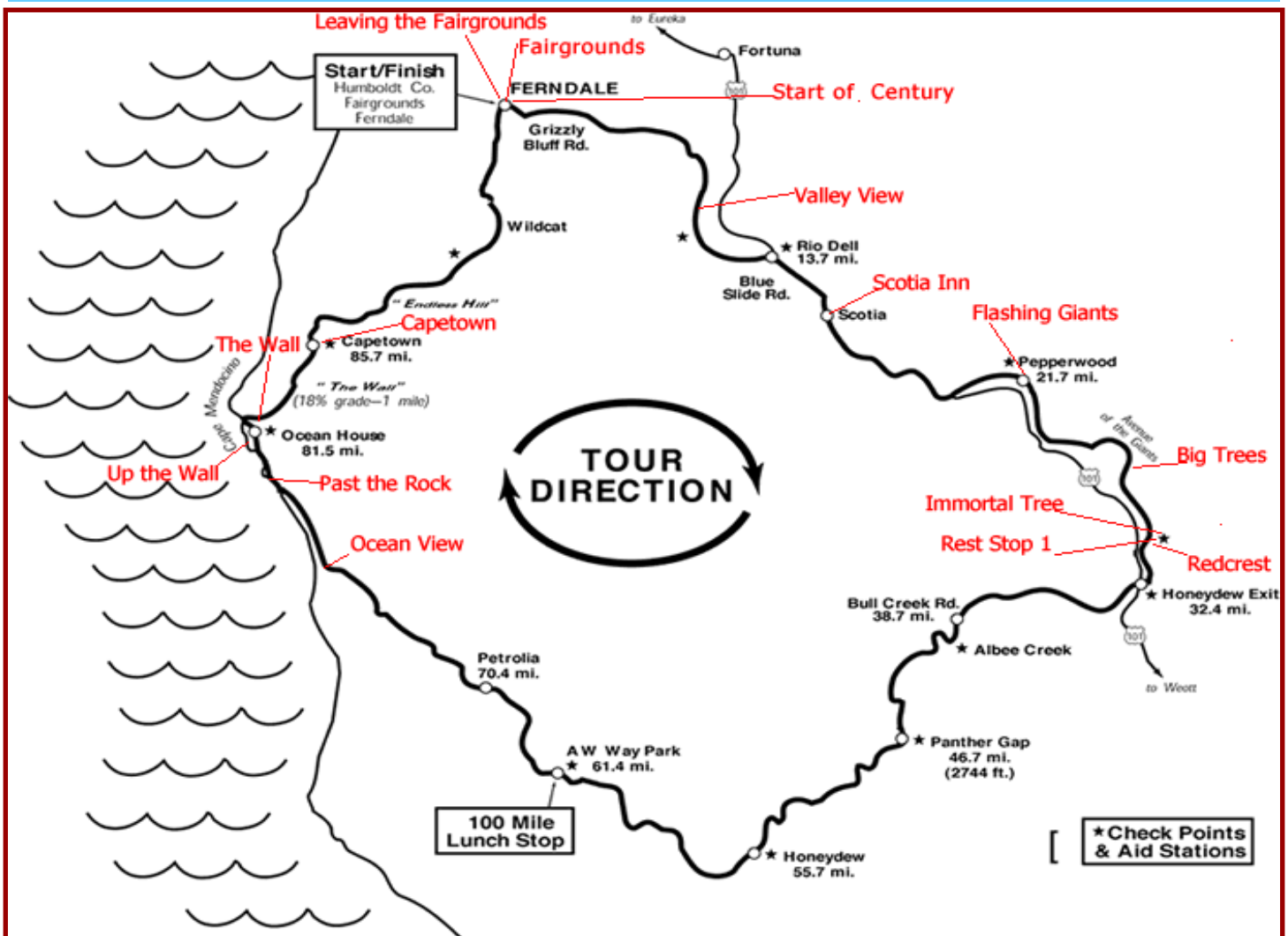
The Tour of the Unknown Coast premiere event, the 100-miler, was once a stage in a four-day stage race that was the North Coast's version of the Tour de France. Lance Armstrong even made an appearance in the early 90's when he was a young up-and-comer on the Subaru-Montgomery team.

With over 9,000 feet of elevation gain, and with over 3,000 feet of that coming after the 80th mile, the Tour of the Unknown Coast 100-miler is a true and worthy test of stamina. It is also beautiful, traveling through the Avenue of the Giants, over Panther Gap, through Honeydew, Petrolia and along the Lost Coast on its way back to Ferndale.

