

Benicia Bicycle Club

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The Road Marshal: Message from the President

Happy Holidays! December is here and the weather is changing. Make sure you dress for it and stay warm. Keep riding and training. Get to the gym when possible by lifting weights, attend classes, i.e., spin, Pilates. Just keep working hard. By the way, what's your bike worth to you? \$1,000, \$3,000 or even more? Would you leave \$500 outside the coffee shop or a restroom unattended? Be careful as bikes are being ridden off while cyclists are resting. Be on the lookout.



Prez "Sugar Joe" Marks & wife Juliet

Ride Safe and Enjoy Your Ride!

MARK YOUR CALENDAR!

Post- Thanksgiving Ride - Friday Nov. 28

The official ride will start at 0930h from the REI store parking lot is Willow Shopping Center. We will ride out to Peet's coffee in Danville and return the same way.

This is a flat ride at a leisurely pace and 26 miles round trip.

Option A. Ride to REI from Benicia - adds 28 miles round trip. We will leave Starbucks in Solano Square at 0800h. Likely route is over the Benicia Bridge, Alhambra Ave and Taylor (Mick's commute)

Option B. REI to Peet's via Mt Diablo ranger station. Based on last year, by the time you arrive at Peet's the group will have left.

BBC Christmas Party

Saturday, December 5, at 6:00 p.m. Contact George V for more information.

From your Intrepid Editors

It was a great summer of riding this year and with the new pedestrian/bike path on the Benicia/Martinez Bridge the world is our oyster! It's no effort to cross to Contra Costa County, where Mount Diablo and the Iron Horse and Contra Costa trails await. We have such an abundance of choices! Now the winter season is fast approaching, and it's cold outside But it's lovely riding weather if you dress appropriately. All of your favorite bike shops carry winter gear, such as gloves and leg-warmers or tights. If you are riding Diablo, ensure that you can stay warm on the descent. Hypothermia is no fun. Keep riding, and stay safe!



Welcome New Members!

John Passalacqua

Raimon Llano

Welcome Back!

Francisco & Fernando Padilla

Printing Compliments of



SOLANO PACIFIC

Newsletter Contributors

Thank you for your articles, photographs and your moral support! Our Autumn Newsletter is a team effort, as always. Thanks to Joe Pritchard, Joe Shami, Bruce Chrisp, Jerry Wickham, Barbara Wood, Mick Wenginger and George Villarreal. Keep those articles coming!

BBC Members on the Go!

August 5 Time Trial Results

August 5, 2009 Wind 18-20 mph, Temperature 72F Timed by N. Lund and M. Weninger

Start Order	Last Name	First Name	Age Group	Time		Avg. Speed	Comments
				Min	Sec		
4	Striepeke	Steve	50-54	29	14	20.94	
3	Hansen	Jacob	25-29	30	39	19.97	Fix Gear
5	Fuentes	Alex	20-24	31	21	19.52	
1	Bahr	Steve	50-54	31	30	19.43	
7	Delvin	John	40-44	31	51	19.22	
6	Salvador	Steve	40-44	33	21	18.35	
0	White	David	55-60	33	53	18.06	
2	DuBois	Doug	45-49	34	12	17.89	

September 2 Time Trial Results

The road temperature was in the high 80s probably close to 90F around 5:30 pm when the wind was blowing under 5 mph. However, within 30 minutes the wind picked up to a moderate 10-12 mph.

Despite the wind increase, we had some great results with 3 age group records being broken. In the 25-29 group, young Jacob Hansen beat his previous time with a 28:13. In the 55-59 group, Craig Snider beat his previous record with a 26:40. And in the 40-44 group, Monster Steve Salvador posted a 25:01, averaging a blazing 24.46 mph. Congratulations!

Wind 10-12 mph, Temperature 85-90F Timed by N. Lund and M. Weninger

Start Order	Last Name	First Name	Age Group	Time		Avg. Speed	Comments
				Min	Sec		
12	Salvador	Steve	40-44	25	1	24.46	New Rec
11	Brooks	Ted	50-54	26	38	22.98	
10	Snider	Craig	55-59	26	40	22.95	New Rec
8	Pritchard	Joe	65-69	27	37	22.16	
6	Hanson	Jacob	25-29	28	13	21.69	New Rec
7	Striepeke	Steve	50-54	28	41	21.34	
3	Kazek	Mike	45-49	28	55	21.16	
5	Villarreal	George	50-54	29	40	20.63	
9	Fuentes	Alex	20-24	31	3	19.71	Fix Gear
2	White	Dave	55-59	32	47	18.67	
4	Deal	David	30-34	33	32	18.25	
1	Rosburg	Marwin	65-69	35	54	17.05	
0	Villarreal	Lisa	45-49	36	47	16.64	

Kudos

Congratulations to Rob Lo, who hit the big 5-0 on August 25, 2009. In celebration of his birthday he broke his personal record and rode 840 miles for the month of August, plus rode 75 miles on Saturday (Lake Berryessa Loop) & 105 miles on Sunday Mt. George, Mt. Veeder, Sage Canyon and again Lake Berryessa. He smashed his weekend record with that ride. Rob's back at work now, and dreaming of his next chance to indulge in distance.....

Congratulations to Steve Bahr who did an AWESOME job as Air Splitters team leader for the Waves to Wine 2009 ride from San Francisco to Rohnert Park. Check out his article on Page 5.

