

# Benicia Bicycle Club

P.O. Box 141

Benicia, CA 94510

707-644-0074

BBC members on the Go!	2
Paris-Brest-Paris with Aloha Bill DeWolf	3
The Cytomax Benicia Town Race	4
A Race in Benicia!	5
Rides with the Valley Spokesmen	7
The Psychology of Cycling by Dr. GoFast	8
The Fine art of Cornering by Joe Shami	9
Upcoming Ride schedule	10
BBC Minutes	11
Membership Form	12

## The Road Marshal: Message from the President

October! The Cytomax Benicia Town race was a success. Thanks to all the good help we received, from the BBC members to the Eagles Racing Team Members and the many volunteers. Thank you very much.

Scott Derdenger (a Benicia resident) won a race in his division. Also Chase Andrara of Benicia raced in his very first race. We had several club members racing as well. The Woodside Century was a great ride and next is Foxy's Fall. Let's do this one together!



Prez "Sugar Joe" Marks & wife Juliet

### Time Trials!

October 3 was the last time trial of the 2007 season. Results are on page 2 .

Hope to see you next season!

Contact **Joe Pritchard** at [jlpritchard@sbcglobal.net](mailto:jlpritchard@sbcglobal.net)

### From your Intrepid Editors



Riva and Sherri have been riding regularly (in between and during the their summer holiday trips this summer) Napa, Hawaii and Marin are just a couple of places they have been. Although autumn is well and truly here, it's still often sunny and warm during the day.

Start stocking up on your winter riding gear if you don't have those armwarmers and shoe covers. You might even be thinking of knee warmers. Why don't you ask Ed B or Bob K if there are any argyle socks left?



The marshals await. (Photo credit Bill Schmidt)



At the curve (Photo credit Glen Milward)

### Newsletter Contributors

Thanks for your articles, photographs and your moral support! Our Autumn Newsletter is a team effort. Special thanks to Joe Pritchard, Dr. GoFast, Joe Shami, Rob Lo, Glen Milward, Sherri Bortolazzo, Barbara Wood, Scott Derdenger, Bill deWolf, Bill Schmidt and Ed Matthews.

Printing Compliments of



SOLANO PACIFIC

# High Performance: BBC Members on the GO!

## BBC Time Trial September 5 2007

## BBC Time Trial October 3 2007

Thanks to Joe Pritchard for organizing this excellent monthly event.

We had 8 riders show up for today's time trial. The temperature was in the 80s with wind blowing 8-10 mph. Due to the fires, the air was smoky with visibility under 10 miles. This gave the sun a nice red color as it set over the hills.

There were several new PBs and one new age group record. Congratulations to Nancy Lund for setting a new age group record.

Following are the complete results and thanks to Mick Weninger for time keeping.

We had 7 riders show up for today's time trial. The temperature was in the low 70s with wind blowing 10-15 mph.

There were 2 new age group records set. Nancy Lund set a new women's 65-69 record and Bill Schmidt set a new Men's 70+ record. Yeah!

Following are the complete results and thanks to Ed Mathews, Mick Weninger & Dan ??? for time keeping. Due to time change on November 4th, this concludes the Wednesday 6PM Time Trial series for the year. Once again, thanks to everyone who helped out and congratulations to those who participated.

September 5 2007 Time: 6 p.m.		Wind Speed		Temp: 80F	
Start Order	Rider	Age Group	Time	Avg. Speed	
6	Green Jim	50-54	27:42	22.09	
5	Villarreal George	50-54	28:24	21.55	
4	Pritchard Joe	60-64	28:37	21.39	
8	Holloway Ron		31:11	19.63	
3	White Dave	45-49	31:26	19.47	
2	Marks Joe	40-44	31:44	19.29	
7	Olague Manuel	50-54	32:12	19.01	
1	Lund Nancy	65-69	34:59	17.49	

October 3 2007 Time: 6 p.m.		Wind-Speed: 10-15 mph		Temp: 70F		
Start Order	Rider	Age Group	Time	Avg. Speed	Half Way Split	
7	Snider Craig	50-54	27:43	22.08		
6	Salvador Steve	40-44	28:14	21.68		
4	Villarreal George	50-54	28:51	21.21	12:40	
5	Green Jim	50-54	28:54	21.18		
3	Striepeke Steve		30:24	20.13		
2	Lund Nancy	65-69	34:37	17.68		
1	Schmidt Bill	70+	39:12	15.61		

### Congratulations!

Kudos are in order for:

Pete Van Slyke for his vision and sheer doggedness in believing in the Benicia Criterium.

Laurie Fenech, Russ Williams and Joe Miller for their races.



Turn Three (Photo credit Bill Schmidt)

Ed Mathews, Glen Milward and Bill Schmidt for the race photos.

AND

Everyone who helped out with the Benicia Criterium...you know who you are—it couldn't happen without you!

### Waves To Wine 2007

Ed Craft and Steve Bahr participated in the 2007 Waves to Wine 150 km MS Tour. This was Steve's third ride, and he's raised over \$5000. It was a two-day event. They rode with Ed's team the Kaiser Cruisers.

Rob Lo was also there, commenting on the 7,000 ft. plus of climbing. Route Maps:

[www.wavestowine.org/download/MSDay1Long.jpg](http://www.wavestowine.org/download/MSDay1Long.jpg)

[www.wavestowine.org/download/MSDay1Long.jpg](http://www.wavestowine.org/download/MSDay1Long.jpg)

[www.wavestowine.org/download/MSDay2.jpg](http://www.wavestowine.org/download/MSDay2.jpg)

### Mount Diablo Challenge

Rob Lo participated in the Mount Diablo Challenge for the first time in over 10 years. His times? 10.8 in 1:05 hours, with an average speed of 10.0. "I was on track for under an hour at 11.3 but it got harder as I approached the top. But I'm very happy with my finish".

