

Benicia Bicycle Club

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The Road Marshal: Message from the President

September 2008. The Cytomax Benicia Town Race is finally here. Please mark your calendars for Sunday, September 7th. We need volunteers, Club members, family and friends. The more the merrier.



Prez "Sugar Joe" Marks & wife Juliet

The Napa Century was great with perfect weather. 27+ did the Century and about 20 riders did the Metric. And yes, Kevin Kelley finally did his first century and we the club owe him a mountain bike ride (that we will probably never forget)!

The Benicia Bicycle Festival was held on Friday night, Sept. 5th from 6:00 to 8:00 on First Street. The outdoor movie was 'Breaking Away'. Both the BBC and the Napa Eagles had booths, with a couple of mechanics to tune up bikes.

The Crit was held on Sunday Sept. 7 and it was a success!

MARK YOUR CALENDAR!

Saturday October 4

Konocti Challenge

Tuesday, October 7

Club meeting 7 p.m.

Wednesday, October 8

6 p.m. Time Trial @ Lopes Road

October 18

Foxys Fall Century

Asti Tour de Vine

Welcome New Members!

Jesse Villarreal

Martin Worsdall and Amanda Dutra

David and Peggy Gorbach

Ginger Edwards

Heather and Christian Barron

Anthony Morris

Cameron Wicklow

From your Intrepid Editors



The month of September was a wonderful riding month, and we can only hope that October behaves. There are a few centuries still left to be ridden, and if you can't ride

them you can always read about them in your newsletter. Remember, you don't have to be a hotshot racer to ride with the BBC. We just want to have fun and indulge our passion for riding bicycles - and we do! See you out on the road...



Men's racing at the Benicia Town Race AKA the Crit - photo by Glen Milward

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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 George Villarreal and Joe Pritchard, Mark Birnbaum, Pete van Slyke, Barbara Wood, Joe Shami and Glen Milward.

BBC Members on the Go!

Time Trials August 2008

Here are the time trial results for August. A total of 20 riders rode the course. Wind conditions were harsh, ranging 14-18 mph with gusts in the 20s. The air temperature was 68F. This made for a very challenging course. 6 people from Karen Tusting's Tri group came out and joined us. There were no age group records set. Despite the conditions several people were able to break the 30-minute barrier. Thanks to Mick Weninger and Nancy Lund for timing!

Start	Last	First	Age	Time		Avg.
Order	Name	Name	Group	Min	Sec	Speed
19	Salvador	Steve	40-44	27	57	21.90
20	Soto	Carlos	45-49	28	14	21.68
18	Dannucci	Greg	45-49	29	12	20.96
15	Pritchard	Joe	60-64	29	31	20.73
21	Fenech	Lori	50-54	29	43	20.59
16	Wallace	Ed	40-44	30	50	19.85
13	Striepeke	Steve	50-54	31	48	19.25
17	Delfin	Johnny	40-44	32	32	18.81
11	Bahr	Steve	50-54	33	0	18.55
10	White	David	50-54	33	29	18.28
14	Gray	Sarah	30-34	34	2	17.98
12	Klosterman	Bob	60-64	34	17	17.85
9	Hands	Ellie	45-49	36	19	16.85
4	Chudy	Cynthia	55-59	38	52	15.75
7	Bateman	Lori	40-44	40	32	15.10
2	Bernstein	Tamara	30-34	42	10	14.51
3	Flexer	Riva	50-54	42	16	14.48
5	Bendel	Stephanie	30-34	43	46	13.98
1	Plummer	Crystal	30-34	46	22	13.20
6	Woodhouse	Susan	45-49	50	13	12.19

Time Trials September 2008

It was hot. Temperature was 95 F with a slight breeze of 6-10 mph. We had 12 riders who drank plenty of liquids to keep hydrated. Nancy Lund and Mick Weninger were the timers.

Congratulations to Joe Prichard and Lisa Villarreal who turned in their personal bests despite the heat.

Start	Last	First	Age	Time		Avg.
Order	Name	Name	Group	Min	Sec	Speed
1	Fenech	Laurie	50-54	28	17	21.64
2	Prichard	Joe (pb)	60-64	28	33	21.44
3	Martinelli	Brian	55-59	28	33	21.44
4	Striepeke	Steve	50-54	28	38	21.37
5	Wicklow	Cameron	30-34	29	8	21.01
6	Danucci	Greg	50-54	30	4	20.35
7	Villarreal	George	50-54	30	44	19.91
9	Klosterman	Bob	60-64	31	14	19.59
10	White	Dave	50-54	32	12	19.01
11	Duaz	Danny	45-49	32	57	18.57
12	Villarreal	Lisa (pb)	45-49	39	4	15.67



A quiet time for the Crit Marshals - photo by Glen Milward



Greg, Tall Joe & Laurie waiting in queue for their start

Member News

A Get Well card to Nancy Lund, who encountered a car while on a morning ride in Benicia. We'll ride with you when you're ready, Nancy, and you'll find friends to walk with in the meantime.

A Get Well card for Ed Brennan who is currently out of commission. We'll be glad to have you back in the saddle, Ed!

RSVP - Barbara Wood

I've been a licensed Radio Amateur since I was a teenager (over 31 years). In 2003, several years before I started riding, this interest in ham radio led me to begin volunteering for the Bike Against the Odds (BAO) road cycling fundraiser for the Breast Cancer Fund (in partnership with the Oakland Yellow Jackets bicycling club).

