

Benicia Bicycle Club

P.O. Box 141

Benicia, CA 94510

707-644-0074

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The Road Marshal: Message from the President

May! All of us should be in shape to ride hard by now, but if you aren't don't worry, you're probably in better shape than your President who has missed way too many riding days. I'm about 2 months behind on my training and I have 2 months to get ready for the Death Ride! It doesn't look good but I'm not going too worry. I'm just going to ride and ride my way into shape.

Every Saturday and Sunday, our club trains on every ride easy, hard, short or long, slow or fast. All kinds of different levels. I hope I to see more of you out there riding and enjoying this nice summer.

By the way, the jersey order is in and we should be getting them soon.



Prez "Sugar Joe" Marks & wife Juliet

From your Intrepid Editors

It's time to get back in the saddle again (heard that somewhere, haven't you?). Riva's finished with her concert season, so time has magically become available again. We are awaiting your century reports and any tidbits you would like to share with us.

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** at jlpritchard@sbcglobal.net

Welcome!

New Members

- Karen & John Tusting
- Bobby Miller
- George Malone
- Rick Feldstein
- Simon Silverman

Returnees

- Rob Jorgenson
- Bruce Chrisp
- Meredith Brown

Cytomax Criterium

The Benicia Bicycle Club will be hosting the Cytomax Criterium-Spearheaded by Pete Van Slyke, this event now has two confirmed sponsors, Cytosport and Kaiser. Routes, permits and dates are presently under review by the city of Benicia .The crit will take place sometime in September 2007 in the downtown area. We will need volunteers, so watch this spot and your mailbox.

Newsletter Contributors

Thanks for your articles, photographs and your moral support! Our May Newsletter is a team effort. Special thanks to Joe Pritchard, Joe Miller, Joe Shami, Rob Lo, Ed Mathews and Sherie Reineman.

Sherri and Riva

High Performance: BBC Members on the GO!

BBC Time Trial April 4 2007

We had a great turnout for the first time trial of the year on April 4. The twelve riders were: Joe & Juliette Marks, Manual Olague, Glen Millward, Bob Klosterman and his sister Trish, Joe Pritchard, Jim Green, Mike Schubert, Brian Hattenbach, Marwin Rosburg and Ron Holloway.

George, Lisa & Emily Villarreal and Glen's daughter Suzanne dropped by to cheer us on.

Laurie Fenech, Nancy Lund and Dave White helped with timing.

No records were broken but Jim Green came close to Bill DeWolf's 50-55 record of 28:9 with a time of 28:15.

Thanks to Joe Pritchard for organizing this excellent monthly event.

Foothill Century

For years, our first century of the year was Tour of the Unknown Valley starting in Willows. Last year, many of us did the Foothill Century in Merced. We liked it better – mostly because of the better road surface and the opportunity to watch the criterium races with some of the best pros in the country racing last. Ivan Dominguez, who won stage 7 of the Amgen Tour of California, won the pro race.

Joe Pritchard, Mike Dunn, Bob Klosterman & Ed Brennan rode the century together. Laurie Fenech, after racing in the morning, still hadn't had enough so she met up with us at the 70 mile mark (50 miles for her) and we all rode together to the finish.

Joe Pritchard

Congratulations!

Kudos are in order for:

Cora Lo—first Cinderella Tour

Sherie Reineman — Grizzly Peak Century

Mark Birnbaum (Marin Cyclists)— the Wine Country 100 Miles AND the entire Grizzly Peak Century, both done on successive days of last weekend

Bill de Wolfe — Davis Bike Club 600 KM Brevet that began at 8 p.m. on Friday, May 4th, and was required to be finished within the next 40 hours, extending into Sunday, May 6.

Joe Miller — completed the Santa Rosa Wine County 200k - got your BBC jersey yet Joe?

Mick Weninger— a significant birthday!

Pinole Team Time Trial March 25

Three members competed in the Pinole Team Time Trial on March 25. Gray Williams & Russ Hands came in 16th with a time of 49:31.2 in the master 90+. The fastest overall time was the 90+ team of Kevin Metcalfe & Larry Nolan with a time of 40:46.6.

Laurie Fenech and her partner Natasha Perry finished in 1st place in the 80+ with a time of 49:20.9. They beat all other women's times except for three teams of pro 1-2 riders.

Sea Otter Classic

The following BBC Members competed at the Sea Otter Classic this year.

- Laurie Fenech: Circuit race
- Russ Hands: RR & MTB X-Country
- Gray Williams: RR
- Joe Pritchard: RR & MTB X-Country

WELL DONE

BBC Time Trial May 2 2007

10 racers showed . Russ Hands and George Villarreal had new time trial bikes. Other riders were Joe Miller, Michael Schubert, Lauri Vanwert, Ron Holloway, Greg Dannucci, Joe Pritchard, Jim Green and Steve Salvador. Nancy Lund did the timing. Lisa & Emily Villarreal, Marci King and Mick Weninger were there to cheer us on.

Russ Hands set a new 50-54 record of 27:18, beating Bill DeWolf's time of 28:09.