## Paris-Brest-Paris

Wow—what a ride! As most of you may know, I had been training all year for Paris-Brest-Paris (PBP). I qualified to join 5300 other randoneers to participate in that ride. For a brief history of this event you can go to <http://www.rusa.org/> and click on PBP. The big day was Monday, August 20<sup>th</sup> with a start time of 21:30 hours.

I decided to get to France a few days early to get acclimated and possibly do some pre-riding to get a feel for the roads and be able to follow route sheets with French names. The ride starts outside of Paris in a town called St. Quentin. Joan and I arrived on the 15<sup>th</sup> and were able to do some Paris sightseeing. I decided to ride around to get familiar with the area but got confused with all the roundabouts (traffic circles). I guess I was a little out of my element and found myself getting frustrated. So I headed back to the hotel after an hour of riding, only going about 20k. Next morning, I tried to find the start, which was only 3k from the hotel, but I got lost. I was worried. On the way back I found another cyclist who was doing the same thing, and the two of us figured it out. It turned out that I was only off by a couple of hundred yards in the opposite direction. A footnote here: The countryside is all rollers, much like heading out to RioVista, but it's all green and with trees, so it's tough to see man-made landmarks until you're there.

The group from Davis Bicycle Club (DBC) was planning to pre-ride the first 40k of the route on Saturday morning, but Joan and I were scheduled to do a bus tour of Paris. Joan sensed my anxiety and encouraged me to join them; she would go on the bus without me – Nice! Now I just had to figure out how to find the DBC group in town.

Although our hotel was about 5k out of town, many other cyclists from all over the U.S. were also staying there. I met two (Bob and Jeff) from Kansas City, and they also were interested in doing the route. They had been riding the area for the last few days and were glad to show me the way – Sweet! They told me to meet them in the lobby at 8:30 a.m., Saturday. We would check out the start location, they would give me a run-down on the bike-check procedure, and then we'd go meet the DBC group. I would later find out that this was Bob's fourth trip and Jeff's second.

We met with the group and headed for a town called Gambais at about 37k. We then decided that we had gone far enough. The day was absolutely beautiful -- about 70 degrees with blue skies. This would turn out to be the only nice riding day we had. Since we were about 60 to 70 cyclists strong, I figured there was no way I would get lost. Before heading back, we stopped to buy a chocolate-filled croissant from a local pastry shop – It was "out of this world," folks!

I made it back to the hotel feeling a lot better about the upcoming ride, as Bob and Jeff assured me that the route would be very well marked. I started thinking that these two would be good to try and hang with on the ride. Coincidentally, they learned that I was doing it solo and invited me to join them for the actual ride. I wholeheartedly accepted. They had the same start time (9:00 hrs) as I did, so this would work out great. My bike-check and rider packet was on Sunday at 9:15, and Bob and Jeff's was at 9:00, so we decided to meet and ride down together.

I woke on Sunday to a light rain, with the roads wet. I was glad I had brought my fenders! In the hotel lobby was posted a weather forecast for the week, which called for rain on Monday night through Tuesday. Wednesday would be the only dry day expected -- Oh well! I got to the start area only to find that the officials had cancelled the bike-check due to weather. So we went into the gymnasium and found the U.S.A table to pick up our packet. It was pretty "cool" seeing all the different countries set up with their corresponding flags. There were 42 countries represented, with France and the U.S. as No.1 and No.2, respectively. There were a couple of bike vendors set up, so I bought a pair of leg warmers, as I had only brought knee warmers and rain pants. I would end up using these most of the time. We headed back to the hotel to do the final check on the bike and then maybe some more sightseeing.

Monday was a long day of waiting. I tried to get some sleep in the afternoon and maybe got an hour. (This brought back memories of the 600k qualifying brevet in May.) I agreed to meet Bob and Jeff in the lobby at 8PM and ride down to the start. Another rider, Spencer, from their area joined us. There are three start times for PBP: The 80hr group starts at 8PM, the 84hr group at 5am Tuesday, and the 90hr group (which we were in) goes out at 9:30PM. For my first PBP experience, I wanted the maximum amount of time.

Of the total of 5300 riders, our group was about 3000 strong, so they sent you out in waves of 500 to 600 every 15 minutes. We figured that we were in the third wave as it was approaching 10PM. We hung out in the back because we didn't want to get in the first turn heading out with 500 other riders. It started to drizzle but not badly enough to put on a rain jacket. The temperature was



Km 240 Le Ribay - Paris-Brest-Paris 2007

The BBC colors made it to France!

(Continued on page 5)

## The Benicia Criterium—September 9 2007 by Scott Derdenger

[Editors' Note: Scott Derdenger is a Benicia resident and races Pro/Cat 1/2/3 at the Masters' level with Mako/Demarco.]

This report starts back early in the season when I first looked at the 2007 NCNCA calendar and spotted the Benicia race. Since Benicia is the town that I call home you might imagine how excited I was of the thought of rolling out of bed at 8 a.m., eating my familiar breakfast and then checking my email while watching an old cycling video. All before heading out for a good on-hour warm-up ride, picking up my number then heading home for a shower and putting my legs up. (Actually I never thought about all this stuff except for the rolling out of bed and NOT driving in the early hours of the morning and then fighting traffic to get home after the race).

During the past few weeks since the race ad was posted on the NCNCA website I have made it a point to ride the course each night after work as I have headed out or on my return from my daily training route. Each time that I rode the course I became more comfortable with it and I took mental note of how the weather might affect the race and the line that the pack might take during the event. The course is a large rectangle with all right-hand turns and a short hill followed by a roller then a downhill and a headwind finish. My estimate is that the course is about .7 miles.



Scott Derdenger at the finish line. (Photo credits Glen Milward)

On Saturday afternoon I went out for my usual two-hour pre-race ride to loosen the legs and open my cardiovascular system. Since the Giro the previous Monday I had not done much intensity training as it was late in the year and I was so exhausted from racing on Monday and my disappointing results at Track Nationals in Pennsylvania. From the time I got on my bike my legs felt like crap! After an hour of riding I felt better but decided that I would not do my normal two hours and instead I shortened my route and checked out the course one last time before the race on Sunday. I'm usually pretty regimented about my training and preparation and don't usually do this - however, I knew that a half-hour difference in ride time would not make that much difference and I wanted to do some more recon of the course for reassurance.