Founded in 1992, the Breast Cancer Fund recognizes that no more than 10 percent of breast cancers are genetic, and science increasingly points to toxic chemicals and radiation as factors in the sharp rise of breast cancer incidence. Proceeds from BAO benefit the Breast Cancer Fund's efforts to eliminate environmental causes of breast cancer, and three East Bay breast cancer service organizations: Charlotte Maxwell Complementary Clinic, Friends of Faith and the Women's Cancer Resource Center. Being truly candid, it was a no-brainer when I saw a request for radio operators to help support healthy breasts.

Start/finish for the BAO is located at Oakland's Lake Merritt, and the courses extend south to Lake Chabot and north-east through the roads we know well and love. Complete information, including route maps, are available at <http://www.breastcancerfund.org/bao>. I spent most of the day patrolling the portion of the very challenging 103-mile, 10,000-foot Century route from Bear Creek Road in a familiar loop around Alhambra Valley Road (Pig Farm!) and down Reliez Valley Road to Lafayette.

Fortunately, this year's event, with a total of over 300 riders, was pleasantly uneventful, with no serious accidents or injuries, and only a few riders needing to be SAGged-in. In fact, even though I was ready with tubes, a tire, water and gels, most of the assistance I rendered was stopping to lend a floor pump as riders repaired flat tires – which always brought a huge smile. Other SAG duties included shuttling fruit, muffins and water to rest stops (again, always prompting smiles), and sweeping the course as the ride came to a close.

If you've never volunteered for a supported ride, let me encourage you to pick one next year and see it from the "other side". It is rewarding and I learn something every year, even if I now wish I was one of the riders when I roll into a busy rest stop.

Bicycling Skills Clinic

A bicycle handling skills clinic will be conducted on Sunday October 26th from 9 am. to 1 p.m. at Miller-Knox Regional Park on Doman Drive in Point Richmond. The cost of the clinic is \$40.00

The clinic is offered by Mike Cox. He has been riding for over 25 years and during that time has completed numerous centuries, a few double centuries, and many week long tours (both fully loaded and credit card types). He has also raced for 7 years and is a licensed USCF Expert Coach as well as an ACE certified personal trainer. He has been conducting their clinics for various clubs/groups for over 8 years.

This clinic covers many skills and most will be immediately applicable to your everyday riding. No one is asked to do anything they do not feel comfortable doing. However, you will be given the necessary tools/instruction to perform the given tasks safely.

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The Holstein Hundred - Mark Birnbaum

Participants: Mark/Bev Birnbaum & Junior August 16, 2008

This was the 15th running of this ride. It doesn't seem so long ago that the Holstein was the new kid on the block. Time flies. We arrived at Tomales High School in the early hours of Saturday morning. The weather was cool, with very thick above-ground fog. I was doing the 100 mile, and Bev was doing the 100k. We were some of the first people there, and the folks at check in were nice enough to process us, and let us go early. At 6:15, we departed. When we hit the end of the access road to the school, Bev headed west, and I headed east.

The 100 mile route took us along Tomales/Petaluma road, to Chileno Valley Road and into Petaluma. This was the same route that we had been on two weeks earlier, on the Marin Century. At mile 13, we passed the first rest stop. They were still getting out the food, and there was no reason to stop so early in the ride, so we blew by it. It was great doing this stretch in the cool weather and early in the day. Traffic was almost non-existent. Coming out of Petaluma, on Petaluma/Pt. Reyes Road, three Petaluma locals caught up to me just before the infamous hill. They passed me, then slowed down to wait for one guy who dropped his chain. I caught up to them, and once the third guy rejoined them, I was able to hold on all the way to the top of the hill. It was interesting watching them ride and chatting with them as well. After cresting the top of the hill, I lost them on the descent. The next turn took us onto Marshall/Petaluma Road, heading west. The next rest stop at the turnoff to Walker Creek Ranch (mile 33). The folks there rang cow bells as I pulled in and said I was the 2nd person through there. Since I'd left early and no one had passed me, I wondered who #1 had been.

After a few brownies, cookies, the obligatory banana and some chips, it was time to tackle the Marshall Wall. This is a fairly long and steep climb, but having done it many times, and with the cool weather, it was not intimidating. The views of Tomales Bay, from the top were excellent, as usual. The downhill to Hwy. 1, while bumpy, was enjoyable as well. The right turn on Hwy. 1 took us north for 7 miles to Tomales, where we turned west again. Almost the entire ride so far, with the exception of the first 2 miles or so, had been part of the Marin Century two weeks before. We now headed up Dillon Beach Road, but instead of staying on it, until it turned into Franklin School Road, we turned North on Middle Road and enjoyed the downhill into the Fallon Valley area. At the Estero, we turned west once again, on Whitaker Bluff, and got to experience one of the most beautiful valleys around for the next mile and a half. This narrow valley, with the Estero at the bottom, is a very special place, even in the summer when the grass is brown. At Franklin School Road we turned north, towards Valley Ford, where the next rest stop awaited us. This turn was not well marked. As I found out later, Bev and many others on the 100k loop had made a left turn here, which subjected them to 10 extra miles and a very difficult climb as well. Ignorance was bliss however, and we continued to Valley Ford, (mile 53.6) where more cookies, potatoes, chips, and another banana provided fuel for the next portion of the route. Quite a few 100k riders were standing around the rest stop, talking and eating.