Congratulations to Barbara Wood, who just keeps on going and going and going...in spite of little hiccups along the way. See her in USA Today, photo 3 of 14 <http://mediagallery.usatoday.com/Riding-the-Rails-along-the-Great-Allegheny-Passage-.../G1258,S76234> and at www.usatoday.com/travel/destinations/affordableamerica/2009-10-08-great-allegheny-passage_N.htm?POE=click-refer (Copy these links into your browser)

October 7 Time Trial Results

Seven riders braved the cool conditions. Once the sun set over the horizon the temperature dropped 5 degrees. One age group record was set by Joe Pritchard (65-69) with a 27:08 using his new Reynolds disk wheel. Another was set by Danny Duaz f(50-54). Well done all! This concludes the 2009 season. The next ITT is scheduled for April 7, 2010.

Thanks to all for participating. Joe/George

Start Order	Last Name	First Name	Age Group	Time		Avg. Speed
				Min	Sec	
1	Salvador	Steve	40-44	25	21	24.14
2	Pritchard	Joe	65-69	27	8	22.56
3	Delfin	Johnny	40-44	29	21	20.85
4	Worsdall	Martin	50-54	33	31	18.26
5	White	Dave	55-59	33	40	18.18
6	Duaz	Danny	50-54	35	54	17.05
7	Villarreal	Lisa	45-49	36	6	16.95

Wind 8-12 mph, Temperature 65F

Timed by N. Lund and G. Villarreal

New Local Cycling Map - Joe Shami

There was an additional benefit to attending the exciting opening of the new Benicia Bridge bike path on Saturday, August 29th. Not only did I have a lovely ride across the Carquinez Straits with many other Benicia Bicycle Club members when the ribbon was cut, but I also got a free handout of an excellent new map for cyclists, entitled "2009 Solano Yolo BikeLinks Map."

It shows the main cycling routes in Solano and Yolo counties and also includes portions of Sacramento and Napa counties. It's provided by: Solano Transportation Authority (STA), Solano Napa Commuter Information, Solano Bicycle Advisory Committee, and Yolo-Solano Air Quality Management District.

You can access the map on-line in Adobe PDF format by clicking on the link below and can enlarge it as desired:

<http://www.solanolinks.com/pdfs/Plans/2006%20Bikelinks%20Map.pdf>. (Note: It loads slowly.)

The physical map is a quality product, printed in color on durable stock that's intended for use while cycling. When unfolded, it's about 27" by 33". I didn't know what it cost to purchase, but it carries the following note: "For additional BikeLinks maps, information or Questions please call STA's Solano Napa Commuter Information at 1-800-53-KMUTE or find us on the Web @ <http://www.solanolinks.com>."

When I went to the Website, I still couldn't find a price for a hard copy or how to order it. So, during business hours, I called the 800 number above and asked how much the map is. The nice lady said it's free, and all one has to do is give a name and address to receive it. When

If you ride Mt. Diablo...

Editors' Note: *A couple of months ago the Club received a letter from the residents of Diablo, that little privately-owned community on the flanks of Mount Diablo that is accessed via Southgate. The residents have a significant amount of cyclist traffic rolling through their narrow roads, and unfortunately, not all of it is courteous. BBC members who dress in bright, easily identifiable jerseys, are very aware of their status as guests in Diablo. We felt that it was appropriate to print the letter verbatim, to inform all readers.*

Attention Mt. Diablo Riders!

The residents of Diablo know how much cyclists love to ride through our beautiful community on their way up Mt. Diablo. Some homeowners have wanted to gate Diablo in the past, so we are asking that, while you are riding within this private residential area, you are mindful of the following:

The speed limit is 20 m.p.h.

Ride Single file and stay to the right side.

Obey the stop signs.

Be aware of vehicles ahead and behind you.

If you can abide by these few requests, it will send a positive message to the residents that you appreciate having this shortcut available and respect this lovely community.

Thank you from the residents of Diablo

Ride Safely

Christine Mini

Board Member of Diablo Property Owners Association and fellow cycling enthusiast!!

I mentioned that I belong to the Benicia Bicycle Club, she said they would appreciate getting a recommendation from our club for a cycling loop that crosses both the Zampa and Benicia bridges, since they are getting a lot of requests now for that.

One of the nice features of the map is that the roads are color-coded in seven colors to show the following conditions that are of interest to cyclists: 1) Road has bike lanes or shoulders; 2) No shoulders, low to moderate traffic; 3) Variable shoulder widths - moderate to high traffic volume; 4) Limited or no shoulders, higher traffic volumes; 5) Off-street bike paths; 6) Recommended Rides; and 7) Freeway.

Just before I got this map, someone asked me and several other cyclists to recommend a route from Oakland to Davis so he could visit his son, a new freshman at college there. Before receiving replies, he took Hwy 12. Big mistake! He said: "We had one terrible section heading out of Rio Vista - narrow, one lane each way with fixed center divider and zero shoulder. Eleven miles of that and we were very glad to be alive." Having the new map would have avoided that experience.

Riding the Pacific Coast - B. Chrisp

This is an account as best as I can recall of my Pacific Coast Bike Tour from Bellingham, WA to San Francisco. I rode from June 16th to the 29th in 2009, and I started out with the intention of riding solo the entire 1,150 miles, but as luck would have it, that was not to be.