Joe Pritchard

Cinderella 2007 March 27, 2007

This year's Cinderella Tour was a joy compared with 2006. Last year people bailed—less than half the registrants showed up to ride, and for good reason. This year two intrepid BBC groups participated— the faster group of Sherri Bortolazzo, Sarah Gray and Barbara Wood while Cora Lo and Riva Flexer rode leisurely through the course, enjoying the sunshine and being thankful that they had a ride back home (thanks to Rob Lo!). BBC members Kimble Goodman, Bob Klosterman, Nancy Lund and Mick Weninger were a welcome site at the rest stops. A big congratulations to Cora Lo (seen right)—it was her first Cinderella Tour!

(Photo: BikeMick)



Grizzly Peak Century on May 6 2007—Sherie Reineman

Ben & I did the metric version of the Grizzly Peak Century yesterday, plus an extra 7 miles each way (and 900 ft more elevation gain than the course) up/down from our house in Albany to the alternate start/finish at the Island Rest Stop in Tilden Park. Here's how the ride went. Most of you know this was, aside from the very flat Cinderella Classic, the most miles with the most elevation in hard hills I've attempted since blowing my knee skiing in February 2003 and having an ACL reconstruction in Fall 2003. So this was going to be somewhat of a test or benchmark for me. Ben & I had been doing some private training rides the last few weekends, covering various loops of the Grizzly Peak Century route, but not the entire metric route all at once, so we were planning on taking it as far as we could and cutting the ride short if necessary.

After the rains during the week and the heavy winds on Saturday, we were pleased to wake up to a crisp, clear sky. Leaving home just after 7 a.m., we rode east up through the gentle but steady climb from Albany to Berkeley, adding about ½ mile by heading south in the flats to save our legs from the slightly steeper portion of Los Angeles where it connects into Spruce. The advantage of living somewhat near the start is that it also meant we could sleep in AND not have to drive or BART, because the registration at Island wasn't opening until 7:45 a.m.....I'd forgone wearing my heavy neoprene knee brace to avoid chafing and blistering in the back of my left knee (no fabric layer between it and my skin wearing shorts for the anticipated hot weather), taking Ibuprofen because it is supposed to not mix so well with the Prednisone and Atarax I've resorted to for my poison oak (every year this season since I've moved closer to the Berkeley Hills), or the daily Claritin dose to combat hay fever. More about this later. I'm not sure whether it was the medicine combo or my forgetting to drink sufficiently the first leg or just generally riding at a faster pace than my usual, but it all snuck up on me a bit later....

Winding our way up Spruce we paced about 2 blocks behind another cyclist on his way up to the ride, and left another woman rider behind as she entered onto Spruce from Montrose. A third cyclist passed us (and the other rider) like we were stuck in cement. I knew we were in good mixed company. As we crossed the intersection at Grizzly Peak and entered Tilden Park at the top of Spruce (now Wildcat Canyon Road) a few more riders joined up..... and passed. We arrived at the Island Stop shortly after 7:40 and checked in at 7:51, grabbed a piece of delicious poppy seed bread and chunk of banana, and a small cup of Peet's. I hadn't touched my water, except maybe a few sips, so I didn't take advantage of the stock of Gatorade, except a few small Dixie-cups full; as the ride progressed, it became clear that I should have done so, and I also should have downed both bottles of juice/water I came

with on the ascent of Spruce on our way to the Start. ("Eat before you're hungry, Drink before you're Thirsty!!")

Another thing, my bike was having some mechanical quirks. I'd just gotten it tuned and had a new chain put on two weeks prior, and noticed when I took it out last week that there was a bit of hesitation shifting to/from the large chain ring. But I hadn't had time to take it back to the shop (or hadn't bothered to fiddle with the adjustment myself). So along Wildcat Canyon on the way to the Island Stop, my newly tuned derailleur and chain weren't downshifting or upshifting properly, sticking between middle and large chain ring and not quite wanting to go into the easiest gear in the rear wheel....something I'd also contended with the week before up/down Morgan Territory Road. But the GPC bike techs kindly took a look and loosened the delimiter screw for the front derailleur. This made upshifting easier, downshifting a bit clunkier... but at least I could get the chain completely geared into the large chain ring. Ben was antsy, and I was also ready to get on the road. Good to go.

We set out at 8:06 down Wildcat Canyon and about ½ way down got swept into a large group. We were able to hang with them most of the way down, which was a good feeling, as I'm usually a white-knuckler downhill rider, and surprisingly, I found I was enjoying the energy of the descent in a group. At one point I backed off a little between shifts (the gears were sticking a bit), so the group (including Ben) got off too far away in front. Once they were gone, I lost my downhill nerve, and took my time on the descent, watching for all the tricky patches and nasty little surprises like unfilled cracks or gravel lurking in the shadows. This is always a bad idea (over-braking), for the result is that the more I brake, the more I tense up, and the more I tense up, the bigger the knot gets in the back of my neck, the the slower I go and the more I brake..... you get the idea. Plus, Ben has to wait longer for me at the bottom of the hill, having just sailed down in a huge school of fast riders.

But Ben was waiting for me patiently across the intersection at the bottom of Wildcat, so after the light finally turned green, we took off. The group was about ¼ mile ahead now. A Cal cyclist was making the turn onto San Pablo Dam Road at the same time, so the three of us rode the rest of the stretch of Dam Road together, all three taking turns at the front, even catching the tail end of the large group as well as tagging on to another group of about 15 riders until the turn onto Castro Ranch Road, at which point the line of riders all started stretching out. Semi-urban riding is always such a delightful dance, like rubber bands stretching back and forth. There was one guy on a bike-Friday whom I kept passing, and then all of a sudden there he was again, ahead of me after some extended wait at a red light in Pinole or El Sobrante or Hercules or Rodeo. At one point I was joking with him,

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(Continued from page 3) Grizzly Peak Century

whether he was cloned..... he said "yes, sextuplets!"