From Valley Ford, we headed NE on Valley Ford/Freestone

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RSVP - Barbara Wood

RSVP: a two day, 190-mile Ride from Seattle to Vancouver, BC and Party. The ride was sponsored by the Cascade Bicycle Club and originated because the eruption of Mt St. Helen closed many of the roads making the STP (Seattle to Portland) impossible that year.



Last year, 2007, Marwin Rosberg did the ride. I rode it this year. We both are fortunate enough to have family living in the Seattle area who invited us to share their bicycling adventure. I got together with Marwin on a recent BBC ride to compare notes.

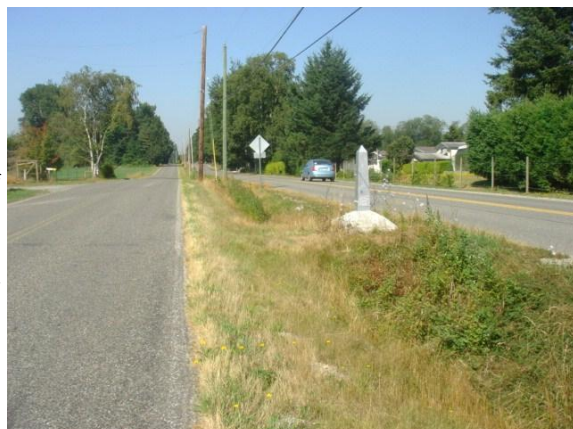
Marwin particularly remembered the electricity in the air as the riders congregated at the start. And what a ride it was! We started out following miles of shady bike paths, on to quiet rural roads through quiet villages and farmland. About half way we passed through the village of Arlington with many restaurants inviting us to stop for lunch. It was time to refuel. Then...the climb over a ridge into the Skagit Valley. Beautiful rural America! Unfortunately for me, it was heat and headwinds.

Marwin and I agreed that the best part of day one was saved for the last 10 miles. Rolling hills along the Samish Bay took us into Bellingham, our first overnight. Trees blocked the wind and provided shade. The views were fantastic.

Both of us found the second day more interesting than the first. "Do Not Cross The Ditch" was highlighted on our route sheet. (Huh?) After passing through the charming little village of Lynden, we came upon "the ditch". (picture) This ditch is all that is separating the US and Canada for several miles. I was told that there were high powered cameras (and rifles???) in



place to protect the safety of both countries. Pedaling onward, I reached the official entry. The officer motioned me forward, ahead of many cars, and I was through in an instant. Beautiful British Columbia!



The Ditch (US-Canada Border) Photo by Barbara Wood

Marwin reminded me of the ferry ride across the Fraser River at Fort Langley. For me it was easy, just get on and go. My step-kids had to wait for two boats which allowed me to catch up with them at the rest stop. Sometimes it pays to be near the end of the group!!

When I asked Marwin about the city of Vancouver, he just shook his head. So many hills, so many turns, so much heavy traffic... The route did take us through the many different and charming neighborhoods that make up this wonderful city. I caught up with a couple that seemed to know exactly where each turn was and followed them in. It was a good decision.

I checked in at the finish line, parked my bike, and located my step-daughter, Cindy. We headed for "the party" which consisted of a free hamburger or a free beer. It was fun chatting with the other riders, including a guy who had completed the ride on a skateboard.

After stopping for an ice cream, it was on to our hotel. I was asleep within an hour.

The activity for Sunday – load the bikes on a truck, climb aboard one of the buses and head back to Seattle, tired and happy.

Would I do it again? Certainly. When I asked Marwin the same question – his answer- "What about RAGBRAI? Why not Iowa?" (The Des Moines Register's Annual Bicycle Ride Across Iowa) More about this ride – later.

Tour of the California Alps - Mark Birnbaum

July 12, 2008

Participants: Mark and Junior (the bike)

This was the 28th running of this classic ride. It would be my 6th consecutive and last time around for this one. Another victim of advancing years and high gas prices. I left Novato early Thursday morning. With all the forest fires going on all over the state, the Sacramento Valley was extremely hazy. We arrived at the campground at Turtle Rock Park at 11:30 and got the same campsite as last year. It was like coming home. The rest of the afternoon was spent setting up camp, reading and making a quick run into Markleeville to pick up rider goody bag and packet with number etc... As the afternoon went on, the air at Turtle Rock got more and more opaque. Russ Champion, the guy who is in charge of the campground remembered me from the last 5 years. He's an institution and they should give him some kind of award for all the work he puts in. Bennie and Robert who had also been coming for the last 6 years would not be there, it turned out. They are sort of the Mutt and Jeff of the cycling world. Bennie (from Seattle) is over 6', while Robert is about 5'6". Bennie had had an accident and had broken both shoulders. Robert was unable to get away from work. Bummer. Two other guys, Ray, from Silicon Valley and Mark from Salinas remembered me from last year. I had zero recollection of either of them. By evening, the campground was full. The giant dirt parking lot at the top of the hill, near the park building, where most riders always camped, was closed this year for reasons unknown to me. That meant that all the folks who normally camped there would now be camping by the side of the road.