June 14

My wife Meredith and I woke up criminally early and she drove me to the San Jose Airport with my recumbent bike in a snowboard tube, my wheels in a cardboard box and my bike seat as a carry-on. I flew to Seattle and soon after takeoff, took a great photo of the Carquinez Straight region from the air. My bike case (snowboard tube) was taken apart at the Seattle Airport by the Federal inspectors and left in pieces, which left me having to find a missing screw and put everything back together. I then took a cab to the Seattle Amtrak station, left my bags there and walked to get something to eat. After a short wait in Seattle I took the 2-hour bus from Seattle to Bellingham where my high school friend Laurel (hadn't seen her in twenty-five years) met me with her bike and bike trailer. We loaded my bike, wheels and seat onto the trailer and walked back to her house, and on the way, stopped by the park downtown and listened to a jazz band play on a beautiful sunny day. Shortly after we got to the house I met her children, Noah and Dana and I assembled my bike. We hung out that night and had a great vegetarian dinner.

June 15

I spent Monday supplementing my supplies at Trader Joe's and REI, and shipped my now empty snowboard tube and wheel box back home to Vallejo. Laurel took me on a bike tour of Bellingham, I met her recumbent-riding friend Chuck on the bike path, and then we rode back to his house where I test rode his Vision recumbent. Chuck secretly stowed a beer in my pannier which I found when I got back to the Laurel's house, always a nice surprise! That afternoon I packed up my gear (weighing over 45 pounds) in my panniers and in the evening we had another great dinner and watched the Freeway Philharmonic documentary film that Meredith and I are in.

Day 1 of the Tour! June 16

Started from Laurel's home in Bellingham, WA and rode south on highway 11 to Burlington, where I gave a talk and showing of "Freeway Philharmonic" to the band kids at Laurel's high school (she's a counselor there) and then headed west on highway 20. Went south on Hwy. 20 over the deception pass bridge, which involved holding up traffic while I ambled across. I followed Hwy. 20 south on Whidbey Island until Coupeville where I turned south on Engle and took the Ferry to Port Townsend from which I

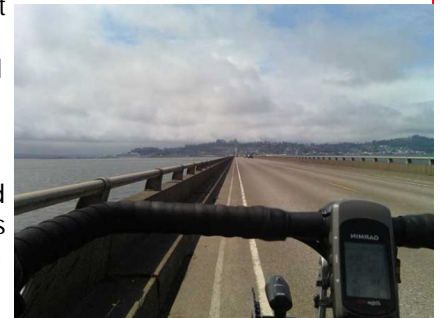
saw the Olympic Mountains in the distance and dolphins in the Sound. I camped in Ft. Worden State Park and found out that Washington Hiker/Biker sites are expensive! \$14 plus a dollar for showers! That was a 74-mile day with 2,300 ft. of climbing. That night a river otter attacked my neighbors' cooler and stole their steak.

Day 2, June 17th

I left Port Townsend on Hwy. 20 South and followed that to Hwy. 101 South. I followed this route to just south of Hoodspport and camped in Potlatch State Park, which was unremarkable except for having Puget Sound across the road. At the shore, there were more oyster, clam and mussel shells than I've ever seen. I rode into Hoodspport and got some groceries and a blackberry shake for fuel! That was a 79-mile day with 3,400 ft. of climbing.

Day 3, June 18

I continued south on Hwy.101 until the town of Kamilche, and turned west on Hwy.108 and west again on Hwy.8. Hwy.8 turns into Hwy.12, but I paralleled Hwy.12 on a side road called Monte Elma Rd. until that ran out and got on Hwy.12 West until Aberdeen. I briefly rode on Hwy. 101 over the bridge and then turned west on Hwy.105. I followed Hwy.105 to Westport and camped at Twin Harbors State Park on the Washington coast. I had pizza in Westport and at the state park I hiked out to the huge beach that cars are allowed to drive on. This was a very wet area, and I saw lots of banana slugs, and got rained on all night. That was an 82- mile day, with 1,800 ft. of climbing.



Columbia River on the Astoria Bridge

Day 4, June 19

I woke up, packed up my tent in the rain and headed for Oregon. I continued south and east on Hwy.105 to the town of Raymond and then got on Hwy.101 South, Hwy.4 South and Hwy.401 South to the Astoria bridge. I got rained on and had to deal with strong headwinds as I headed towards the ocean and the Columbia River gorge. I crossed the Astoria bridge (4 miles long) with strong tailwinds and got a motel in Astoria, OR. I checked out the local bike shop and internet café, and did my laundry at the laundromat. That night I dried out my tent in the room while it rained outside and I

(Continued on page 7)

Pedal The Peaks Fall Tour - Jerry Wickham

The Benicia Bike Club had a large presence this year at the Fall Pedal the Peaks tour, which took place over three days from October 9 - 11, 2009. Twelve of the 20 riders were BBC members and included: Bob K, Mick W, Aloha Bill D, Mike Dunn, Bill Buckalew, Carole Day, Jake Hansen, Steve Calvert, Ed Brennan, Steve Bahr, Chuck Mohn, and Jerry Wickham. In three days of riding, we covered over 200 miles with somewhere around 18,500 feet of climbing. This fall's Pedal the Peaks tour began and ended at Wonder Valley Resort, which is in an isolated valley northeast of Sanger, California. It's a large, family-type resort in an out-of-the-way place.

Everyone arrived sometime on Thursday to start the ride Friday morning. Some of the BBC ended up hiking on Thursday while others went for a short bike ride through Wonder Valley. The bike ride was uneventful with the exception of a pig farm/junkyard dog that chased us both going out and coming back. Although the pig farm/junkyard dog who I will call "Little Jaws" did not manage to bite anyone, he put in a strong, loud chase and came close to pushing me off the road. I give "Little Jaws" an "A" for effort.