While this long time Humboldt County cycling tradition is mostly known for the grueling 100-mile course, it also includes four other distances to choose from, there are rides to suit all abilities.

Tour of the Unknown Coast May 13th

100 Mile Tour: You will be going south from Ferndale, along the Blue Slide Road and into Rio Dell, travel the Avenue of the Giants, up Panther Gap, down into the Mattole Valley, along the ocean then up the wall -- the Endless Hills -- down the Wildcat back into Ferndale. You will have ridden one of the world's toughest 100 mile courses when you complete this great ride. **The Wall-1 mile 18% grade**



High Performance: BBC Members on the GO!

Benicia Bike Club Time Trials

The next TT is **June 7**. Time your fitness ride. Distance is 10.2 miles. Start/finish is Lopes Road; turn around at the Fairfield City sign.

Contact Joe Pritchard at

jlpritchard@comcast.net

Course Record

Women

(30-34) Laurie Gottfried 32:36

(35-39) Angela Tooch 33:33

(45-49) Laurie Fenech 28:55

(50-54) Riva Flexor 38:36

(60-69) Barbara Wood 41:10

Men

(30-34) Bob Gades 27:10

(35-39) Bob Vanwert 25:27

(40-44) Todd Doherty 25:30

(45-49) Peter Van Slyke 28:49

(50-54) Bill DeWolf 28:09

(55-59) Bob Klosterman 29:35

(60-64) Joe Pritchard 29:12

The monthly club TT was held on May 3rd. Bob Vanwert set a new 35-39 record at 25:27, beating Neil Leary's old time of 26:01. He also set a course record beating Todd Doherty's 25:30. Way to go, Monster Bob! Also racing were Laurie Vanwert, Bruce Macleod, Joe Pritchard, Laurie Fenech, Joe Marks, and Russ Hands. Non-members racing were Andrew Renshaw and Alex Van Divner.

Joe P.

Mark Your Calendar

BBQ Ride -July 15 (Weekend after Death Ride)
70 miles/4,000ft climbing Meet at Park at 8AM
BBQ at 4PM at Bob and Lauri's. Potluck:bring
salad, pasta or dessert and beverage.
Lauri & Bob VW

Leaky Valve: Benicia Bicycle Club Meeting Minutes

Joe M calls meeting to order at 7:10...Many members attended...No treasurer's report since Bob K. was out of town...George talked about BBC hats...Club directory offered at meetings only...You can find out about the BBC in the Solano Bike Links Map...Joe P mentioned the time trial, Wednesday night 6:00, prompt...Nancy shared about Ride of Silence, May 17th...Bike to Work Day, May 18th, volunteers needed...Volunteers needed for Bay in a Day...Nancy will organize a Mines Road ride...Mick shared about the Pedal the Peaks tour with Ed, Kent and Bill D...Club BBQ Ride, July 15th...Laurie F. suggested the Paceline Guidelines be available to read on BBC website along with the club rides...Also the Paceline Guideline is stationed on page two of the BBC Newsletter...To protect ourselves and our riding peers, our club agrees that each rider checks and preps their bike pre ride...Please check tires, hardware, breaks prior ride...Our club values safety...A variety of beverage, snacks and conversation ended the meeting...Our loving clothier, Ed B. passed out our new jerseys...Meeting adjourned 8:15...Respectfully, Laurie F.

Sea Otter Classic 2006

The Sea Otter Classic was held on April 6-9 at Laguna Seca Raceway in Monterey. It was a little rainy but a little rain never hurt anyone, especially mt. bikers.

Top Olympic, pro and amateur athletes from the U.S. & around the world came to compete. Thousands of spectators were on hand to watch. I've heard it's the largest cycling event in the world, second only to the Tour de France.

The 19 mile cross country MB race was muddy and challenging. Bob Gade, Russ Hands, Rob Lo & I competed. The circuit race was on the 2.25 mile Laguna Seca Raceway, 50 minutes long. Russ, Laurie Fenech & I competed. Laurie also did the road race, 4 laps of a 10.5 mile loop in the hills surrounding Laguna Seca.

They also had downhill MB races, slalom & dirt jump competitions, MB tours, a century road ride & a kids' bike rodeo. The Sea Otter Village had pro race team tents & exhibits of 250 vendors, some with demo bikes to try out, & merchandise for sale.

Check it out next year.

Website: www.seaotterclassic.com

Joe P.