On Friday morning we were off by 6:15, heading towards Upper Blue Lake for the annual pre-ride ride. Visibility was maybe two miles, due to all the smoke in the air. It was like a grade B Hollywood movie. Other than the air, conditions were excellent. The ride north to Woodfords, up the canyon to Hope Valley and up and over Blue Lake Pass was excellent. By 9:00 we were entering the PG&E campground at upper Blue Lake, having negotiated the dirt road that starts at Lower Blue Lake. Last year this had been a picture postcard ride, with breathtaking views of the mountains, the amazing color of the water, trees etc... This year, everything was grey or invisible altogether because of the smoke. Not the same. Lots of dogs, big trucks, all terrain vehicles, and ratty looking kids. A letdown. After eating my sandwich and banana, I had no desire to stick around. By 10:45 we were back at the campground. The highway was now filling up with cyclists who would normally park and camp at the now-closed parking lot.

As the afternoon wore on, more and more people arrived. I checked out the vendor tents by the park building, which were now set up and doing a thriving

business selling all sorts of Death Ride memorabilia, bike accessories and organic food and wine. It seemed like there were a few less vendors than in previous years. I stopped and said hi to Bob, of Cycle California Magazine, who had been most helpful in promoting Bay in a Day years before. Then I went for a walk along the highway. Vehicles of all shapes and sizes, as far as the eye could see, in both directions. The gathering was coming to life. The day was a bit cooler than Thursday and the trend was supposed to continue to Saturday. What would the air be like on the day of the ride was the question everyone was asking. At the spaghetti feed dinner, I ended up sitting by two guys who had driven up from the LA area in the hopes of being able to get into the ride on no-show created vacancies. Amazing the lengths to which some people will go.

Saturday started out early. Mark and his partner, in the next camp site, were up at 3:30 a.m., making coffee and preparing for an early start. At 4:00 the traditional Cat Stevens and Pink Floyd wake up music started blasting from the park building. Since most of the riders were camped on the road and not in the park, the speakers were now aimed in that direction so the sound was barely audible where we were. Things were just not the same. By 4:15 a.m., we were leaving the park, coasting downhill towards Markleeville in the darkness. The first 45 minutes to and through Markleeville, to the turn up Highway 89 are always tense, trying to see where the edge of the road is, cars coming from the other direction, cyclists with headlights passing from behind. As we turned left and began the first climb of the day, the sky began to lighten. Highway 89 was closed to cars. The climb was pleasant as always, and after getting the first sticker at the top the downhill on the eastern side of the pass was even better. It was still cold at the rest stop at the end of Highway 89, (mile 25) where we got sticker #2. Within 5 minutes we were again climbing towards the top of Monitor Pass.

The ride now lets in 3,000+ cyclists, so there are always people being passed by you and passing you. As we climbed there was a steady stream of cyclists coming down, and a line of cyclists in front and behind as far as you could see. While climbing, I finally took off my jacket as it warmed up. The air, while not as clear as previous years, was much less hazy than the day before. We finally went over Monitor for the second time and headed downhill again towards Highway 4 and the East Fork of the Carson River. After a few miles of flat, we began the climb to Ebbetts Pass.

Having done the ride 5 times before was advantageous, as this was now a familiar climb. After a brief stop at Scossa's Cow Camp (mile 47) where the Beach Boys were blasting away on the stereo, the climb began in

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For all you climbers out there... The Inclinator -- Joe Shami

Want to know how steep every hill you cycle up is? There's a handy gadget called the Sky Mounti Inclinator (R) that fits on SOME handlebars that can tell you the percent slope as you cycle.

If you want one, I can tell you where to buy it for a total of \$20, including shipping and handling. That's a discounted price.

I paid \$30 for the same thing at my local bike shop about two years ago, and though I balked at the price then and postponed my purchase for months because I thought it was too expensive, I now feel that I got my money's worth at \$30.

The Inclinator looks like a small carpenter's level -- the kind with a bubble in it, which it really is. The only difference is that the scale has been calibrated with markings that show the percent slope when the bubble moves. It's primitive but accurate if you make sure it's at zero slope when the ground is flat. No batteries. No maintenance. The unit is yellow in color, and the mounting bracket is either black or red.

The only catch is that the mounting bracket fits only the old-style, thin handlebars, NOT the extra-"fat" handlebars found on the newest bikes like mine.

However, I was able to make the Inclinator fit on my handlebars by carefully filing down the (plastic) mounting bracket with a rasp (i.e., circular file), so that it finally accommodated the wider handlebar. I also had to purchase two longer mounting screws from my local hardware store.

The Inclinator worked fine for me without problems until I tried to move it to a different position on the handlebars. Then I inadvertently tightened the mounting screws too much, which they warned me against on the original instruction package but I forgot, and the bracket snapped.

I contacted Velimpex Marketing, Inc., the firm listed on the package, and they were nice enough to sell me a complete second unit for a discounted price of \$17.47. They paid for the postage, which was \$1.30 (parcel post) and didn't charge me for handling. At the last moment, they found a spare bracket and offered me the choice of the discounted unit or the free bracket. I accepted both.

I hasten to add that I have no connection with the firm or individuals offering the product and won't profit if you purchase it.

This item makes a great gift for a cyclist, provided that he/she has the right size of handlebars or is willing to modify the bracket. Even if you have an electronic unit that is supposed to tell you the slope, this device can verify how accurate it is. I read some good reviews of the Skymounti Inclinator on the Internet, which I found through Google, and that's what convinced me to buy the unit in the first place, despite the retail price of \$30.