I got separated again from the group (and Ben) through the road construction zone in Rodeo, but he waited for me again where the pavement smoothed out at the edge of town, encouraging me to take off my layers. My nylon vest is lightweight and I didn't want to break my momentum, so I kept on going up the hill (although I'd finally rolled down my armwarmers at the last long light in Rodeo just before the big hill). So far, so good. But what was that pinging in the bottom of my right calf? And similar twinges on the inside of my thigh, upper right hip, and just above the knee. Little foreshadows of muscle cramps I'd only gotten twice before, once at the end of the Marin Century (a few blocks from the finish), and some other time I don't recall clearly. Oddly, by comparison, my left knee (the surgery side) was doing fine.

The cramping came and went, and I stretched out a bit at the rest stop in Port Costa, also loosening the clip on my right shoe. We filled up on Gatorade (I think I drank about 1-1/2 bottles at the stop), sweet slices of orange and banana, watermelon, and salty pretzels, then headed out up Reservoir Road to McEwen. Ben hung back at first but had to go his own pace to prevent losing momentum, so I continued up, and up, and up, enjoying the GPC signage along the way "let our motto be your guide....."

Ride to Eat... and Eat to Ride...." . The cramping was setting in off and on, and I was able to work it out by sitting back far in the seat, concentrating on pushing my heel down in the pedals, and stretching my legs in a more forward position (I found that attempting to stand in the pedals only made it worse). So I made it up to the top of McEwen in that state, and just at the top my right foot froze into a cramp... I had to pedal a few more strokes just so I could unclip!

One thing I really hate to do while riding is get off at the top of a hill; I prefer to reward my legs and lungs for its uphill effort with a good spin downhill enjoying the breeze of the downhill run so I was really annoyed that I had to stop and get off the bike to work out the cramps. But I dutifully did a variety of stretching and flexing exercises at the top of McEwen before continuing on, each motion meant to relieve one part (calf, thigh, medial ligament) causing the other one or two to spike with pain. But hey, all those years in dance class, all those years on a bike, we're used to dealing with pain and discomfort, right? And besides, it was a gorgeous day and perfect riding weather, and except for one uncharted stretch of road Orinda to Moraga on Rheem Valley Rd.), I was at least familiar with the course and knew what I was getting into.

So we proceeded without incident down to Franklin Canyon, then around to Alhambra Road and up and

around Alhambra Valley Road on Pig Farm Hill, and then that luscious descent off Pig Farm Hill to the crossing onto Bear Creek Road (Ben was waiting for me there again), with only minor and infrequent cramping... a bit of pinging but nothing I couldn't work out or back off from. Still, a lot of folks – no, make that MOST FOLKS were passing me, and we all made jovial banter about "la Reine de la Montagne" as I was proudly yet jokingly wearing my polka-dot jersey which Ben got me the year after my knee surgery as part of a 3-piece birthday gift (travel – a good, technical backpack; romance – golden anklet; and fantasy – the Tour de France KOM jersey and matching cap.... to inspire me to get back in hiking shape for a backpack trip we were taking, and also to shoot for "racing" form in my bicycle life.

Living in Albany, 3-bears has become one of our "staple" loops, so I know each stretch fairly well. It was good to be on familiar territory (as Alhambra Valley Road and Pig Farm Hill used to be). My leg kept pinging and spiking a bit the whole way of Mama & Baby Bear, but I was also aware that I was up and over those stretches faster than normal in recent years, and was also pleasantly surprised to see that the rest stop was in a delightful shady glen (and not back past the guard shack which would involve one more turn and negotiating car traffic in & out of the parking area). I stretched some more and drank another bottle of Gatorade and savored some more juicy fresh fruit and salty snacks from Berkeley Bowl, and we visited with Ted, one of Ben's skiing and backpack friends who was free-grazing that day (registration was full when he went to sign up). Also, I was careful not to overeat, because I didn't want to pay for it with a side-ache humping it up Papa Bear. Still, every time I wanted to stand in the pedals or put on a little harder pedal stroke, my leg would start to cramp, so I had to back off. Every once in a while I'd let out a sudden but apparently loud "Ouch! Ach" when my muscles were doing their thing, and people passing would call out to see if I was OK... one guy offered a salt pill but I said I'd be OK.... but I'm sure I made quite a sight... a middle-aged, somewhat overweight gal with a long blonde braid going slow as molasses, wearing a King of the Mountains jersey and bolting out exclamations and stiff spasmy movements (like Tourette's?). Made it up both humps of Papa (I always surprise myself at the second part, "oh – it's right there! I'm going downhill already!"). And something about the day, something about the great energy of a large group ride, I found myself less fearful than normal on the downhill.... didn't hit the brakes until almost the bottom when I was coming up too fast on another rider in the lower turns where the utility-line lids are in the shoulder and I wanted to hold back. So I waited until the very bottom of the long curve to the left and then passed. Caught up to Ben (of course, waiting again), and tried to stretch out my various cramps. "... But, honey," I said, "it was a thing of beauty – I didn't get scared and I only braked once or twice!" (and my

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Merco Criterium 3/3/2007

I arrived in Merced early in the morning for the Merco Criterium. I saw some fellow Benicia Club members registering for the century ride in the adjacent booth. Having just started racing my bike this year has proved to be exciting, challenging and very humbling. Having said that, this is one of the larger races of the season as it is the kick-off for the national points series and the turnout results in full fields for all categories.