On the morning of the race I was able to do all the stuff that I listed previously and then rode to the race from my home about ten blocks away, with my Reynolds wheels on my back. Once at the race I changed my wheels, removed my leg warmers and vest and ate my GU™ before lining up.

From the gun a Team Oakland guy attacked and was chased by Chris Black of Morgan Stanley; they ended up staying away for a few laps and then were caught. After they were brought back there were a few attacks but nothing got further than a couple of hundred meters. At one point I wanted to see what would happen if I attacked so I tried something on the hill as the pack was catching another attacking rider. Also I wanted to see how my legs would respond as they felt pretty good. I got a gap but was chased down by the pack..

Soon there was another attack by a Squadra Ovest guy and then a Spine guy tried to bridge to him. I decided to attack again into the headwind on the straightaway. I rode in the gutter from about half way up the start/finish and when I hit turn 1, I looked back and could see that I had a gap. At this point I decided to keep going and pasted the Spine guy and managed to catch the Squadra guy and a short distance later we were joined by a Kaiser Permanente guy (I think he was the original breakaway). A friend of mine from Safeway and a couple of guys from San Jose did some active blocking and helped discourage the chase from the pack so the group of three that I was in was able to

(Continued on page 8)

*(Continued from page 3) Paris-Brest-Paris*

about 55, so not bad. The wives found us just before our start, which was real "cool" considering the number of people. Spencer's daughter told us there was a crash in the second wave, so now we knew we had made the right decision to hang in the back.

My excitement and emotions were running pretty high. It's hard to imagine when you know you've got to go 1200k and have to sit on the same seat for the next three to four DAYS.

They shoot off a fireworks rocket for your start, and ours came at 10:15PM. I looked over to Joan and gave a wave and yelled "Au revoir." Off we went. The first 10-15k through the town was a little dicey as the roads change widths with center dividers and parking turnouts. I'd be glad when we hit the countryside with the roads being consistent. Thirty minutes into the ride the rain started getting heavy, so we stopped to put on jackets. I had on my new leg warmers and toe covers, and these seemed to work fine. Because I always wear wool socks, I wasn't worried about my feet getting wet. I didn't need a map on this first part, as there was a line of red lights ahead for as far as you could see. We lost Spencer right away, but Bob and Jeff weren't worried. They said he was an excellent rider and would be along sometime. I figured he must be - heck; he was riding a 42-15 fixed gear. Our first stop was a food stop at 122k. I got some water and finished the rest of my sandwich from dinner. About 2AM the rain let up and I could actually see some stars. This would be short-lived though, because it really poured at about 4AM and continued thru the morning. We got to the first checkpoint in Villaines at day-break. The first order of business is to get your book stamped and have your card swiped. Then you go off to get food, water, etc. You don't want to get to the next checkpoint and find out you missed a stamping.

We rode thru most of the morning in the rain. Of course, I was wet but as long as I was on the bike, it was warm. The rain let up in the afternoon and I started to dry out. I saw some great countryside and quaint little villages. In all the towns the people were all out cheering us and selling food, pastries, coffee. I can't tell you how many times I heard "Bon Courage" and "Allez, Allez." Bob kept us on a pretty tight schedule which was "cool." I don't like staying at stops too long anyway. I would later call him Capt. Bob, as he was always referring to us as a team. Still no Spencer, but not to worry. We got through the next two checkpoints and all was well, although Jeff and I were starting to get tired. Between the fourth and fifth checkpoint, they threw in a secret checkpoint. They do that so you can't cheat and take short cuts. I think we had been riding close to 24 hours at that point, so Jeff and I told "Captain" we needed sleep. He wanted to keep going, but we mutinied and he gave us 20 minutes. Yes, you read that right. It's amazing how fast you can fall asleep. As soon as I put my head down, I was out. You tell the checkpoint workers what time to wake you up, and they stick a piece of paper by your head and return at that time.

So 20 minutes later we were off and running. The next check point was Loudeac, where I paid to have a drop bag with fresh clothes and my energy supplies. I was looking forward to some dry clothes, but when I got there they were sitting on wet ground soaking wet. Thankfully, I had put my nutrition powders in Ziplocs, but no dry clothes --Oh well. We stopped enough to go in and get some pasta and hot meat sauce, which was real good. It's amazing, at all the checkpoints they have cafeterias set up with food and also a bar serving beer and

wine. Most of the European riders would always have a bottle of wine at their table. Captain decided we should go to the next checkpoint and take another sleep break there. At this time Spencer showed up, but he was staying and sleeping there. We rode on.

We got to the next stop, Carhaix at 525k, and slept one hour. Surprisingly, I felt pretty good. We got another hot meal and decide to leave at 5AM, Wednesday, because the ride out to Brest, the turn around, is quite spectacular. We have about a 20k climb up to a ridge that overlooks the coast. Then we dropped down into Brest. We wanted to get there during light to see the view. The climb is not too bad, only about 4-6%. This whole ride had been nothing but rollers, which were never very long except for this one. The skies had finally cleared, and Brest was about 70 degrees and calm. We had northwest winds of about 5-15 mph all the way out, which put them at about 2 O'clock at your face. To me it didn't seem bad because I was always either climbing or descending.

Brest is on the Atlantic coast of France and is a major port city. We didn't stay too long, as we wanted to get moving and stay on top of our time. Loudeac to Brest and back to Loudeac is the toughest part of the course, I feel. There was quite a bit of climbing involved. We pulled into Brest at 36 hours from the start. We were getting ready to leave when Spencer showed up and said he only needed 10 minutes and he would be ready. He informed us that he slept for three hours in Loudeac, and he caught up to us. Wow!