Holstein Hundred Continued from page 3)

Road. We were now off the Marin Century route and heading towards Freestone and Occidental. At Freestone, we turned N on Bohemian Highway. I'd done this stretch of Bohemian southbound numerous times on self supported rides, but never from south to north. Since it is all uphill in this direction, narrow and with some traffic, I was not looking forward to it. The 3 ½ miles turned out to be fairly pleasant, with light traffic, decent road surface and less than expected uphill grade. At Occidental, we headed up Coleman Valley Road towards the coast. This would be the last big climb of the day. I had been over Coleman Valley numerous times over the past few years, but all passages had been from West to East. It had been at least 3-4 years since I'd done an East to West crossing, as part of the Wine Country Century 200k ride. As we approached the top of the initial portion of the climb, Mt. St. Helena was visible in the distance on the right side, behind us, through the fog. The climb continued through the beautiful forests and meadows, until we finally topped out went over a few rollers and pulled into the Ocean Song rest stop, overlooking the ocean (mile 69.4). Since it was still foggy, visibility was only a few hundred feet. The people at the rest stop said I was the first official rider thru there. This meant that either the guy who was #1 at the first rest stop had dropped out, or he wasn't a registered rider and nobody had noticed. Within a few minutes, another 2-3 riders arrived.

After the usual intake of food, we headed towards Hwy. 1. The rollers gave way to steep downhill, and we were soon turning south on Hwy. 1, towards Bodega Bay. Luckily, 1 was not bumper to bumper, so there were some opportunities to look out and enjoy the ocean, before 1 turned east just past Bodega Bay. We continued on 1, thru the canyon and over the hills and thru Valley Ford, passing the rest stop there. A few miles later, 1 turned south, but we continued E/SE on Bodega Hwy. towards Petaluma. This was the most boring stretch of the ride, with constant traffic and uninspiring scenery. It was finally warm enough to take off my jacket, which I did as we cruised along. At Fallon Rd. we turned west, to get back to Hwy. 1. Although the Holstein route changes every year, Fallon Rd. seems to be a constant. It is always near the end, has marginal pavement and since you are heading west, there is usually a strong to very strong headwind. It is a long 5.8 miles. This was the case today. The final rest stop was on Fallon Rd. at mile 96, but at this point it was time to finish the ride so we skipped it. Arriving at Hwy. 1, we headed south, climbed the mile to the top, and had a great downhill into Tomales. After passing through Tomales, it was a short ride east to the entrance to the high school. At 1:45, about 7 ½ hours after starting, we pulled into the high school.

Given the number of cars in the lot, there did not seem to be many riders at the post ride lunch. I grabbed some food and ran into Jesse Smith, former Quackcyclist, who had made the signs for the Bay in a Day ride years before. Bev finished 15 minutes after I did, and I heard about the wrong turn at Franklin School Rd., lack of food at some of the rest stops, extra miles and problems with the map as well. My ride had been quite pleasant, while hers had been a disaster. Amazing. You would think that by the 15th running of a ride, they would be past this stage. Perhaps next year.

Tour of the California Alps (Continued from page 5)

earnest. It is a long slog to the top of Ebbetts Pass, which at 8,730 is the high point of the ride. Much of the climb is in the shade and the day was turning out to be cooler than the day before, so overheating was not a problem. At around 9:10, we arrived at the top of the pass, got sticker #3 and headed down the other side towards Hermit Valley, arriving there at 9:30. We had now covered 62 miles. A worker slapped sticker #4 on the ride number placard pinned to my jersey and after a brief food/portapotty stop, we were on our way back up Ebbetts Pass. Unlike the other passes, the top portion of both sides of Ebbetts are the steepest parts of the climb, so it takes a lot of effort to do the final few miles to the top. We were slowing down. At mile 68, we went over the top of Ebbetts for the second time and headed down towards lunch. We had now completed 4 passes and a bit over half the mileage of the ride. The next 61 miles would take us to Carson pass and back to Turtle Rock Park. The downhill to lunch was most pleasant. There was a line of cyclists coming up Ebbetts that stretched from the top almost all the way to lunch. When had these folks started? How long would they be out there? Were these all 3 and 4 pass riders, or did some of them expect to finish all 5 passes by the course closing time of 8:00? I didn't plan on being there to find out.

It was getting warm now, although not as hot as in some previous years. After riding 80 miles at full tilt, I was getting tired. The lunch stop is shared by all riders, so there were a large number of riders there with new arrivals coming in as other people headed out. Lunch consisted of pre-made turkey, roast beef or ham sandwiches, shredded lettuce, bananas (of course) and cookies. There was no vegetarian sandwich option, but there were bagels, so I took one of those. After finding a chair in the shade, I sat down to eat. It was interesting to watch the other riders and to listen to some of their conversations. After cleaning the plate and making a quick pit stop, it was time to head towards pass #5.