The Elite 4 field was full, 100 riders strong. Myself, I was riding as a member of the Eagles Race Team, but was a solo bird in a sea of organized teams. Its quite a lonely feeling as I knew that the larger teams would be pushing the pace and controlling the race. I had a feeling that my chances of winning were very slim. My goals were to ride safe, finish well while refining my racing abilities.

The course is a .8 mile technical course with four lefts, a chicane and a single right turn. The pace was high for the 45 minute event, averaging 26mph and hitting 32mph at times on the long straight line before hitting the back of the course. I rode mid-field for the

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speed was 39.7 mph, much faster than my recent normal 32-33 max riding the brakes all the time.)

We only stayed a minute to stretch out before heading south on Camino Pablo toward Orinda. Then the long and unexpectedly hilly grind into Moraga (and the corresponding descent which pushed my max up another 0.1 mph to 39.8.

For those of you who've never done the Grizzly Peak Century, I recommend lunch at Camplindo even if you just go for the food! (Just like their motto: Ride to Eat ... and Eat to Ride!) Barbequed boneless chicken, homemade rice and coleslaw, potato chips, salads, grilled vegetables, cookies, more fresh fruit from Berkeley Bowl, soft drinks. I should probably mention here that as soon as I stepped off the bike the muscle on the inside of my thigh right above the knee cramped up into a bulky knot for a few seconds, then dropped back into place. Weird!! I was starting to have serious doubts about attempting Pinehurst and Grizzly Peak. We sat a long while enjoying the meal and discussing our alternatives: Ben pointed out that I had done my metric century, including the extra climb from home to Tilden, so I could always opt out of the rest of the ride and take the flats back to Orinda and BART, but I was confident that if i just held my pace to something manageable for my intermittently spiking and cramping muscles, i'd be fine. I also used the ladies' room and washed all the sweat crust off my face and re-applied sunblock (those little packages they hand out on some rides are life-savers!). And then I

first 20 minutes and began to advance my position with each lap, my goal was to better my position with energy conservation in mind. With 10 laps to go I was about 25 riders back from the front of the peloton and held this to the final few laps. Rounding the final turn to the 350 meter sprint, I knew that I was just out of reach in making a top 10 finish. Appreciating that my ability to make it into the top 10 was not reasonable, I decided to completely back off and avoid the risk of a bunch sprint as everything past 10th gets the same time and is not worth losing skin in a crash.

All in all, I stayed upright and was pushed to my limit regarding my comfort with bike handling on the courses technical challenges, walking away a stronger rider.

Ed Matthews

got the idea to maybe seek out a salt pill. I asked the GPC volunteers in the SAG truck, but they didn't have any. We were also anxious to pick up our T-Shirts and get back on the road, so i passed on the massage table.... one of the GPC volunteers gave me the idea of just getting some more food and putting a lot of salt on it "probably safer, too!"... I agreed, and after getting my shirt found a table with a plastic tub full of salt and pepper shakers, and did the old "tequila & lime & salt" trick in the notch between my thumb joint and forefinger... just without the tequila and lime. I did this several times and I think maybe it helped (but that could be just psychological); then I drank down my bottle of Gatorade and filled it up again. With the bulky T-Shirt we had to rearrange my "stuff" in the back pockets of my jersey. Note to self - next time it's advertised to be in the mid-80s and you're not leaving the house until 7 a.m., leave the vest and arm warmers at home!! (oh, yeah, and also, i forgot to mention, I wouldn't lose them on the ride, either.... Darn!!).

So we headed out again, about 1:45, and were grateful for the shade of Canyon & Pinehurst in the heat of that afternoon. Ben took a "privacy stop" a bit past the Post Office in Canyon before we hit the steeps, so I continued on alone, practicing standing up in the pedals whenever I could (and whenever my thigh would allow me to). Later Ben remarked that I was doing really well with it, because he saw me standing for pretty long periods as he followed me up the hill after his break, so we actually summited at the Pinehurst/Skyline intersection together.... that would be a first, when he wasn't having to wait for me at the top (or bottom) of each stretch of road. We kept going when we got to Sibley (not an official rest stop for the GPC, but a convenient one if you're out on your own ride), and continued onto Skyline for the gentle

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Tech Talk with Mick Weninger

Chain Wear and Lubes

Last time 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 point-

ers. 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.

The Delta Century (how I spent the first Sunday in May)

The first weekend in May brings an embarrassment of Centuries - the Santa Rosa Wine Country Century on Saturday and the Delta and Grizzly Peak Centuries on Sunday. Many BBC members signed up for the Santa Rosa ride, and up until the last couple of days there were requests for tickets. When I finally recovered sufficiently from the California Women's Chorus Convention, I realised that this was a riding weekend, especially since the weather had improved, and that there was no room at the inn in Santa Rosa on Saturday. So I sent out a note asking if anyone was riding on Sunday and Joe Shami answered. He had a registration for the Delta Century that he wasn't using. Talk about timing!