The first day sounded challenging but doable: 93 miles with 9,500 feet of climbing. As a first time Tour rider, I would learn not to assume too much from the how the ride sounded. The Friday morning ride was spectacular, circling Pine Lake then climbing a narrow road cut out from the granite walls of a steep, narrow canyon. Incredible

scenery and great weather; it was some of the nicest cycling I have done. Things were to change.

After several thousand feet of climbing, we finally got to the lunch stop where everyone took a well-deserved break. At this point, most people were truly tired and in need of rest and food. I remember someone saying, "I think the worst is over." Think Caddy Shack, "I don't think the heavy stuff is going to come down for a while."

It didn't take long; the heavy stuff came down right after lunch. We ended up on a narrow road with a 6 to 7 percent grade covered in sand, dirt, and loose rocks. The sensible move was to turn around and get in the SAG to get through this section. Road bike tires were no match for this "road." But I kept going, thinking it would get better. It never did, not even a little. I had to ride with my feet out of the clips to keep from falling and I still hit big enough rocks to knock me off twice. Two SAG wagons passed me with no room - both full of smiling, sensible people. Riding with two other hardy souls, we made it 6 miles on this miserable off-road climb before the SAG came back to get us. The "gravel" section ended and the patch over patch asphalt section began after 7 miles so the SAG took us one mile and dropped us off on the patch over patch asphalt to continue. At the intersection with a good road, the three of us met up with a friendly local bicyclist. He kept looking at our road bikes and back up the

"road," asking if we had really come from that direction. When we nodded, he simply stated, "You're not from here, are you?" We were so far behind the sensible people who didn't do the gravel that we ended up back in the SAG to get in before dark. Tough day to say the least; I think everyone was happy to see the rustic Shaver Lake Lodge.

The second day had some great climbing. We left the Shaver Lake Lodge and climbed up to Huntington Lake. The climb to Huntington Lake went through scenic valleys with good, no-traffic roads. The toughest section was called Big Creek Grade, which has some steep sections and gains about 2,000 feet in less than four miles. After that, it was the climb to Kaiser Pass and lunch. At about 9,200 feet, Kaiser Pass had snow when we went over and down the other side a short distance. After lunch, a little climbing back over Kaiser Pass and then a really nice, fast descent down to Huntington Lake. It was a much better feeling coming into Shaver Lake the second day.

The last day was by far the easiest day with a lot of downhill leading back to Wonder Valley. Challenging well-supported rides, great company, good weather, and good things to eat and drink made the Tour an experience to remember. It's not relaxing but it sure is a lot of fun.

Waves to Wine - Steve Bahr

On Sept. 12th and 13th 2009, a team of 12 rode in the annual MS 150 Waves to Wine ride from San Francisco to Rohnert Park. With the help of several of Air Products Bay Area plants, employees and spouse volunteers, we also served LIN Cream to hundreds of riders. The team rose over \$9,000 which benefits MS cure research and showcases Air Products' corporate citizenship in the Northern California region. Riders from the BBC included Doug Miller, Riva Flexer, Ginger Edwards and Steve Bahr.

Most of the team completed both legs of the tour. Saturday's 77-mile ride started at the USF in the Mission Bay area of San Francisco, eventually crossing the west side of the Golden Gate Bridge and ascending through Muir Woods then down to the ocean, up to south of Point Reyes and eventually ending at Rohnert Park. Sunday's 75-mile ride wound thru Sonoma Valley with the finish line at the Lake Sonoma. Total ascent for both days was almost 9000'. Joe Lawand did the century option Saturday; Frank Berry did a non-supported century Sunday, when he got lost. The weather was challenging, cool with rain and thunder on Saturday morning, and cool with rain by Sunday afternoon.

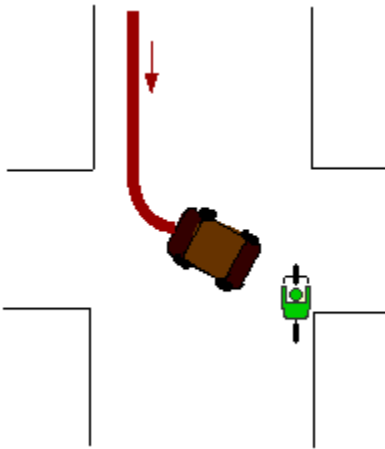
Besides being the guys who served the LIN Cream (ice cream made using liquid nitrogen), we were 14th in funds raised as a corporate team. Chevron raised over 100K to take 1st; other top 10 included Deloitte, PWC, Google, Schwab, Wells Fargo, Sun Micro and Bayer. We did not quite make that mark, but we did mighty well. Overall, we had more than 2,000 riders and have so far raised over \$1,600,000.

If you are interested in riding this in 2010 contact Steve Bahr.

Bicycling Safety Tips No. 10

The Left Cross

A car coming towards you makes a left turn right in front of you, or right into you.



How to avoid this collision:

1. **Don't ride on the sidewalk.** When you come off the sidewalk to cross the street, you're invisible to turning motorists.
- 2.
2. **Get a headlight.** If you're riding at night, you should absolutely use a front headlight. It's required by law in most countries, anyway.
3. **Wear something bright, even during the day.** It may seem silly, but bikes are small and easy to see through even during the day. Yellow or orange reflective vests really make a big difference. Reflective leg bands are also easy and inexpensive.