Interested in competing : Triathlons or Trail Running

www.envirosports.com

www.pacifictrailruns.com

www.tbfracing.com

Heart Rate: Velo News

Team Discovery Race Schedule

May

6-28 — Giro d'Italia / Tour of Italy

15-21 — Vuelta Ciclista a Catalunya (Spain)

June

4-11 — Critérium du Dauphiné Libéré (France)

10-18 — Tour de Suisse (Switzerland)

18 — Team Time Trial (Netherlands)

Tour de Georgia

Landis Wins Tour de Georgia, Discovery's Danielson Places Second

American Floyd Landis of Phonak won the Tour of Georgia here Sunday, finishing safely in the pack in a sprint finish captured by Juan Jose Haedo.

Argentina's Haedo of Toyota United earned the first stage win for one of the seven U.S.-based teams taking part in the six-day race, which also featured eight ProTour squads.

Canadian Gord Graser of Health Net-Maxxis was second and Phonak's Aurelien Clerc third in the 190.2km stage from Cumming, which finished with six laps of a 5km circuit in Alpharetta, just outside Atlanta.

With the win Landis added to an impressive 2006 resume which includes victories in the Paris-Nice and the Tour of California.

He took control in the third stage, a 40km individual time trial, and managed to hold off 2005 Tour of Georgia champion Tom Danielson of the United States, who finished second overall four seconds behind. Landis was runner-up to Danielson here last year.

Danielson's Discovery Channel teammate Yaroslav Popovych of Ukraine was third.

By the time riders reached the finishing circuit in Alpharetta, a breakaway of 15 riders had dwindled to two.

They were caught with less than two laps to go, as the field roared past with Haedo taking the win 4:37:44.

April 23, 2006 -- Alpharetta, Georgia

Policy for Death Ride lottery transfer

Cancellation and transfer policies

The event ticket can be sold or given to another person, however each ticket will state that it is not to be sold for profit or for greater than face value. Please only purchase or sell a ticket from someone you trust. If you are trying to buy or sell a ticket, you may try contacting your local bike club or bike

Join Your Fitness Coach - Karen Tusting at the Benicia Health & Fitness Club

For a 6 Week Tri Sport Challenge

Take your fitness to the next level. Build your confidence, increase your fitness, try something new. Whether or not you plan to participate in a triathlon, you will receive personal coaching and tips on how to improve your cross-training skills in running/walking, biking (indoors/outdoors) and swimming/water exercise. For novices, this 6 week training program is excellent for getting the full Tri Sport experience. For the intermediate athlete, you'll gain more skill, speed, and experience. All participants will learn training techniques to maximize training and increase fitness using a heart rate monitor.

For Information or To Register Contact Karen Tusting

Your Fitness Coach

tusting@sbcglobal.net; 707-771-0916

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)

Club Rides, Centuries, MTB, Road Races, The Track

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.

May/June Centuries

5/6 San Ardo Brevet, 5/6 Wine Country, 5/7 Delta, 5/7 Grizzly Peak, 5/13 Tour Unknown Coast, 5/20 Davis Double, 5/20 Sunrise, 5/21 Foothill, 5/27 Surf City Brevet 6/3 Sierra, 6/4 AIDS/Life Cycle, 6/4 Most Beautiful Ride (Tahoe), 6/4 Sequoia, 6/10 Canyon Classic, 6/17 Terrible Two, 6/24 Climb to Kaiser, 6/24 Mountain Lakes, 6/24 Summer Solstice, 6/24 Best of Bay, www.bbnet.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.

May Road Races

- Golden State Crit 5/6
- EMC2/Vellum Crit 5/7
- Cat's Hill Crit 5/13
- Berkeley Hills RR 5/14
- Kern County Women Stage 5/19
- Modesto Crit 5/20
- Pacific Stae Bank Crit 5/21
- Panoche RR 5/21
- Mt Hamilton RR 5/28
- St Bikes Crit 5/29
- May MTB**
- Prairie Race Series (Wed Nights)
- Coollest 24 hour 5/6
- Pine Nut Cracker 5/20
- Skyline Park 5/21
- Weaverville 5/27
- Nevada City Endurance 5/20
- 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.

RAAM Ride Across America June 11– June 22, 2006

General RAAM Race Information

On June 11, 2006, the solos (single riders) depart on the 25th annual Insight Race Across America which begins in Oceanside, California. Competitors climb over 110,000 feet while crossing 14 states in their 3,053 mile campaign to the finish line in Atlantic City, New Jersey, approximately 9 days later. Teams start 2 days later on Tuesday, June 13th and finish 5-7 days later. Divisions included in the race are Male/Female soloists, Tandem, 2 or 4 person Teams, and Corporate Teams (8 person) There will be a separate division of 24 Hour and 48 Hour Corporate Challenge riders from Oceanside to Flagstaff AZ and Durango CO respectively.