There was a fairly stiff headwind as we rode along the Carson River on hwy 4 towards Markleeville. As we passed the Hwy. 89 cut off to Monitor Pass, a car driver yelled at me, asking if I was from Novato. I answered yes and he said he sees me riding in Novato all the time. I have no idea who he was. Small world. A short climb and descent brought us into Markleeville, where the usual small crowd of spectators cheered us on and rang cowbells as we went past. Always a nice touch. The two mile climb to Turtle Rock Park always seems to take a long time, but the downhill to Woodfords almost makes up for it. In the interest of time, I decided to skip the Woodfords rest stop before the 5 mile climb to Hope Valley. At this point, we had gone 94 miles. The Hope Valley climb is always the low point of the ride. Heat, a fair number of cars, headwind and a constant moderate-to-difficult grade make it miserable, especially after

lunch. At least it wasn't a super hot day. After crawling up the grade, we arrived at the Pickett's Junction Rest stop in Hope Valley. In past years they have had a volunteer hosing down riders who ask for it. This year they didn't have that, so I dumped half a water bottle over my head. Instant relief. While I was at that rest stop, the sun went behind the clouds that were starting to develop to the south. The temperature instantly dropped several degrees. Ten minutes after arriving, we were once more heading west across the floor of Hope Valley, towards Carson Pass. The wind had abated and it was a bit cooler now. As we approached the foot of the climb, we started to see occasional riders coming down towards us. These were the fast guys.

We passed the Blue Lake turnoff, which we had taken the day before and began the climb. We had now gone over 100 miles and the combination of altitude, distance and all the climbing we'd already done were starting to take their toll. The climb to the top of Carson was a long slow affair. Once again, having done the climb numerous times before was of great assistance. At about 3:30 p.m., we rolled into the Carson Pass rest stop and got the final 5th sticker. It felt good. The big poster that the 5-pass riders sign was here, under a tent. In past years, this poster has always been at the start/finish. It is always a big deal to sign the poster, to leave a permanent mark of your accomplishment. The other thing about this rest stop, aside from the fact that it's the last one, is that they serve ice cream. An Eskimo Pie and a giant Oreo filled with vanilla ice cream tasted great. A banana and a few pretzels completed the meal and it was time to head back to Turtle Rock for the last time.

The downhill back to Hope Valley was very quick, as always. There was a continuous line of cyclists coming the other way. The line stretched all the way down the pass and across the valley. Soon we were within a mile or two of Pickett's Junction. At this point, the clouds, which had been getting thicker, began to let loose. First a few drops, then within a minute or two it was hailing. This was a first for me. After riding in the hail for a minute or two, I stopped and put on my jacket. Some riders were stopping, looking for shelter under trees, or heading for the tent at Pickett's Junction. One or two looked like they were getting into the cars of people parked by the side of the road. Those poor folks going the other direction would be soaked before they ever started the climb to Carson Pass. After a mile or so the hail turned to rain as we headed down the canyon towards Woodfords. Vehicle traffic was light, so I was able to take the lane for most of the way down the canyon, while braking a lot to prevent skidding. As we approached Woodfords, the rain turned to sprinkles. With a great sigh of relief, we made the final turn and headed south towards Turtle Rock Park. As we got closer to the park, there were many riders getting into

(Continued on page 10)

The Benicia Town Race

I wish to thank everyone who volunteered to help make our 2nd Benicia Town Race a super success. Everyone stepped up and did a part, from event planning to race coordination, and from course marshalling to food distribution. I know it was hot out there and many people helped out all day. I could also see the excitement and smiles on everyone doing their jobs. I knew our passion for cycling pulled us through and made the day a little bit easier. It was exciting to see more people and racers this year. I see the day when we will have much larger crowds and a full race roster.

Thanks again to our sponsors: CytoSport, Kaiser and The Biking Realtor. And thanks to Synergy-Taleo Racing, Eagle Race Team and the Benicia Bicycle Club, And thanks to the City of Benicia, Benicia Main Street, Benicia Police Department, and "The Russ Hands Band". I apologize if I accidentally omitted someone.

Joe Marks, President
Benicia Bicycle Club

Joe beat me to the punch and he said it well, but we'd like to say...

The great day we all had was a culmination of work started in January. We want to thank the organizational committee for attending all the city council meetings, meetings with the Benicia PD, FD, Parks and Rec and Public Works, and our weekly Thursday all night planning sessions. As we were putting it all together we were running into high costs (thanks all for digging into your personal pockets), anxiety about not getting enough racers to sign up, enough sponsors, and of course getting enough volunteers. We took on putting together a festival this year, and we want to thank all support we got to pull this part of the event off. But in the end, it all came together. We got cooperation from the weather Gods. We surpassed our expectations on race participation getting more than we got last year, and the spectator support was constant throughout the day. The racers and the officials all agreed that our course is one of the best crit courses on the schedule and the racing is some of the most dynamic all year. Tyler Dibble, winner of this year's Pro race, said: "This is a crit racer's course. It's got everything to make a great race."

But the biggest thanks go to everyone who stepped up and came out to support us in this race. Awesome job everybody.

Our vision is to have an event to promote cycling in the City of Benicia. Mayor Elizabeth Patterson, and city council members Tom Campbell and Alan Schartzman all agreed that this is something that the City of Benicia needs and support our efforts 100%. And this being the case we are all winners.