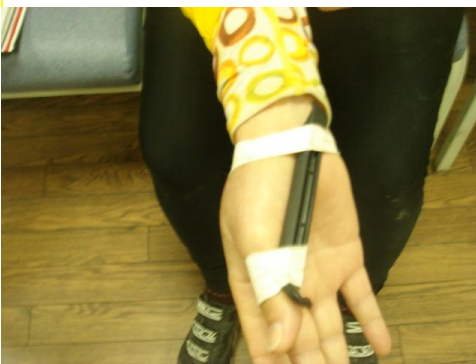
4. **Don't pass on the right.** Don't overtake slow-moving vehicles on the right. Doing so makes you invisible to left-turning motorists at intersections. Passing on the right means that the vehicle you're passing could also make a right turn right into you, too.

5. **Slow down.** If you can't make eye contact with the driver (especially at night), slow down so much that you're able to completely stop if you have to. Sure, it's inconvenient, but it beats getting hit.

Excerpted From BicycleSafe.com Thanks to Michael Bluejay

Outdoor Emergency Care in action!!

Editors' Note: Barbara Wood had a fall on her Allegheny Ride this October. She should be out on her bike again in a few weeks.



Necessity is the mother of invention...

This is an impromptu splint for a broken thumb. Although we couldn't tell that it was actually broken until it was x-rayed, I knew it hurt after I fell from my bike on

my recent ride along the Allegheny Passage. Luckily one of the riders had a roll of adhesive tape with him! I was impressed with the ER doctor - he knew what a tire iron was.

The Funnies

A cyclist was stopped by customs. "What's in the bags?", asked the officer, pointing to his panniers. "Sand," said the cyclist. "let me take a look", said the officer. The Cyclist did as he was told, emptied the bags, and proving they contained nothing but sand, refilled the bags, and continued across the border.

A week later, the same thing happened, and continued every week for a year, until one day the cyclist with the sand bags failed to appear. A few months later, the customs officer saw the cyclist living it up downtown.

"You sure had us foxed", said the officer. "We knew you were smuggling something across the border. I won't say a word - but what was it you were smuggling?"
"Bicycles!"

From www.machinehead-software.co.uk/bike/jokes.html

Pacific Coast (Continued from page 4)

got to sleep in a bed! That was a 90-mile day, with 2,000 ft. of climbing.

Day 5, June 20



Hang-glider launch, Cape Bend

I rode out of Astoria on Hwy. 101/105 past Ft. Clatsop State Park on Fort Clatsop Rd. which becomes Lewis & Clark Rd. I followed that west until I turned south on Hwy.101. I stayed on Hwy.101 until I reached the town of Tillamook. I stopped at the Tilla-

mook cheese factory with a biker I met named Neil, from Edmonton, and had a huge helping of their ice cream and a good veggie sandwich. I then turned west on Netarts Hwy. I turned south on Netarts Bay Dr./ Whiskey Creek Rd. and rode out to Cape Lookout State Park where I camped. This is where I had the most beautiful campsite for the whole trip, right on the ocean. From the beach, I watched hang-gliders fly and land right in front of me. Met another biker that was having knee problems (marine biologist) and we made a campfire and talked. The tide came in and the beach disappeared, but we stood on the rocks and watched the surf until we got too cold, then hit the sack. That was an 84-mile day, with 3,900 ft. of climbing.

While I was in Astoria, I got a call from the San Francisco Symphony. They needed me to play for them starting July 1, which is the day I was planning on arriving in San Francisco. I brought my trombone mouthpiece with me, but it had been hard to find places to buzz without bothering people, and it's no substitute for playing. I decided I needed to be back one or two days earlier than I had originally planned, so I would have to increase my mileage starting on day 7.

Day 6,
June 21

I rode south over Cape Lookout and then

turned south on Sandlake Rd. and eventually hooked up with Hwy.101 again, which I took south through New-



port. On my way to Newport I took a shortcut by staying on Hwy.101 over a steep climb and even steeper descent with a small shoulder. It started raining pretty hard as I reached the top, and so I donned my rain jacket and screamed down the mountain in heavy rain with RVs passing me. This was not a fun moment, but I was rewarded when I got to Newport. I stopped at the Rogue Brewing Company pub and was immediately recognized by some folks that had passed me in their car on the dangerous descent. They said I had earned a beer for the suffering they witnessed me enduring and bought me one! I had a great lunch talking with them and then continued on to Washburne State Park south of Sea

rose Beach and camped. That was the last bad weather I had on the entire tour, and it ended up being a 100-mile day with 4,600 ft of climbing.



Day 7, June 22

I rode south for less than a mile when I realized my rotor crank had come loose and was unscrewing itself from the bottom bracket, which meant I couldn't pedal. I couldn't repair it, so I started walking up through one of those infamous Oregon tunnels, pushing my bike and up to the top of a high cliff near Seal Caves. I coasted and walked about 12 miles to the north end of Florence, OR where a very nice bicyclist gave me a rope tow four miles to the bike shop in town! They replaced my crank and bottom bracket with a simple and cheap version and I bought my savior lunch. Michael and I rode the rest of the trip together, and became good friends. As it turns out he was riding from Bellingham to San Francisco as well, but had gone through Seattle. We

rode to Coos Bay and called it a day, staying at his friend's rental house. We had a very good Thai dinner downtown and stopped at the store for beer and

donuts. We slept on the floor and met the owner of the house, Chuck, the next morning. He showed us his Ferraris, a Shelby Mustang, Ducati and Triumph motorcycles



(Continued on page 8)

(Continued from page 7)

and then we were on our way to Brookings. That was a 68-mile day with 3,000 ft. of climbing, some of which was walking and 4 miles of which was being towed with a rope! My new riding companion, Michael, is quite the adventurer himself. He has ridden the Pacific coast at least 22 times and has mountain biked the Pipeline Road in Alaska, starting in Prudhoe Bay, at least 7 times. I felt that I was in experienced company!