So I readied all my gear on Saturday evening (very smart move) and set my alarm for 4:30 A.M. It wasn't far - after just an hour and a quarter's drive I arrived at 6:30 a.m. at Jessie's Winery outside of Lodi, where this year's ride was based. After a few minutes of explaining that I was now Joe Shami, I was off.

The Delta Century wends its way from island to island, over little bridges and through picturesque towns (villages) such as Walnut Grove, which boasts a wonderfully fragrant rose garden at the Commu-

nity Center. These towns are well-established, and in spite of being just an hour or so away, it seems very far from the Bay.

Yes, the route is flat, like the proverbial pancake. No, it IS a challenge, because in the Delta you are at the mercy of the prevailing winds, which were out of the North-northwest that day. Their velocity increased as the heat increased, and riding the 5.7 miles along Lambert Road alongside the railway tracks, hoping to turn left as soon as possible, was a real struggle.

The landscape is beautiful. This ride takes you through acre upon acre of grapes, well-established vineyards and new plantings. I passed the occasional cornfield, but grapes and fruit trees were the norm. Perhaps the most poignant sight was the abandoned fields, the neglected trees producing fruit amongst the overgrown grasses, and leafy grapevines, with grass knee-deep around them, all uncared for, and growing in spite of it.

Not everyone was riding a bicycle. I encountered a man on a kickbike with drop handlebars, whom I tried valiantly to catch on the aforementioned

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Upcoming Ride Schedule May 2007— September 2007

5/5/2007 Breathless Agony Ride Santiago Cycling
 5/5/2007 Fiesta 150 Orange County Wheelmen
 5/5/2007 The Diehard Double Century Anny Beck
 5/5/2007 The X Rides TGFT Productions / Bike the West
 5/5/2007 Tour de Fire Spring Mountain Cycling Club
 5/5/2007 Wine Country Century Santa Rosa Cycling Club
 5/6/2007 Delta Century Stockton Bicycle Club
 5/6/2007 Grizzly Peak Century Grizzly Peak Cyclists, Inc.
 5/6/2007 Pedalin with the Poppies Johns Bike Shop
 5/6/2007 Shasta Wheelmen Jamboree Shasta Wheelmen
 5/12/2007 Central Coast Double BMS Cycling
 5/12/2007 Cruisin the Conejo Conejo Valley Cyclists
 5/12/2007 Old Highway 80 Century Shadow Tour LLC
 5/12/2007 San Ardo 400k Brevet Santa Cruz Randonneurs
 5/12/2007 Tour of the Unknown Coast Tour of the Unknown Coast
 5/18/2007 The Lung Ride American Lung, Kern County Branch
 5/19/2007 Buena Vista Bike Fest Colorado Springs Cycling Club
 5/19/2007 Cycle Salt Lake Century Cycle Salt Lake Century, Inc.
 5/19/2007 Davis Double Davis Bicycle Club
 5/19/2007 Mulholland Highway Century Different Spokes of California
 5/19/2007 Nevada City CA Mtn. Bike Endurance Ride Big Brothers & Sisters (5/19/2007 Sunrise Century Lodi Sunrise Rotary Club
 5/20/2007 Foothill Century SPHDS
 5/20/2007 Strawberry Fields Forever Cyclists for Cultural Exchange
 5/25/2007 Great Western Bicycle Rally Great Western Bike Rally
 5/25/2007 Northwest Tandem Rally Northwest Tandem Rally
 5/26/2007 Heartbreak Double Century Planet Ultra
 5/26/2007 Heartbreak Hundred Planet Ultra

June 2007

6/2/2007 Eastern Sierra Double PlanetUltra
 6/2/2007 Little Red Riding Hood (Women only) Bonneville Bicycle Touring Club
 6/2/2007 Ojai Valley Century Ojai Valley Rides, Inc.
 6/2/2007 Pioneer Century Portland Wheelmen Touring Club
 6/2/2007 Sierra Century Sacramento Wheelmen
 6/2/2007 Surf City 600k Brevet Santa Cruz Randonneurs
 6/3/2007 AIDS/LifeCycle San Francisco AIDS Foundation
 6/3/2007 Americas Most Beautiful Bike Ride - Lake Tahoe TGFT Productions / Bike the West
 6/3/2007 Go Greenbelt! Greenbelt Alliance
 6/3/2007 Sequoia Century Western Wheelers Bicycle Club
 6/3/2007 The Elephant Rock Cycling Adventure - Mountain & R Elephant Rock Cycling
 6/9/2007 Bryce Canyon 200 km Brevet Valley Four Quad Century
 6/9/2007 Canyon Classic Bike Ride Modesto North Rotary Club
 6/9/2007 Ride Around the Bear Orange County Wheelmen
 6/16/2007 Flying Wheels Summer Century Cascade Bicycle Club
 6/16/2007 Sierra to the Sea Almaden Cycle Touring Club
 6/16/2007 Terrible Two Santa Rosa Cycling Club
 6/17/2007 Tour of Southern Utah Planet Ultra
 6/23/2007 Country Coast Classic (Cerise Memorial
 6/23/2007 Mountain Lakes Challenge Ride Siskiyou Velo Bicycling Club
 6/23/2007 Summer Solstice Century The Forest Foundation
 6/23/2007 The Best of The Bay Cherry City Cyclists

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Great Western Bike Rally

The 43rd Annual Great Western Bicycle Rally is Memorial Day weekend, May 25-28th, 2007 at the San Luis Obispo Fairgrounds in the scenic setting of Paso Robles, CA.