Jeff and I were thinking mutiny. Capt. Bob was running us too hard, and we were going to take a sleep break back in Loudeac. I always feel better after the halfway point, because you're homeward bound, but I hated leaving the sunny weather. Capt. Bob's goal was to try and get back to Loudeac before dark, about 175k away. We got about halfway before the rain started again. We pulled into Loudeac about 8:30PM and got a hot meal. Capt. Bob wanted to continue to the next checkpoint and then take a sleep break, but the three of us mutinied. We paid our four Euros and got a cot with a wool blanket and had the staff wake us in three hours. I was out in a few minutes and didn't even hear the heavy downpour hitting the metal roof. We had agreed to leave at 1AM, and sure enough I got a tap on the shoulder by the staff. Because my drop clothes were still wet, I elected to stay in my original clothes. I probably should have changed, as it was raining when we started out again. The rain jacket works well but with the consistent rollers, you get pretty warm so I didn't always wear it.

It was getting close to daybreak when they hit us with another secret control. This was a welcomed site, as they had hot soup and bread for 1 Euro -- such a deal. By daybreak Thursday, the rain had stopped. We enjoyed the next eight hours or so of dry weather I was able to finally take some pictures of the countryside, mostly all farmland with little villages dotting the landscape. We were making pretty good time, and I was thinking maybe we had a chance to break 80hrs., which would have been 6AM Friday.

We pulled into Villaines around 6PM with 200k to go. I was feeling pretty strong up to this point, so I was getting excited about the end. The rain started again, and the officials asked everyone to turn our lights on, because we were going to be on a major highway (like Hwy 29 to Napa with no shoulder). At this point fatigue started to get me, maybe from lack of sleep. Though my legs still felt good, it was the upper body that was cursing at me. My arms were losing strength and my hands

*(Continued on page 6)*

## A Race in Benicia—Ed Matthews

A race in Benicia –I am still a bit wondering if it really occurred. Well, it did, and it was a success for everyone that was involved. I walked the course during the event; a few residents on the course had many positive things to say and many were taking the opportunity to enjoy the race. Many of the comments from the participants in the event were that the course was a great one and very challenging to race. Given that most criteriums are held in remote industrial areas, it was refreshing to have a race in a town setting on a course that was more than the standard “flat four corner criterium”. I even overheard someone say they never knew where Benicia was! The local eateries



One of the pace lines at the Benicia Criterium (Photo credits Glen Milward)

were full of cyclists, so the business was better than the usual Sunday.

I was very excited to play a role in this inaugural event, and I am so gracious of Pete for having not only the idea to hold a race in our town, but to engage the many obstacles that were presented over the course of this event. With much uncertainty, Pete pushed ahead and worked so passionately to see this event succeed beyond our expectations of a first year NCNCA event. Once the race was given the green light by the city, many hands were needed to pull this venture off, and with little time to plan. A collaborative effort between the Benicia Bicycle Club and The Eagle Cycling Club/Race Team was needed.

With their assistance we were able to coordinate the many aspects of putting on a town race. It was so positive to see so many BBC members out there donating some time to

ensure this event was a success; every person was essential. Pete was the driving force, but the support the BBC put behind him really inspired me. It was a memorable day.

*(Continued from page 5) Paris –Brest-Paris*

were a little numb. We got to the next stop at about 9PM. We had another hot meal, and Bob negotiated a cot for one hour at no charge, I really needed that.

Only one more checkpoint about 80k away before the end. This would prove to be the toughest section for me. It took forever to get to Dreux. My hands and arms had no strength in them. Fortunately, this section was pretty flat so I spent a lot of time riding no hands. It was nice to be able to sit up. At this point I knew I had no problem finishing, but the 80hr goal might not happen. It seemed to take forever to get to Dreux. I finally pulled in at about 2AM with only 65k to go. We decided to take another one-hour sleep break, which was fine by me. I was pretty tired at that point and let the 80-hour goal slip out of my mind. We left some time around 4 and headed for the finish. I was still having difficulty holding onto the bars. My three outside fingers were going numb. We had to climb out of a valley, but it would be the last major climb of the ride.

It started to get light as we got closer to the finish with about 20k to go. We had a really light drizzle coming into town, and I didn't even care at that point. I think I was “smelling the barn.” Coming into town, we saw the 10k sign, and I was thinking, “Yes! I'm going to finish the longest and greatest ride I have ever attempted!” We got back to the gymnasium and parked the bikes and went in to get our books stamped one last time.

Our finish time was 7:44AM so depending on what start time they gave us, we came in somewhere between 81 and 82 hrs.

They keep your book for review and will send it with finisher metal at a later date. They handed us a free drink ticket, and I was thinking that this would be a good time for a beer. We headed over to the BBQ tent and had a plate full of Steak kabobs, bread, etc.

When we rode back to the hotel, Joan was in the lobby and approached to give me a hug. She got about two feet away, and I told her “You might want to wait till after I get out of these clothes.” I'm sure I didn't smell too good being in the same clothes for four days. I did get the congratulatory hug but it was quick. I went to the room and got cleaned up and went sightseeing-NOT. I got a few hours of sleep and life returned to normal.

Final analogy and stats: Due to the weather, PBP had one of the highest dropout rates, with 34% of the riders packing it in. When you call it quits, you have to find your own way back to the start. There is no sag wagon to help you back. I was fortunate enough to realize that even with the weather, I was having a great time. Hopefully, the non-finishers will have another chance. It's definitely worth doing. I saw a lot of great scenery, met some nice folks along the way, and had some good food. Would I like to do this again? Absolutely! Would I? We'll see.

Total miles: 761.18 in 54:45 hrs of ride time for an average of 13.9 mph. Somewhere along the way, I've lost track of an hour of sleep; maybe I got it, and maybe I didn't.

“Mahalo” for reading this, I hope to see you on the road soon.