Day 8, June 23



We rode south on Hwy. 101 taking side roads through Bandon, and experienced many beautiful coastal views. The weather was gorgeous. I had to make up mileage because of the crank prob-

lems the previous day, and my new work schedule, so Michael and I rode to a Warmshowers.com host south of Brookings. It was the longest day of the trip and I was spent when we got there. Ed and Bobbie were great hosts and we got a hot shower and slept in real beds. They fed us dinner and breakfast and we watched the Freeway Philharmonic film. It was a 120-mile day with 5,400 ft. of climbing.

Day 9, June 24

Rode with Ed over the California border to Smith River, CA and then continued on to Patrick's Point State Park. PICTURE There was an incredible descent in which I achieved 52 mph! That was an 81-mile day with 5,200 ft. of climbing.

Day 10, June 25th

We Followed Patrick's Point Dr. south to Trinidad where we had a great breakfast, got on Hwy.101 South again through Eureka and turned off of Hwy. 101, following front-age roads to avoid the freeway. At Fernbridge we got back on Hwy. 101 South and rode to the Avenue of the Giants (254) which we followed until we camped at Hidden Springs Campground in Humboldt Redwoods State Park near Myer's Flat. Avenue of the Giants is a spectacular road through old growth redwoods. It was particularly nice on my recumbent, looking up at the towering trees while riding! That was a 90-mile day with 3,000 ft. of climbing.

Day 11, June 26

We finished the Avenue of the Giants, continued on Hwy. 101 South until Leggett, where we took Hwy.1 South. We rode to Russian Gulch State Park two miles north of Mendocino after stopping to get groceries in Fort Bragg. It was a hard day of riding, but very rewarding with incredible scenery, nice climbs and a high point of almost 2000 ft. south of Leggett on Highway 1. That was a 95-mile day with 7,500 ft. of climbing.



Day 12, June 27

We rode south on Hwy. 1 all day and it was a hard ride with a lot of climbing after Fort Ross, but stunning scenery from the 600 ft. cliffs over the ocean. We stopped to camp at Bodega Dunes Campground in the Sonoma Coast State Beach Park, where there were six other bikers camping. Two of the bikers were riding fixed gear bikes and had camped the same place we did the previous night. That was a 103-mile day with 8,100 ft. of climbing.

Day 13, June 28

We continued south on Hwy.1 until we reached the town of Olema, where we turned southeast on Sir Francis Drake Blvd. We followed the amazing bike path through Samuel P. Taylor State Park and followed the prescribed bike route along but not on Sir Francis Drake Blvd into Sausalito. We had a shorter but hotter day, with temperatures east of Samuel P. Taylor over 100F. We got some relief coming down into Sausalito with bay breezes and ice cream. We stayed at Bicentennial Campground in the Marin Headlands for free and showered at the Hostel near by. We had great views of the city and the ocean from a picnic table above our campground. That was a 72-mile day with 5,300 ft. of climbing.

Day 14, June 29

We had a very short, scenic, and somewhat ceremonial ride into San Francisco, where we had our last breakfast together at an IHOP in the Wharf area. Michael took BART to the Oakland airport to pick up his

(Continued on page 9)

Mix and Match with Phlatbar Bob

(Pacific Coast Tour Continued from page 8)

Match the nickname with the BBC member name.
Some are common, some are made up. All are just for fun.

Easier

<u>Nickname</u>	<u>Name</u>
Mother Theresa?Momma T	Carol Day
Artic Bill	J. Delfin
Smokin' Jonny	Tall Joe
Alhoa Bill	Craig Snider
Iron Mike/Shoeless?Prison Mike	Bob, Lauri, and Olivia
Cousin Jake(the Snake)	Buckalew
Bikemick	Marks
Milk Crate	Allan L.
Mighty Joe	DeWolf
Sugar Joe/El Presidente'	Dunn
Flat Bar/Phat Bar Bob	Hansen
Biking Realtor/Chains Agent	Charles W.
Alimony	Sherri B.
The Munsters	Klosterman

Harder

<u>Nickname</u>	<u>Name</u>
Rock Rat	Steve Salvador
Special Ed	Steve B.
Crankee	Gordin M.
Woody/Sockless	Bill Schmidt
Big Foot (Carbon Print)	Laurie Fenech
Nurse Ratchet/Spiderwoman	Kevin K.
Camel Blanky	Bob Colby
Councilman	Bruce C.
Maltese Falcon	Brennan
Get Shorty	Wallace
Da Bear	Kimball G.
Tree Mugger	Marci K.

rental car and drive home. I took the Vallejo ferry home, where Meredith met Michael when he stopped by for an official goodbye on his drive home to Seattle. Great ride! That was a 14-mile day with 1,100 ft. of climbing.

Final Thoughts

Eating was fun. Dairy Queen was a favorite stop and I ate anything and everything that I felt like eating. I regularly ate five meals a day and my favorite dinner ended up being macaroni & cheese mixed with vegetarian chili. Another favorite was Doritos dipped in Tostitos queso; it's amazing how good that tasted after 90 miles on the bike. These are things I don't normally eat, by the way.