The Rally is a large, friendly, family-oriented bike event extravaganza and affordable "mini vacation" dedicated to recreational cycling that transforms the Paso Robles fairgrounds and the surrounding countryside into a pedaler's paradise. The Rally is a unique event in that it offers a variety of activities and rides for all levels of cyclists.

Participants Receive:

- Route slips for rides from 10 to 100 Miles
- Shop 'til you drop. 3-day vendor marketplace
- Time trial, hill climb competition and the "Huffy Toss"
- Family activities and kids' bicycle 'roadeo'
- Wine and cheese social, BBQ and Cookout
- Bike swap and "Best of Show" competition
- Women's only ride, geo-cache ride, ultra-distance competition
- "How To" clinics
- Goodie bag and Rally Raffle ticket

Want to come for just one day?

- New this year is the **Great Western Metric and Metric Century Ride on Sunday, May 27**. These are supported rides with road support and food rest stops. After the ride enjoy a BBQ and music. Showers and camping are available

Online registration:

www.greatwesternbicyclerally.com

Brochure request or questions: 1-866-909-4927

Bike to Work Week

Did you know that May is National Bike Month?

Did you know that May 17 is Bike to Work Day?

Visit 511.org to join the Team Bike Challenge and to enter to win free prizes.

Have more fun on your commute—
Bike to Work!

Early Bird Criterium Feb. 4, 2007—Rob Lo

Tall Joe, Ed M. & I participated in the EB crit this year.

It is a race down in Fremont. It is excellent way to learn to if you are interested in racing...they have mentors throughout the training and racing to make sure everyone is following what is taught. Ed & I attended all 5 series and moved up from a cat.5 to cat.4 racers. We were very happy that we were able to complete this and obtain our up-grade, having fun and NO CRASHES! We had seen some serious accidents out there with fire trucks & ambulances! Hope we do well this season....

As far as the EB crits.....they were very informative. They teach you how to be more comfortable & increase your confidence riding in a pack, better cornering skills and how to take the best line, staying in your drops when racing in crits so you do not hook handle bars, using your elbows to avoid crashes and never cross your front wheel (protect the front wheel) is essential, team work, moving and filling in the gaps in the peloton. Single pace line...Double pace line and going up the middle in just brushing both riders. How to avoid a crash if you do hit a rear wheel..... Each week they work on something new and keep building on it. I would highly recommend this training.....to make you a better rider even if you do not want to do the race after the clinics. You will be a better & safer rider if you attend all the clinics.

Someone took a great pic of us...and all three of us in our BBC jerseys. We have not gotten our Eagle Race jersey yet...but should have them by tonight. We represented our clubs....both BBC & Eagles at the races.

The pursuit of Wine (and the Red Jersey).—Joe Miller

Editors' note: Joe Miller is working towards a cycling goal of completing the Triple Crown. This is the first in a series of occasional articles about his adventures and misadventures.

I began road biking last year, and mountain biking the year before that, in an effort to stay in shape for Kite Surfing during the off-season, which is winter.

I bought a road bike last Christmas to be able to maintain fitness during the winter without having to wash all the mud off my mountain bike. Also, I had a failed attempt at riding a century on my mountain bike. So, thought I, if I had a road bike I could ride when the ground was wet, and ride this century I had to bag last year. Last year I was only able to complete 45 miles on the mountain bike before the scheduled century, which, incidentally was to be the SRCC Wine Country Century, which I'm riding this Saturday. I was in so much pain after the 45 miles, I bagged the whole idea.

I ended up doing the ride the following year, on a newly acquired road bike. It was to be my first century. But, while training for it, I ended up riding 2 self supported centuries, one from Benicia to Berryessa and back (partially with the club), and one from Benicia to Diablo and back, alone. So, when the Wine Country finally came,



I felt prepared.

I rode with a friend whom had ridden the route the year before, and had really felt a sense of accomplishment at the feat. We took off early, but when we hit the "cross-roads" at the top of a climb, within 30 seconds I made a quick decision to go for the 200K route, and was able to convince him in a flash, and we were off. My first 200K!

A few centuries followed, including the Napa Century, where I was stoked to ride a 5:37. Centuries were already old hat, so I dreamed of the notion of a Double.

I couldn't decide between the Bay in a Day, or the Mount Tam Double, having made this decision so late in the season that Davis, among other easier Doubles, had already passed.

I decided after talking to a few people that the Bay in a Day would be easier, so I set my hopes on it, and began training vigorously.

The day came, and as many are aware, won me the title of Sunscreen Joe, after mistakenly consuming a gel pack of sunscreen, thinking it was gel. It was my first time to try a gel.

The Day was brutal. It was 125 degrees in San Jose. I flatted 7 times with a tire gash that I didn't recognize which kept destroying my tubes. I crashed once. I finished the last 3 hours in pitch black darkness since my lights had long run out. The entire episode took 19-1/2 hours. However, it was one of the most incredible adventures of my life, and got me hooked on and craving more adventure. I had left Novato at 4:30am, and returned at Midnight.