### Barbara Wood's Wine Country Fun Ride

On Wednesday, September 12, Barbara Wood led a ride for the Valley Spokesmen in the wine country. Barbara, Riva Flexer, I and four Valley Spokesmen started the ride in Yountville and headed out to the country. It was a beautiful day and a great ride.

We stopped at Oakville Grocery Store, and those of us who wanted to purchase food for lunch. Then we stopped at Peju Winery and watched them crush grapes for a while. That was fun and interesting. Then we continued on and stopped at Pine Ridge Winery to eat our lunch. All the wineries have such beautifully maintained grounds and gardens.

It was a great ride; we traveled 35 miles and managed to omit all climbing, and we rode at a leisurely pace. Any of the rides Barbara leads would be worth attending.

Sherri Bortolazzo

### Valley Spokesman Ride Sept. 19 in Marin

Barbara organized this ride to the Marin Cheese Factory some weeks ago, so we had no choice of weather. Although sunny and bright, it was extremely windy. Gusts of 45 mph were forecast for this day, and the forecast was, unfortunately, spot on. Riding up and down Lucas Valley Road was easy compared with slogging along the Nicasio Valley Road past the Nicasio Reservoir. The wind eddied through the valley, buffeting the riders off the bike lane into the road. The traffic was too close for comfort as well, making for some uneasy riders. It was a great opportunity to practice riding in the wind.

But we all made it to the Pt. Reyes/Petaluma Road, and glided into the Marin Cheese Factory parking lot ready for a break. Laden with soup and cheese and bread (a camelback carries a baguette very well!) we started down towards the Novato Road turnoff, anticipating a tailwind which did not disappoint! I've done this route a number of times, and each time is a pleasure. I recommend these Wednesday rides with the Valley Spokesmen, because they are at a leisurely pace, always scenic and the company is a pleasure.

Riva Flexer

### Valley Spokesman Ride Sat Sept 8 in Napa

*Editors' Note: Barbara Wood is a member of both the BBC and the VS. She received the following note from Rick Campbell of the Valley Spokesmen.*

Thanks for leading a great ride today Mike. We were glad to also have 5 Benicia Bicycling Club members ride with us. We cruised through the vineyards early. It was cool, with the fog coming way inland, and we watched as some of the grapes were being taken in to crush. We rode up Lovall Valley Loop Rd. and stopped for some water before heading up Cavedale Rd. Now, Cavedale Rd. is a climb!! All of us worked hard, but enjoyed the scenery climbing up the narrow, one-lane road. This has to be one of the premier climbs in the Napa area. We stopped at the Fire Station for water, and then headed up Mt. Veeder Rd. (the opposite way we climbed on the Tour of Napa Valley Century). That was also a nice climb, but not as hard as Cavedale. All in all, a nice day in Napa.

### The Grizzly Century 2007

Brrrrrrr..... Little did we know what we were getting into. My toes didn't warm up until.....Sorry. Let me start from the beginning.

Bob Hyde and yours truly, started driving up Friday, 10/5, to spend the night prior to the Grizzly Century the next day. Weather looked fine when we started, but as we approached North Fork from Madera, it started to cloud up. Our intention was to find the free camp site at the north end of Bass lake and set up camp before dinner. Due to my superior navigation skills, we got lost and took a little longer to reach the camp site. By then it was raining. We decided to eat first and camp later. The Buckhorn, in North Fork, was definitely a hunters' paradise. The main congregating area was the bar, as you entered. Bob and I sat in the back, alone. We had the company of hunter paraphernalia (e.g. mounted antlers). After dinner, we drove back to the camp site and were greeted by a big banner from the Santa Rosa Bike Club.

That night the temperature dipped below freezing at the highest point of our anticipated century route (17 degrees). Bob and I were blowing fog as we drifted into la-la land.

The next day, we met at the designated start, had breakfast (a good one I might add) and were told the route had changed because of the ice on the highest point of the ride. We did an out and back. Both Bob and I had brought multiple layers of clothing, thinking we would need just a few layers. WE WORE EVERYTHING WE HAD. Mike Nolan, the ride director, said it was the coldest Grizzly century on record. Nevertheless, we started about 0715h.

The ride itself was beautiful. Traffic was minimal and the views were spectacular. The food at the rest stops was tasty and dinner (Tri-tip, barbecued chicken and ribs, with sides) was plentiful. Unfortunately, I forgot to turn off my cyclometer and registered the mileage and altitude we did to get back to the camp site, by car. It was probably close to 9,000 feet of climbing and 102 miles in length. This century is definitely a "do-again" and hopefully on a warmer day.

Mike (numb toes) Dunn

### BOB ROLL/FREDDIE RODRIGUEZ RIDE FOR KIDS NOV 11

ZteaM Cycling is proud to present a CHARITY ride with the legendary Bob Roll, along with the infamous Fast Freddie Rodriguez. Rumor has it other cycling legends will be showing on this ride. The ride will start and finish at the WOODLANDS MARKET in Kentfield CA. In TDF and ZteaM fashion, the ride will be escorted with CHP officers and a helicopter. Departure: at 8 AM sharp and ride neutrally (promise) until the end of Nicasio Reservoir where Bob Roll's group will go left and complete a 45-mile loop. For those of you wanting to go harder, Freddie Rodriguez and ZteaM will make a right at the end of Nicasio and complete the total 75-mile Tomales Bay loop. It will be quite fast but fun. The ride is tax-deductible as all proceeds go to youth cycling (NorCal Cycling, Fast Freddie Foundation, & ZteaM Cycling). All entry fees (\$75, \$125, or \$200) cover any distance so if \$75 is your number, you are welcome to do the whole 75 miles. Same day registration is \$100. Field limit is 200. Questions or comments: [zteamcycling@gmail.com](mailto:zteamcycling@gmail.com) Mail-in registrations are also available by check payable to: ZteaM Cycling, 107 Reed Ranch Road, Tiburon, CA 94920

Hunter Ziesing of ZteaM

## The Psychology of Cycling with Dr. GoFast

For most of you this will probably be your first time reading one of my short improvement articles. I hope you find them helpful and entertaining. I will try and cover as many topics as I can, as well as riding levels (novice, intermediate, advanced). In this first column I would like to offer some quick tips around the psychology of cycling. These tips would be specific to energy conservation, an important subject to consider on long distance riding (e.g. >50 miles).