I had to shorten the trip by 2 days to get back in shape for work starting July 1, and I would like to have taken more time and seen the sights more than I did, but it was not to be. I left Bellingham with over 45 pounds of gear, which was too much, and I would not bring so much food with me next time (I started out with 10 days of breakfasts and dinners). My camping gear all worked very well, and my tent kept me dry on those rainy nights. The rotor crank failure was my only mechanical difficulty and I had 1 flat tire, a pinch flat on the front, for the entire trip.

Riding an average of 88 miles a day for 13 days in a row was a surprisingly achievable experience. My legs, knees and glutes were sore after the really long days, and some of the mornings started out with tired legs, but I always got fresh legs after some miles on the road. The 120-mile day was draining, but I got to sleep in a bed that night, so it was worth it. I lost about 5 pounds on the trip and so I'm now the lightest I've been since I was an undergraduate at Michigan (154 pounds) over 20 years ago.

Riding by myself for the first six days was lonely at first, but I got used to it. Riding with Michael for the last seven days was great and we were very compatible riding partners and people. Try spending seven days with someone, twenty-four hours a day, and I hope you're as lucky as I was to enjoy every minute. We may do some touring together in the future if we can work it around my crazy orchestra schedules.

Riding the Bacchetta Corsa recumbent was a dream. I really can't imagine a better way to tour. I never had a sore neck, wrists or crotch, and apart from sore leg muscles, getting back on the bike the next day never hurt. It was a great way to see birds and other scenery, as my head was not focused toward the asphalt.

CLUES: From the Oct 2008 Pedal the Peaks Fall Tour. Left to right-Artic Bill, Loud Charley, Cousin Jake, Aloha Bill, Phlatbar, Charles W., Sandee Calvert. This photo is from Day 3 just after suffering the "Expansion Joints from Hell" for the second time.



Minutes of September 1, 2009

President Joe M. brought the meeting to order at 7:10 pm. Those in attendance are Joe M., Joe P., Nancy L., George V., Lisa V., Carlos D., Riva F., Steve B., Marwin R., Mike D., Bob K., Bruce C., Jake, Mick W., Ed B., David D.

Lisa V. reported that the long sleeve jersey order is open. Voler brought samples in. We need 15 items to order. Turned the meeting over to John & Linda, the Voler reps. Talked about all different cuts and fabrics. Order must be in by 9/28.

Treasurer Steve B. gave treasurer's report. Any membership after 9/1 is good for the following year.

Bob K. reported on upcoming rides:

9/12- High Sierra Century, 9/13- Auburn Century; Siskiyou Century, Tour de Tahoe, MS Waves to Wine, 9/26- Sierra Tahoe; San Luis Obispo, 9/27- Tour for Woodside, 10/3- Konocti Challenge; Grizzly Century, 10/10- Condor Classic, 10/11- Riverbank Century, 10/17- Foxy Fall Century, 10/24 or 25- Fall Moxie

Lisa V. reported that the long sleeve order will be finalized by 9/25. We need at least 15 items to order. Order will be back by 12/1. We still have a good supply of short sleeve jerseys on hand.

Joe M. talked about doing a booth at the State Park, as George had suggested previously. Nancy L. reported that she can get a person to come and fit helmets. Discussion.

Bruce C. put together a recumbent bike clinic Sunday at 1:30 at the Benicia State Park.

Steve B. spoke about setting up different rides since the Benicia Bridge opened the bike lane. Discussion. Also discussed how Idaho is lobbying for bike traffic rules, and doing the same here.

Discussed riding through Diablo Country Club.

Thanks to George & Lisa for hosting the Carbo Dinner at their home.

Meeting adjourned at 8:20 p.m..

Respectfully submitted,

Sherri Bortolazzo

Minutes of October 6, 2009

The meeting opened at 7 pm.

Treasurer's Report. There were no new transactions this month. Question by Mick W. regarding the Town Race money. Steve Bahr will email Kimble Goodman for status.

The Sacramento Bee reported that Chad Gerlack was back panhandling (he placed second in the Town Race)

Lisa Villarreal – Clothing. We collected \$1300 most of which is going to Voler. The club purchased some extra items – 3 heavy men's jerseys, 2 heavy women's jerseys, 2 lighter-weight jerseys. They gave us a 50-timen price (October 1 deadline) Lisa is waitin for final price from Voler. She will email Steve when final. Some members want to pay via Pay Pal (3-4% charge) .. List hasn't gotten a new design yet. A few more months to come up with a new design (to replace the 'coffee cup')

Bob Klosterman – Rides report

Condor Classic – Hollister, Riverbank – October 11 (Modesto), Foxy's Fall Century (October 17), Quincy Weekend October 17-18. Asti Tour de Vine October 17

Rocklin (October 24), Fall Moxie (October 25) at the Café Counterclockwise with Cantelow option)

Pete and Kimble spoke about the Town Race. The next race is scheduled for the last weekend in June 2010. Kaiser was impressed by the race, and will donate more next yerar. The idea of hiring out setup and take down was discussed. Barricades – traffic engineer liked the course. Hire publicists. Feedback from the racers was very positive – they like the course.

City of Benicia – merchant feedback is needed. We need to work with Public Works and the Police. Tourism co-approached re Town Race There will be a meeting with the City in a month or so.