But still, I felt I never got a chance to ride a Double under normal conditions, so then decided to ride the Mount Tam Double, to prove to myself I could do it under more reasonable conditions. I trained and prepared.

Mount Tam was real fun, and nothing bad happened. It was almost a little boring. It was a by the book double. I rode hard, didn't flat, and completed the course in 14-1/2 hours.

By the Tuesday following, I wanted more, studied the California Triple Crown's website, and started to figure out the other doubles. I dreamt of completing the most difficult ones, but didn't know if it was in me. I felt I had completed one of the simpler doubles, and had great anxiety over the idea of harder ones.

So, after reading and studying, I decided to pursue the Triple Crown Series, and the reward of the Yellow Jersey by completing any 3 of the total 18 doubles as part of the series.

However, I discovered also, if you complete the 3 most difficult

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(Continued from page 7)

6/23/2007 The Grand Tour Double Century Los Angeles Wheelmen
 6/23/2007 Tour De Blast Longview Rotary Club
 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 Epilpsy 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

August 2007

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 ULCER / Utah Lake Century Epic Ride
 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

(Continued from page 5) *Grizzly Peak Century*

curves onto the right turn at Grizzly Peak.

The views on Skyline and Griz are world-class. We felt the remains of Saturday's warm devil winds, and marveled at the panoramas east and west, both spectacularly breathtaking and comfortingly familiar, all of which promised a successful finish. After the Fish Ranch/Claremont intersection, we continued up the hard push of Grizzly Peak and I decided to stop where Ben was waiting at the Steam Trains. Usually I keep going, but today I needed the break. Badly. We both did. So we took advantage of the shade of a spruce tree and drank most of the rest of our water and Gatorade. We were on the home stretch and had just climbed the tallest peak on the ride profile, saved up for last due to starting at Tilden instead of Moraga. Now all that remained was the rest of the up and down of Grizzly Peak, the long twisting blind turns and patchy asphalt down toward Golf Club Road (excellently marked with bright orange paint care of

Minutes of the BBC April 3, 2007

Meeting called to order at 7:09. In attendance were Ed Brennan, Bob Klosterman, Ed Craft, Manuel Olague, George Villareal, Pete Van Slyke, Joe Miller, Joe Marks, Joe Pritchard, Barbara Wood, Sherri Bortolazzo, Mick Weninger, Marwin Rosburg, Steve Bahr, Sarah Grey, Nancy Lund and Kimble Goodman.

Treasurer made his report.

Ed Brennan. reported that jersey order is placed.

Joe Pritchard reported that time trials start up again. First Wed. of each month at 6:00.

Pete Van Slyke, reported that he's working on a Bicycle Criterium in Benicia. Discussion.

Discussion on Tour of Flanders.

Karen Tusting does VO2 testing and is getting certified for Powertops testing. Discussion.

Discussion on various rides and centuries.

Meeting adjourned at 8:07 p.m..

GPC!!) and two small hills on Golf Club back to the Island Rest stop/finish before winding our normal course back along Wildcat to Spruce and back home.

I thought my leg would give out on the last little hump along Golf Course Road, but I held on and made it to the turn at Shasta. I'm always timid on that last piece of Shasta to Wildcat and by the time I reach the somewhat sharp-downhill/left turn stop sign I'm in mortal terror of not being able to stop or unclip. Just a completely unfounded, illogical fear I've developed along the way. What if a car is coming and I can't get out of the pedals? What if I can't stop? What if there's no traffic in view but comes around a corner suddenly? (These thoughts are more in the forefront of your mind once you've been hit!!). But I was able to steady both my nerves and the bike at the stop sign long enough to see that the intersection was completely clear, and proceeded onto Wildcat with a wild shout of glee the length of that final block to the Island stop at having finished just over 79 miles, cramps and all!

(Continued on page 11)

Planning your summer and fall riding schedule?
Save this Date!

Saturday, October 6, 2007 in glorious Lake County for the Konocti Challenge.

The Konocti Challenge offers three demanding courses—100 miles, 65 mile, 30 miles and a Family Fun Ride.

For more information:
www.KonoctiChallenge.com

Lodi Sunrise Century

It is hard to believe that it has been 11 years since the Lodi Sunrise Rotary Club held the first annual Sunrise Century! We thank all of you for making this event enjoyable for everyone involved!

This year's event will be held Saturday, May 19th.

Registration is now OPEN at
www.LodiSunriseCentury.com

(Continued from page 8) Pursuit of Wine

doubles, the reward was the Red Jersey. And, if you completed any additional two, plus volunteered at any one, you could get a 1,000 mile patch on the jersey. Well, I was hooked!

I complete last year by training for the Mount Diablo Challenge, of which 1,100 hundred riders raced to the top of Diablo, all trying to break the under-1 hour mark. The ride was absolutely intense. I finished in 59:39, number 123. It was awesome. My body suffered uncontrollable spasms for 4 hours after the ride. I tried to get a ride back down the hill, because I could not ride. I couldn't control my legs from spasms and cramping, and my body was shivering so severely that I could barely speak. I was freezing, and I hurt.

After completing that race, I was ready to start training for the Red Jersey. I mountain biked and goofed around for a few weeks until a week before December 1, then took a week off from any physical activity (this, of course, constituted the "off season").