In this first article I would like to address the guilt associated with dropping one of your buddies. This can happen either on a long hill or on the flats when he's just taken his turn pulling. While the initial feeling of euphoria quickly sets in, it is usually replaced by guilt, as you watch your buddy suffer as he fades off into oblivion. I would like to offer some quick tips here to address and release your guilt so that you can conserve your energy for the next victim. I have learned many of these tips myself from other experienced riders, so I can't take credit for most of them. Now if

you were also born a psychopath and don't feel guilt, good for you, otherwise read on.

Once guilt sets in, try rationalizing your guilt away by thinking about of the following:

- 1) Be vengeful: He dropped me last week, now it's his turn.
- 2) Be practical: If I let him catch up, I will only drop him again
- 3) Be Supportive: The next regroup is only 10 miles away, he can do it.
- 4) Be Smart: He's resting so he can counter attack.
- 5) Be Honest: I never liked him anyway.
- 6) Don't be a fool: Just because he took me over to his house, fixed my bike, and gave me cold water is no reason to give him a break. He was just setting me up.
- 7) Set an example: In the case of group guilt, I suggest dropping the guy who cares the most. This usually straightens out the rest.
- 8) Build up your ego: Let him catch up, drop him again, feel the euphoria, repeat this several times.

I hope you enjoy these tips, good luck.

*(Continued from page 4) Scott Derdenger*

stay away for 10 or so laps. The three of us worked well and each took turns pulling. Ernie Sr. and Jr. were on the hill cheering for me and this motivated me to put in a good effort.

Lap cards started to show at six to go. I was concerned about getting caught and if I would be able to sprint if the pack caught us. The Squadra guy showed signs of starting to tire but we were able to hold the pack off and with two to go there was an attack on the hill by the Squadra rider ( I guess he wasn't as tired as I thought). I did not chase him as I felt that the Kaiser guy was the strongest rider in the break so I let the gap open and he closed the gap to the rider. Then we did one more rotation as we rolled through the start/finish. The final time up the hill the Kaiser guy attacked and I had to close the gap; when I caught him he kept pulling all the way to the last corner!

During my previous recon of the course I had checked out the finish and measured off the final sprint. Knowing that it would most likely be a headwind, I put my bike in the 53 x14 and paced off about 20 pedal strokes knowing that if I was tired that would most likely be all that I could do in the sprint. In my mind I made a note of that point and stuck to it. When we came out of the last corner the Squadra guy started his sprint and I figured that he would blow because of the headwind. When the Kaiser guy saw him go he started his sprint, but I was patient and didn't jump until the mark where I knew I could sprint from. This paid off and I was able to win the sprint with plenty of time to put my arms up in the air for the WIN!

I could have never imagined that I would have won a race in my hometown after my disappointing performance at Track Nationals only 10 days earlier. It's still hard to believe even though a number of friends have sent me photos of the finish. Some of my friends have told me that I had something to prove and I think that they are right. Last year I had something to prove to the guys at my old team (Morgan Stanley) and had a great season. This year I felt like I had nothing to prove to anyone until after the track nationals. It was really cool to race in my hometown and most of all pull off a win for Mako/DeMarco's. Thanks to everyone who has encouraged me and helped me through the hard days during the season ( when I felt like hanging up my bike because I felt like crap).

Scott Derdenger

## Joe Shami—the fine art of Cornering

Frankly, I thought I was cornering pretty well -- not as well as the best in my bike club, but better than many. However, an unexpected, unsolicited, five-minute lesson on cornering by a total stranger in a parking lot near the top of Mt. Diablo changed my cycling life for the better, and I want to tell what I've learned, just in case it isn't already general knowledge.

I've never had a cycling lesson before. Even as a child, I can't remember anyone running behind me on my first two-wheeler to catch me when I lost my balance. So everything I know about cycling is either intuitive or learned by doing.

Consequently, I was surprised by an experience last week when I was about to climb the steepest part of Mt. Diablo, i.e., the final 0.14 mile to the summit. (This would be the 13<sup>th</sup> successive week that I was climbing to the top, elev. 3849'.) A stranger whom I had chatted with at the ranger station 4-1/2 miles below, and who had then climbed to the top ahead of me, aborted his descent on seeing me, turned around, and accompanied me up to the summit. Although this was his second time of the morning to climb that short but formidable 17-percent slope, he was unfazed by his second ascent, because he was such a strong cyclist.

He began to talk to me as I huffed and puffed. "How would you like a five-minute lesson on cornering?" he asked. Baffled by the question, I was at first a little offended because, as I said, I thought I cornered pretty well. Then I realized that I shouldn't be so defensive, since this fellow had never seen me cornering. In our brief acquaintance, I had been either stationary or climbing. My polite brush-off between gasps was: "Not right now, thanks. I'm concentrating on this tough climb."

At the top, there were four of us in casual conversation, because two others had come up behind us on this otherwise-quiet weekday. One was a fit-looking 62. My new acquaintance, whose name was Roger, was 63. He asked how old I was. When I replied "73," he said, "You're worth spending some time on. Follow me, and I'll give you a lesson on cornering. We'll go down to the big, flat parking lot just below."

I was trapped. There was no escaping without being rude. "I'll show this guy how good I am," I said to myself, as I got right onto his tail to swoop down to the large parking lot immediately below. "What have I got to lose anyway?" "I just hope I don't embarrass myself."

Roger commanded me to make some turns so that he could observe. Proudly, I showed him my technique, which I had picked up five years ago by watching the Tour-de-France riders on TV doing "technical descents," meaning that they were going down hills as steep and winding as Mt. Diablo (at 60 mph).