- team discovery channel -<http://team.discovery.com/>
- tour de france-<http://www.letour.fr/>
- www.velopromo.com
- www.cyclecalifornia.com
- <http://www.usacycling.org/>
- www.ncnca.org
- <http://hlhap.com/azroadclimbs.html> (hill Climbs)
- <http://www.amgentourofcalifornia.com/>

Ride Premier California

Santa Rosa Cyclist's Wine Country Century May 6th

100 Miles • Climb: 3300' • Start: 6:30-7:30 AM • Four rest stops

Heads west across the valley floor before climbing into the wooded hills around Graton and Occidental. After descending to the Russian River at Monte Rio, the route meanders through rolling terrain along the sides

of the river valley. There are several climbs...some long but gradual, some short but steep. **200 K • Climb: 4500' • Start: 6:00-7:00 AM • Five rest stops**

Follows the 100-mile course, except for a loop out to the coast in the morning and an extra loop in Alexander Valley after lunch. The coastal loop picks up Coleman Valley Road in Occidental and climbs over two spectacular ridges on its way to the sea. It then travels north along the rocky coastline, turns inland, and follows the Russian River back to Monte Rio, where it rejoins the century course. The extra loop after lunch—over the hill on Dutcher Creek Road—insures that this route is a full 200 K.

Note: 200-K riders will be diverted from Dutcher Creek to the 100-mile course after 2:45 pm.

Grizzly Peak Century May 7th

There are two routes to choose from: 71 miles (5750 ft. climb) or 109 miles (8550 ft. climb). The 109 mile route consists of two very hilly and scenic loops, one before lunch and one after. The 71 mile ride is the first loop only.

The [first loop](#) climbs the east side of the Oakland-Berkeley hills via Pinehurst Road, then follows the crest North into Tilden Park. It then drops down alongside San Pablo Reservoir heading North to the edge of the Bay and the Carquinez Strait. From there it climbs McEwen Road for a run down into Franklin Canyon and Alhambra Valley, then over Pig Farm Hill and through the hills around Briones Regional Park and Reservoir. Finally, one more climb on Rheem Blvd. takes you back to the start for lunch.

The [second loop](#) (38 miles) circles Redwood and Anthony Chabot Regional Parks via Skyline and Redwood Roads

05/20/06 [Davis Double](#) 7,400ft gain elevation Beautiful Rivers and Lakes and the most popular Double in California.

Bay in a Day is on July 22, 2006. Flyers should be out in the next week or two. We've already gotten quite a few registrations thru our website: bayareabikes.org, which is linked to Active.com.

thx,

Mark Birnbaum



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

TO:

President/Joe Marks
Treasurer
Bob Klosterman
Editor
Laurie Fenech
Publisher
Bill Schmidt
Web Master
George Villarreal

ANYBODY WANNA RIDE?

The Road

JOIN THE BENICIA BICYCLE CLUB!

**BENICIA BICYCLE CLUB
 MEMBERSHIP APPLICATION**

Membership Dues - \$15.00 for individuals,
 \$18.00 for families. Membership runs for 12 months.
 Please Complete and Mail to:

Benicia Bicycle Club
P. O. Box 141, Benicia, Ca. 94510

Please accept my application for membership in the

BENICIA BICYCLE CLUB

Enclosed is: \$15.00 for individual membership, or
 \$18.00 for family membership.

Make your check payable to: **BENICIA BICYCLE CLUB.**

NAME _____

In consideration of the acceptance of my application I, for myself, my heirs, executors, administrators, successors and assigns, wave, release and discharge all claims for damages resulting from death, personal injury or property damage which I may have, or which may hereafter accrue to me as a result of my participation with this organization. I understand this release is intended to discharge and release in advance, the BENICIA BICYCLE CLUB, its members and their respective agents, officers, officials, servants and representatives, and any involved municipalities and their respective agents and employees from and against any and all liability arising out of or connected in any way with my participation with this organization even though that liability may arise out of negligence or carelessness on the part of the persons or entities mentioned above.

I further understand that serious accidents occasionally occur during bicycle rides and that participants in such events occasionally sustain serious personal injury, death and/or property damage as a consequence of that participation. Nevertheless, knowing the risks of bicycling, I, for myself, my heirs executors, administrators, successors and assigns hereby agree to assume those risks and to release and hold harmless all of the persons or entities mentioned above who, through their negligence or carelessness, might otherwise be liable for damages.

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

NAME:	SIGNATURE:	AGE:
_____	_____	_____
Address	Phone Number	email
_____	_____	_____