Less Volunteers

Other Events- Historic Bike Tour family oriented a Bike scavenger hunt, a Kid Rodeo

Discussion about the finances of the Town Race

Adjourned 7:56 p.m.

Nancy L notes

Regular Club Rides

Tuesdays and Thursdays@ 9:30 AM: Meet at Starbucks at the top of First Street, next to RiteAid, in Solano Square. Tuesday rides go to Martinez via the Zampa Bridge, and Thursday rides go to the Valley Café in Fairfield. Both have optional distance rides. These are no-drop rides.

Saturday @ 8:00 AM: Meet at Benicia State Park, at the end of Military West. The ride goes through Benicia to Lake Herman Rd and then to Fairfield ending at the Valley Café. There are alternate longer routes and routes for the recreational rider as well. This is a no-drop ride.

Sunday @ 8:00 AM: Meet at Benicia State Park, at the end of Military West. This is a 40-mile ride to Martinez with 2,000 ft. of climbing, stopping at Starbuck's to re-fuel 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

BBC Monthly Meeting: Held on the first Tuesday of the month at 7 p.m. at Farnsworth Cycles, located at 979 Lincoln in the Benicia Arsenal Industrial Park.

Looking for more rides? More company?

Valley Spokesmen www.valleyspokesmen.org
 Diablo Cycling Club www.diablocyclists.com
 Eagle Cycling Club www.eaglecyclingclub.org
 Grizzly Peak Cyclists www.grizzlypeakcyclists.org

Upcoming Rides Nov.2009 — Jan.2010

12/27/2009 Borrego Springs Century R&B Bicycle Club

1/1/2010 New Year's Day Ride with the BBC

1/16/2010 Stagecoach Century, Winter Shadow Tour LLC

Minutes November 3, 2009

President Joe M. called the meeting to order at 7:10. Those present were Joe M., Ed B., Doug D., Lisa V., George V., Bob K., Sherri B., Mick W., Barbara W., Joe P., Riva F.

Asst. Treasurer Bob K. gave the treasurer's report. We spent some money on the Fall Moxie club ride. Collection of the 2010 Dues is starting. Discussion. A few left-over supplies from the Moxie are available to take home.

Lisa V. reported on club jersey sales. No sales in Oct. Our long sleeve order will ship on 11/16. She will put out email to club when order arrives.

No upcoming rides to report. Discussed Thanksgiving ride briefly. Bob K. to send email out.

George V. discussed deciding on whether the club should be passive or aggressive about raising club funds. If passive, we could continue as is. If aggressive, we could possibly put on a club ride. It could possibly be a 100K, off season. Discussion.

Lisa V. reported that Dec. 5th would be a good date for club Holiday Party. First Saturday in December. Discussed arrangement of drinks. She will send out an email regarding Holiday Party.

George V. discussed the liability of having no reflectors on bikes while riding at night. It becomes a joint liability issue. He read an article about it. He will find article and send out to club.

Ed B. discussed the winner of the Benicia Crit, John Murphy. Also said Kimble has tickets available for the BOTTG play. This Friday & Saturday are the last days.

George V. will send out an email about officer elections. George V. discussed the fact that in Sacramento, cyclists are getting tickets for riding bikes under the influence. Discussion.

Barb W. will talk about the New Years ride coming up.

Cycle California magazine lists our ride schedule, but have the old starting place for the Tues. & Thurs. ride. I will contact the magazine and update our starting place. Also, take out George's phone number as contact and put in website.

Riva reported that Mark Birnbaum is working on a Five Bridges ride. When information becomes available, Riva will send info. Out. Discussion.

Meeting adjourned at 7:40.

Respectfully submitted

Sherri Bortolazzo

Benicia Bicycle Club

P. O. Box 141

Benicia, CA 94510

TO:

President: Joe Marks

Treasurer: Steve Bahr

Editor: Riva Flexer

Ride Coordinator: Bob Klosterman

PR Director: Mick Weninger

www.beniciabicycleclub.org

Spring on Lopes Road

BENICIA BICYCLE CLUB

Membership Dues: \$15.00 for individual or families.

Membership runs for one calendar year.

Further information and application forms can be found at

www.beniciabicycleclub.org

Please Complete and mail application, waivers and check to:

BENICIA BICYCLE CLUB

Make your check payable to: BENICIA BICYCLE CLUB

P. O. Box 141

Benicia, Ca. 94510

Rose Drive Overpass Update

It looks as though the Rose Drive Overpass modifications are going ahead, and without any local money required. The entire project, all \$3.3 million of it, is being funded from outside monies. The new bridge will address the lack of a safe crossing over Interstate 780 for cyclists and pedestrians. It will be more than 1000 ft in length with a 12-foot wide multipurpose path and will be located beside the Rose Drive Overpass, linking Rose Drive with the Benicia State Recreation Area.

Currently this overpass has no sidewalk for pedestrians and has irregular and fast-moving traffic in both directions, making it complicated for cyclists to exit the State Recreation Area, turn left and ride up to Rose Drive and Columbus Parkway. The road surface is also crumbling in places and cyclists have fallen.

The project was approved by the City of Benicia on October 20. Construction has not yet started.

For more information see solanocountybusinessnews.blogspot.com/2009/10/outside-funds-to-pay-for-benicia-bridge.html

Road Hazards While cycling in our area, 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 Department at 648-4300. In Benicia—Public Works maintenance Division, streets at 746-4296. In Solano County—784-6765.

Help keep our Roads Safe