The technique of several of those world-class cyclists when they wanted to corner to the left was to raise their left pedal to its highest point before entering the curve and stick out the left knee, like a motorcyclist. Conversely, to make a right turn, they would raise their right pedal to its highest point before entering the curve and stick out the right knee. I had practiced that technique so often in the last five years that it had become an ingrained habit.

Roger's first comment was: "Sticking out the knee is old-fashioned! They don't do that any more. Now, they keep the knee into the handlebar." I knew immediately that he was right, because I had been puzzled at how few pros were sticking out their knees in this year's Tour de France and other recent races. Roger said, "You're correct to raise the pedal and

the knee as you're doing, but there's no need to stick out the knee. However, you can continue to do so while you're learning the other things."

"Also, what you must do," Roger continued, "is to put all your weight on the lowered pedal while turning." "At the same time, you should have your hands in the drop handlebars and put weight on the hand that is on the same side as the lowered pedal."

First, he had me make turns with all my weight on the lowered pedal. When I had assimilated that, he had me put my weight on both the foot and hand that were on the same side as the lowered pedal, i.e., the side opposite to the raised knee.

At first, it seemed wrong to me, because I was leaning away from the corner I was turning around. It seemed opposite to instinct. But Roger assured me that I was doing the correct thing, and he likened cornering to skiing across a slope, where the correct way is to lean downhill when instinct tells you to lean uphill. As a former skier, I understood that analogy.

After five minutes of practice, I had no doubt that what Roger was showing me was making it easier and safer to corner! I was no longer a skeptic.

Roger then gave me an important pointer on braking. "If you have to brake, you should brake with both hands before entering the curve and gradually release the front brake first as you negotiate the curve."

Roger had one other tip on cornering: "Go wide then cut the corner narrow." (This is a fine point that I haven't yet tried to implement.)

I now felt confident enough to practice while going down the mountain. Roger disappeared ahead of me on the 11-mile descent. By the time I reached the ranger station halfway down, I was doing so well that I was absolutely elated, even ecstatic. I was disappointed that Roger hadn't paused there so I could tell him of my success, but he had continued down Northgate.

There was no question that my control on the turns was very much better and that I didn't need to brake so often. My maximum speed on descent was about five mph faster than anything I had done before on this mountain, and I wasn't even trying for speed.

It was all a question of shifting one's weight properly, and Roger had shown how to do that. That was the key element that I wasn't able to comprehend by watching the Tour-de-France cyclists on TV. Nor was I able to observe how they were braking.

I haven't seen Roger again since that short lesson, but we have communicated several times by e-mail. He made a couple of additional, unrelated (to cornering) suggestions that I have followed up on. One was to get a book called "The Life Extension Revolution – The New Science of Growing Older Without Aging," by Philip Lee Miller, M.D. I purchased it for \$11.56 (\$15.55 with shipping) in paperback from Amazon.com and am starting to digest it.

Another thing that Roger likes is the energy supplement Hammergel, which my club-mate Joe Miller used so effectively in earning his Triple Crown jersey this year. Roger told me to go to the Hammergel Website and read "The Ten Biggest Mistakes Endurance Athletes Make," which can be found more directly at: <http://www.hammernutrition.com/za/HNT?PAGE=ARTICLE&ARTICLE.ID=1273>. However, I must mention that Hammergel did not work well for Roger this year in

*(Continued on page 10)*

Upcoming Ride Schedule Oct. – Dec. 2007

- 10/13 Bass Lake Powerhouse Double Century Fresno Cycling Club
- 10/13 Cochise County Cycling Classic
- 10/13 MS 150 Bay to Bay Bike Tour National MS Society
- 10/13 Quincy Weekend Ride Chico Velo Cycling Club
- 10/14 Riverbank Cheese & Wine Century Stanislaus County Bicycle Club
- 10/20 Foxy's Fall Classic Davis Bicycle Club
- 10/20 JDRF Ride to Cure Diabetes
- 10/20 Salton Sea Century Shadow Tour LLC
- 10/20 Solvang Autumn Double PlanetUltra
- 10/20 Spooktacular Kern Wheelmen
- 10/20 Valley Girls Ride Central Valley Cycling Charitable Association
- 10/27 Bicycle Tour of Arizona Cycling Escapes
- 10/27 Death Valley Century and Double Century - Fall
- 10/27 Fall Metric Century Orange County Wheelmen
- 11/3 Solvang Prelude SCOR
- 11/3 The Diehard Double Century Anny Beck
- 11/4 Giro d Vino Bicycle Wine Tour Delta Velo
- 11/10 Solvang's Finest Planet Ultra
- 11/10 Tour de Foothills Upland Chamber of Commerce
- 11/10 Tour de Julian R&B Bicycle Club
- 11/17 El Tour De Tucson Perimeter Bicycling Association of America
- 12/1 Zion Canyon 200k brevet

BBC members Cora and Rob Lo are decked out in their marshal's vests. Rob races with the Napa Eagle Racing Team.



(Continued from Page9) *Cornering*

his first Death Ride, because he found that he couldn't handle the soy protein that it contains. So unlike Joe Miller, he had a bad-stomach experience.

Yet another idea that Roger suggested was to go to [www.powercranks.com](http://www.powercranks.com) for a training aid which causes us to learn to use the entire pedal stroke, rather than just the quadriceps for power. (I haven't followed up on that because it required downloading some Apple software to view videos.)

I have been practicing faithfully on every ride what Roger taught me about cornering, trying to make it automatic. Today, I descended Mt. Diablo for the 14<sup>th</sup> consecutive week and the second time using Roger's technique. I was very pleased. My cycling life has changed for the better at age 73!

They say that you can't teach an old dog new tricks but Roger succeeded. Finally, I should mention that he's a Veterinary Internal Medicine Specialist (i.e., a "vet"), and his name is Dr. Roger Johnson of Encina Veterinary Hospital, Walnut Creek. Apparently, SOME vets can teach SOME old dogs new tricks!