Then, come December 1, 2006, I started training for the 2007 season, which consisted of riding 6 days a week, long rides on Saturdays beginning at around 75 miles at endurance pace, then following up with a Sunday ride at race pace but ½ the distance. I began adding about 10 miles a week. Tuesdays and Thursdays I'd do about 50 miles each, I'd do hill climbs and intervals, and sometimes mountain bike for my hill climbs. I'd spin every morning at 4:00-5:00am. I'd rest Fridays for my longer Saturday rides.

Once I rode in Southampton for 4 hours, 50 miles, and 6,000 feet of climbing.

Additionally, I didn't want to cut in much to our family time, so

I'd spend most of my riding time in the darkness. December, January and February was absolutely brutal from frigid temperatures at the coldest times of the day. I froze so badly during these times, until I discovered jackets, toe warmers, ear warmers, and what not. I rode all of December with just knee warmers and three jerseys! Cold! Typically I'd leave the house around 3:00-4:00am.

After reading a couple of accounts recently of others endeavors and experiences from the rides, I decided to follow suit, and typed of a few of my own training rides.

The rest, of course, is still unfolding.

Oddly, with the Wine Country Century this Saturday (*May 5, 2007—Ed.*), it represents a milestone for me for biking. Two years ago I trained for it on my mountain bike, and failed. My longest ride to date was 45 miles then, and disastrous. Last year I rode the 200K, my longest ride to date at the time, and it got me wanting longer rides, which launched my pursuit of a double, then two, last year.

And now, this year, I'm riding the Wine Country Century as a bandit, as a training ride for the Central Coast Double next weekend, followed by the Davis Double the Saturday following, then the Terrible Two, my most feared ride on the horizon. I will be riding The Terrible Two for time, and still toss and turn over the idea of the pain for all those hours.

In the beginning, I pursued the "wine" of the Wine Country Century. First, it was out of reach, and I continued drinking wine. When I successfully rode the "wine" country, I gave up wine (and beer) for training for the Doubles, until June 17th, the day after the Terrible Two. And now, I am striving for that "wine"...

(Continued from page 6) Delta Century

Lambert Road. He was moving faster than I was, and kept it up steadily. When I finally reached him, I found out that he preferred it to his road bike, although he admitted he could not go as far or as fast. He found it more relaxing though, and was hoping to finish the 100k ride.

The Stockton Bicycle Club were fine hosts, with good SAG service and great rest stops, at least on the 60-mile route. I recommend this ride for beginning riders. If you want to start off slowly, there is a 30 mile route. I did the 60 mile route, because I'm not as fit as I'd like to be, and because I had to drive home on my own. The wind is something to consider, but Benicia riders are accustomed to that! Riva Flexer

www.kickbike.com—Kickbikes
<http://www.sbclub.org/sbc/> Stockton Bicycle Club

Club Stuff

Regular Club Rides

Minutes of the BBC May 1, 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.mcgill.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 976 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.

In attendance were Joe Marks, Mick Weninger, Joe Miller, Joe Pritchard, Mike Dunn, Barbara Wood., Marwin Rosburg, Sarah Grey, Bob Klosterman, Nancy Lund, George Villareal, Steve Bahr, Ed Brennan, Joe Shami, Manuel Olague., Doug Miller, Lauri Vanvert, Bob Vanvert.à, Sherri Bortolazzo, Kimble Goodman, and guest Eric Hengst.

Karen Tusting was introduced and gave presentation on VO2 testing.

No treasury report was made.

Ed Brennan announced that jersey order was placed.

George V. is placing order for shorts with another company. Discussion.

Joe P. said Time Trials will be Wed., 5/2 at 6:00.

Joe Marks announced that Bike to Work Day is 5/17. Needs volunteers.

Introduction of Kimble's guest, Eric Hengst.

Discussion of various centuries.

Farewell and good wishes to Barbara W., on her cross country ride.

Celebration of Mick's birthday.

Meeting adjourned.

(Continued from page 9) Grizzly Peak Century

We used the rest stop (now otherwise deserted), filled, drank and refilled a final bottle of water, and pedaled on our home turf along Wildcat Canyon to Spruce (Ben waiting again at the corner), and sailed down that final gliding pavement home. We'd put our bikes away and were in the door by 4pm. 84.5 miles, 6700 ft, 6+ hours in the saddle (a little more for me), plus some long rest stops. My overall pace was over 12 mph, which is a lot slower than it used to be, but a lot faster than it has been lately. Not your 200-mi hammerhead adventure, or even a 200K or even a 100-mi, but a good ride nonetheless. And despite the cramps and occasional grimaces, I had a huge grin on my face most of the time (you can see for yourself on the GPC website, photo number 185094 on the Papa Bear set of photos!). Beautiful scenery, abundant and tasty food, wonderful camaraderie. Gentle breezes and encouraging words from fellow cyclist right when you needed them. I was thinking maybe next year we'll do the long version? We both rode our bikes to work today. We both agreed our legs were a bit slow and heavy.

But also a lot stronger.....I'm back!!



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

TO:

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

The Road

ANYBODY WANNA RIDE?

JOIN THE BENICIA BICYCLE CLUB!

BENICIA BICYCLE CLUB MEMBERSHIP APPLICATION

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

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

Please accept my application for membership in the
BENICIA BICYCLE CLUB

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

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

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

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

If this application is for family membership, please indicate names and ages of all minors who might be included in the family.

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