We would like to personally thank our organizational committee:

Carlos Soto: Volunteer Coordinator

Barabara Wood: Marshall Coordinator

Mike Dunn: Food Coordinator

Joe Miller: Registration Coordinator

Carol Day: Set Up Coordinator

Gray Williams: Tear Down Coordinator

Ed Matthews: Kids Race and Kids activities

Craig Stewart (Synergy): Sponsorship

Mark Skrivnich (Synergy): Treasurer, Prizes, and Primes

Kimble Goodman: Website, PR, and liaison

For next year we are already in discussions with the City to organize a road race in addition to the Criterium and to enlarge the festival. I invite anyone who is interested to contact us to be part of this organizational effort. It is a great opportunity to get involved with other aspects of cycling, racing, and with the city. Plus we need help.

Again, thanks everyone, one and all.

Peter Van Slyke & Kimble Goodman, Promoters



The Benicia Town Race Photos - Glen Milward



Minutes August 5, 2008

The meeting was called to order by President Joe Marks. Those in attendance are Bob K., Ed B., George V., Joe P., Steve B., Marwin R., Mick W., Nancy L., Bob H., Barb W., Joe M., Danny D., Ed K., Kimble G., Riva F., Ed W., Sherri B.

Bob K. gave the treasurer report. All expenses have been paid. Bob also brought beans and tomatoes for the taking.

Ed B. reported that the clothing order is in. Please pick up your order if you have one.

Joe M. brought up the subject of socks, and passed around pictures. Ed B. is checking with Voler about socks. Discussion.

New member Danny Dauz was introduced. He's been riding with the club on Sat. & Sun. Welcome!

Discussed socks again. Liked gray socks without writing. Voted. All in favor. Sarah G. did a good job on the socks. Thanks you to Sarah.

Wed. is Time Trial at 6:00 on Lopes Road. Discussion. Joe P. bought new stopwatches. Club voted to reimburse Joe. All in favor.

Upcoming ride for the Newsletter Editor will be at 8:00 at the State Park. Bob will put out an email with route. Discussion.

Kimble G. reported that the Crit is on! Meeting with the City of Benicia today. The Crit will be festival style. Eagles will handle registration. Barb W. is handling the marshals. Need volunteers. Festival on East 2nd Street between H & G. Working with Main Street. Getting a kids jumpy. Ed is handling kids race. Cytomax came in three times level of last year. Cytomax is donating kids packets. Having live music. We should have a BBC booth. Discussion.

Discussion on ordering Cytomax from Frank. Just email him with your order.

Back to Crit...Still need set-up crew and tear down crew. Discussion. George will send out email for volunteers.

Upcoming rides: Saturday Roland is riding Mt. Tam.

8/17 – Napa Tour. George is doing the carb loading dinner. Discussion

Discussed concert at Cal-Maritime this Saturday night. House of Floyd.

Barb W. is now a Chairperson for the Solano Transportation Authority Bicycle Advisory Committee. Mick is also on the committee.

Joe Marks once again wanted to thank Sarah G. for the work she did on the socks.

Meeting was adjourned at 7:40.

Respectfully submitted: Sherri Bortolazzo

Minutes September 2, 2008

Present: Joe Marks, Ed. Brennan, Bob K, Mike Dunn, Riva F., Jim, Hyde, Ginger Edwards, Mick, Joe Pritchard, Manuel Olague, Marwin Rosburg, Barbara Wood, Pete van Slyke, Danilo, Dauz, Dana Myers, George V. (late)

Meeting opened at 7:07 p.m.

Treasurer's Report: We are in the black. There are no obligations at this time.

The Sock File with Ed B: He spoke to Voler. \$4.25 a pair. They do the design. They work in conjunction with Defeat Voler would send Defeat the pattern and they would weave the pattern. Min. order is 12 dozen. Minimum order of 1 doz. per size.

Vote to proceed was unanimous.

We will send out a note asking for demand for a Long-Sleeve order (arm warmers, LS jerseys and the two jackets (light wind and heavy insulated). We need 25 pieces.

Benicia Town Race: Race website: is up and running. Thank you Kimble Goodman. Pete didn't find a canopy so we are spending \$1500 for professional staging put up/take down. Mike Dunn is dealing with the catering. Thanks Mike and Joyce! George V designed the flyers. Thanks George! For Friday night booth, table/chairs will be set up by the Capital (West G). Be there before 6 p.m. It is a Benicia Main Street Gig. So far, 200 riders have pre-registered. The website has race marshal info, race schedules, map etc. Barbara needs volunteers for the off-site spots (you can't see the race from these locations). These can be rotated through.

Setup – be there for 5 a.m. Marshall meeting at 7 a.m. at 2nd & H street. If you are coming just for the afternoon, be there for 11 a.m.

Time trial Wednesday 3 Sept. 6 p.m. – it will be hot.

Meeting adjourned at 7:45 p.m.

Submitted by Riva Flexer for Sherri Bortolazzo

Tour of the California Alps (Continued from page 7)

their cars, which were parked by the side of the road. These were a combination of the less-than-5-pass riders and the fast 5-pass riders who were now going home. At 4:40 p.m., we turned into the park. It was still sprinkling.

It felt good to finish the ride. The joy of once again completing it was tempered by the thought that this was the last time. After putting bike and camping gear into the car and thanking Russ for all he's done for the ride over all the years, we headed home. The Death Ride will always have a special place in my memory, for the camaraderie, the setting and the great feeling of accomplishment when it was over each year.