Epilogue: I sent Roger a draft of my article, and he wanted to explain that he does not go around offering random people lessons on cornering. Specifically what was it that caused him to offer me such a lesson? It was the elbow pads that I had strapped to my handlebars when we first met at the ranger station (at the junction) on our way up the mountain. He had asked me what they were for. I told him that I would put them on when I was ready to descend from the top. Although I never expect to fall, it does occasionally happen, and when it does, I always put out my elbow, with the result that I've had to go to a hospital emergency room twice. Here's part of what Roger said in his e-mail reply:

"To set the record straight the reason I suggested a cornering lesson was that at the junction I saw and commented on the elbow pads you lugged all the way up the mountain, and when questioned you stated that it was because you wanted protection when you fell. So I assumed that you fell while cornering down hill and I wanted to help you learn to corner better so you did not have to carry those bulky, heavy pads on an otherwise perfectly good road bike. Your [article] made it sound as this weird guy was just going around the mountain offering lessons, and that was not the case. Thanks, Roger"

What's a MOXIE?

*Moxie*, n. Slang

The ability to face difficulty with spirit and courage.

Aggressive energy; initiative: "His prose has moxie, though it rushes and stumbles from a pent-up surge" (Patricia Hampl).

Skill; know-how.

For example, Doctor Augustin Thompson claimed, on the labels of his beverage Moxie Nerve Food, that it had "proved itself to be the only harmless nerve food known to man that can recover brain and nervous exhaustion; loss of manhood, imbecility and helplessness." The label then went on to say that Moxie Nerve Food "has recovered paralysis, softening of the brain, locomotor ataxia, and insanity when caused by nervous exhaustion."

Moxie Nerve Food has already proved that it is the Alexander of the period. It has cured drunkards by the thousands, effectively too; made more happy homes; cured more nervous, prostrated, overworked people, prevented more crime and suffering in New England than all other agencies combined. It has sold 5,000,000 bottles to the druggists in seventeen months; what will it do in five years? It is half the drink of the liquor shops now, and pays the same profit. and does no harm.

From <http://www.answers.com/topic/moxie>

Also check this out <http://www.moxiemag.com/>

Bob K.

## Club Stuff

### Regular Club Rides

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](mailto:riva.flexer@mail.mcgill.ca)

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.

#### Minutes of the BBC September 4 2007

25 members were present.

Treasurer's report given by Bob Klosterman.

Clothing: Shorts order to be shipped next week.

No new Business.

Upcoming Events: Bob K sent email with upcoming rides.

Ed Craft is recruiting riders for Wine to Waves. San Francisco to Santa Rosa. 9/29-9/30. There's a \$250.00 minimum fundraising and \$35.00 entry fee. A Kaiser Cruiser ride for MS.

Benicia Criterium: Pete VS spoke about the Crit on 9/9. Discussion. Prizes are taken care of. There are 150 racers already signed up. Officials are all lined up. Equipment is taken care of. City of Benicia is being really great! Pete was very pleased with their help. All blockades are being provided by the City, BB field bathrooms will be provided, 6 officers will be on duty. Consumer Music in Vallejo has donated the PA system. Eagles Racing Team is han-

dling registration. Intake of approx. \$8,500-\$9,000. Should break even. Dave W. donated 10 vests for the Marshalls. Lots of Discussion. Set up crew to be at H Street at 5:00. Marshalls show up at 7:00. First race at 8:00. Nancy will put out signage for directions to race downtown. Food set-up at Start/Finish line.

Recent rides: Russ H. won the Dunnigan Hills Road Race, Masters 4/5. Discussed race in SF that Russ and Tall Joe did yesterday. Discussion.

Meeting adjourned at 7:53.

Respectfully submitted,

Sherri Bortolazzo

#### Minutes of the BBC October 2, 2007

12 members, 1 guest were in attendance.

Treasurer's report given by Bob Klosterman.

Benicia Criterium: Peter Van Slyke thanked the club for the support given to the Crit. He received good feedback from the city, the racers, and everyone concerned. Joe thanked Pete for the professional job that he did to make assure that the event was successful. Both Kaiser and Cytomax have indicated that they will again support the Crit. The club indicated that it, too, could be expected to give the same level of support next year. A detailed list of receipts and expenditures was made available for anyone present to review.

Clothing: Ed Brennan reported that the current order of bike shorts is in, there will be no winter order, and that he has some club jerseys in stock. George Villarreal. is still working on an alternative to Voler. (Champion) Joe Marks will spearhead an effort to get T-shirts or baseball type hats in the club colors to wear at post-ride events to identify us as a group.

Club Publicity: George indicated concern that many Benicia residents are unaware that the club exists. He suggested we take advantage of an upcoming auction/fundraiser being held for the benefit of the Middle School sometime in January

Upcoming Events: Bob K. suggested a number of rides which he felt would be of general interest to the club. He also invited the club members to participate in a "clean up the glass" on the Cummings Skyway overpass. Sherri B is leading this effort on Friday, Oct. 5.

Recent rides: Steve Bahr was very enthusiastic about his recent MS Waves to Wine ride. It started in San Francisco and ended in Rohnert Park, a two day event to support the Multiple Sclerosis Society. Bob K and Ed B were also enthusiastic about their recent ride - Tour d'Organics - in Sonoma County. It was a low key ride featuring local organic food and farms followed by a Veggie Banquet.

The meeting was adjourned at 7:45 pm.

Respectfully submitted

Barbara Wood , Acting Secretary



**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*

ANYBODY WANNA RIDE?

The Road

## JOIN THE BENICIA BICYCLE CLUB!

**BENICIA BICYCLE CLUB  
 MEMBERSHIP APPLICATION**

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

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

Please accept my application for membership in the  
**BENICIA BICYCLE CLUB**

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

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

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
_____	_____	_____