Regular Club Rides

Tuesdays and Thursdays @ 9:30 AM: Meet at Starbucks at the bottom of First Street. 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

BBC Monthly Meeting: Held on the first Tuesday of the month at 7 p.m. at Farnsworth Cycles, located at 976 Lincoln in the Benicia Arsenal Industrial Park.

Looking for more rides? More company?

Valley Spokesmen www.valleyspokesmen.org

Diablo Cycling Club www.diablocyclists.com/

Eagle Cycling Club www.eaglecyclingclub.org/

Upcoming Rides October — December 2008

10/4/2008 Furnace Creek 508 Bicycle Race AdventureCORPS, Inc.
 10/4/2008 Harvest Ride for Literacy Ventura Rotary Club
 10/4/2008 Konocti Challenge Rotary Club of Lakeport
 10/4/2008 The Grizzly Century North Fork Comm.Dev.Council
 10/5/2008 Tour de Poway Cycling Promotions West
 10/8/2008 Condor Classic Pinnacle Partnership
 10/8/2008 Peak to Peak Pedal United States Adaptive Recreation Center
 10/11/2008 Bass Lake Powerhouse Double Century Fresno Cycling Club
 10/11/2008 Cochise County Cycling Classic Perimeter Bicycling Association of America
 10/11/2008 Colonel Allensworth Century Crankin' Time Cycling
 10/11/2008 Inland Express STS Riverside Bicycle Club
 10/11/2008 MS 150 Bay to Bay Bike Tour National MS Society, Pacific South Coast Chapter
 10/18/2008 Foxys Fall Classic Davis Bicycle Club
 10/18/2008 JDRF Ride to Cure Diabetes AdventureCORPS, Inc.
 10/18/2008 Salton Sea Century Shadow Tour LLC

10/18/2008 Solvang Autumn Double PlanetUltra
 10/18/2008 Tour of Solvang Wine Country Cycling Escapes
 10/25/2008 Death Valley Century and Double Century - Fall AdventureCORPS, Inc.
 10/25/2008 Fall Metric Century Orange County Wheelmen
 10/25/2008 Spooktacular Kern Wheelmen
 10/25/2008 Fall Metric Century Orange County Wheelmen
 10/25/2008 Spooktacular Kern Wheelmen
 11/1/2008 Borrego Double Ordeal Anny Beck
 11/1/2008 Solvang Prelude SCOR 1
 1/2/2008 Giro d Vino Bicycle Wine Tour Delta Velo
 11/8/2008 Tour de Foothills Upland Chamber of Commerce
 11/15/2008 Solvangs Finest Planet Ultra
 11/15/2008 Solvangs Finest Century
 11/22/2008 El Tour De Tucson Perimeter Bicycling Association of America
 11/29/2008 Tour of Death Valley
 12/13/2008 Club Christmas Century
 12/27/2008 Borrego Springs Century R&B Bicycle Club
 1/17/2009 Stagecoach Century, Winter Shadow Tour LLC
 2/14/2009 Camino Real Double Century Planet Ultra
 2/14/2009 Tour de Palm Springs GTE Directories
 2/21/2009 CORPScamp Death Valley: Five Day Cycling Camp AdventureCORPS, Inc.
 2/28/2009 Death Valley Century and Double Century - Spring Adventure Corps, Inc.

(Skills Clinic Continued from page 3)

Skills covered include riding with one hand and no hands while riding a straight line. Pedaling techniques that will help you climb as well as emergency braking are also taught.

Avoidance maneuvers will be taught along with how to protect yourself in case of incidental contact with another rider. This is especially good for those who are not comfortable riding in a paceline. Additionally the clinic covers two types of cornering techniques, one for fast descents and one for icky conditions

If you have any questions or wish to sign up, contact Mike Cox at mjcox37@sbcglobal.net or 510-237-5265. Again the clinic will fill up fast so pre-registration is mandatory.

Bring your bike, helmet and other essentials including warm clothes (the clinic is held next to the water) and a snack or two. Only 20 participants may attend so the first 20 to send in a check will get in and the others will have to wait till the next available clinic. There will not be a wait list and the clinic does fill up fast.

Editor's note: Riva took this clinic in June and enjoyed it immensely. She advises warm clothes and snacks because it is freezing by the water.



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

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

TO:

The Road

ANYBODY WANNA RIDE?

JOIN THE BENICIA BICYCLE CLUB!

BENICIA BICYCLE CLUB
 MEMBERSHIP APPLICATION

Membership Dues - \$15.00 for individuals or 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 membership. Make your check payable to:
BENICIA BICYCLE CLUB.

NAME _____
 ADDRESS _____
 CITY _____ ZIP _____
 PHONE _____ E-Mail _____
 E Mail Address _____

RENEWAL Yes No-New Application

Do you want the club to restrict access to this information? Yes
 No

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.

I ALSO AGREE TO WEAR A BICYCLE HELMET ON ALL CLUB RIDES.

I HAVE CAREFULLY READ THIS AGREEMENT AND FULLY UNDERSTAND ITS CONTENTS. I AM AWARE THAT THIS IS A RELEASE OF LIABILITY AND A CONTRACT BETWEEN MYSELF AND THE BENICIA BICYCLE CLUB AND SIGN IT OF MY OWN FREE WILL.

DATE _____ AGE _____
 SIGNATURE _____

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

NAME:	SIGNATURE:	AGE:
_____	_____	_____
_____	_____	_____
_____	_____	_____