

Benicia Bicycle Club

P.O. Box 141

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The Road Marshal: Message from the President

January 2008, we had a great year with a lot of ups and down. It was a rough year for a lot of our club members and their families. When our injured bodies and hearts heal, it's time to start fresh and start training. And on the upside, we had a great year with the soon to follow Bob's Spring Ride along with the Fall Moxie Ride. Tall Joe's Time Trials the first Wednesday of every month. And don't forget Bob and Laurie's Barbecue Club Ride along with Pete's Cytomax City Racing at its finest in downtown Benicia with the Napa Century soon after that. We had approximately 45 riders for that ride. Steve and Marcie King had their Halloween Party (which was a success) followed by George and Lisa Villarreal's 5 star Christmas Party.

The beginning of a New Year. Let's do this again next year and don't forget to get your Cytomax products from Frank.



Prez "Sugar Joe" Marks & wife Juliet

I would like to thank all the club members for being so great and for making the club what it is. I also can't forget to thank the board members and volunteers for doing a great job and making my job easy. Thank you!

Welcome!

New Members

- Conrad del Rosario
- Mark Birnbaum
- Dana Myers
- Joe Eleccion
- Dave Aberle

From your Intrepid Editors



Winter has arrived in earnest, some would say 'with a vengeance' with rain and wind. It's not a good enough excuse to stop riding, but it may be time to update your gear and revise your attitude or expectations. Of course, those with young ones (human or otherwise) at home may find it hard to take time for themselves. Keep in mind that 'It's never a bad time to ride!'. Hope to see you out there, and a Happy New Year to you and yours!

Newsletter Contributors

Thank you for your articles, photographs and your moral support! Our end of 2007 Newsletter is a team effort. Special thanks to Mark Birnbaum, Barbara Wood, Joe Shami and Mick W. Sherri and Riva

30,000 Miles in Four Years By Joe Shami

As 2007 draws to a close, it's time to review personal cycling performance for the year and set cycling goals for 2008.

If club members want to send me an e-mail identifying their personal cycling achievement(s) in 2007, I'll try to compile them for the next club newsletter. Please send to: shami-joseph-clement@worldnet.att.net. Don't be shy and don't be intimidated by what some other club members may have accomplished. If it was a big deal for you, let's hear about it!

I'll kick off by citing three things that I'm proud of in 2007. First, my bike was four years old on December 4th, and I had ridden it 30,344 miles for an average of 7,586 miles per year. I was 69 years old when I upgraded to it. I wondered then whether I could justify the purchase. It's an excellent quality Trek carbon bike that has given me so much pleasure and healthy exercise. I've certainly gotten my money's worth.

Second, I've cycled to the top of Mt. Diablo once a week for 24 consecutive weeks (as of December 4th) and was still trying to continue the streak, though the weather may not permit it for too much longer. Sometimes I went up Southgate, which is easier, and sometimes up Northgate for variety's sake. (I didn't

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SOLANO PACIFIC

Hudson Valley Tour by Barbara Wood

I was looking forward to the "Great Hudson Valley Pedal" which started in Albany and ended at Battery Park at the southern tip of Manhattan Island. It was a six day trip covering 200 miles, with 14,000 feet of climbing. The trip included breakfast and dinner, camping at local schools which allowed us to take advantage of the facilities. There were about 150 of us, none of whom I had met previously. The trip was sponsored by New York Parks and Trails. www.ptny.org Most of the route was on quiet country roads and very well marked. They did a good job!

Albany to Hudson: The local police provided an escort for the first few miles to get us out of the city traffic. The weather was perfect although it became warm and muggy later in the day. I didn't care. I was "home". Blackeyed Susans, Queen Ann's lace, and golden rod lined the rural roadways. With the river on the left and the Catskill Mountains on the right, I was in paradise. Both rest stops provided awesome views at the edge of the river. Lots of hills – none very long, but we were either going up or going down the entire trip! We crossed the river at Catskill (Rip Van Winkle Bridge) and proceeded to "tent city" at the Columbia-Greene Community College. After dinner, we were treated to a river boat cruise for about an hour.

Hudson to Hyde Park: Another beautiful day in paradise! I opted for the longer route which included a stop at the famous Rhinebeck Aerodome. This stop included a large collection of WWI (and previous) aircraft. Some were original, some were replicas. They do have air shows and the planes do fly. After the rest stop, which included wine tasting at a local winery, it was on to the historic village of Hyde Park and our very own "tent city". Tonight the treat was listening to the music of a local Blue Grass Band.

Layover day at Hyde Park: Not because we were tired,

but to give us the opportunity to visit the many historic sites. The most famous is the home of FDR and the presidential library which contains Eleanor's papers as well. We are reminded that Eleanor played a prominent part in FDR's "New Deal" and had her own role in the establishment of the United Nations. The Vanderbilts' also had a mansion overlooking the Hudson which is open to the public.

Everyone was on their own. There was a 60 mile option which included a visit to the wineries in the New Paltz area. Since much of the route was included in the following day's ride, I opted to ride locally. The air was crisp and cool- perfect for a quick warm up ride to Poughkeepsie and back before riding out to Valkill, Eleanor Roosevelt's retreat. Did you know that she and some friends ran a furniture factory? Anyway, it is a very "homey" stone house, surrounded by trees and flowers, and has a duck pond in the front yard. Such dignitaries as JFK and Winston Churchill were visitors at Valkill. Next on our ride was "Sunnyside", FDR's home, followed by lunch at the Culinary Institute of America.

I crawled into my tent about 9 only to be awakened at 10 by a thunderstorm. It was very intense but passed through quickly. Even the katydids were quiet.

Hyde Park to Highland Falls: Today we crossed the Hudson three times. The first bridge was the Mid-Hudson Bridge, at Poughkeepsie. Paralleling the Mid-Hudson Bridge, is a railroad bridge, built in 1889 and abandoned in 1974 due to a fire on the Poughkeepsie side. The current aim is to restore the bridge as a bike/ped crossway connecting rail to trail pathways on both sides of the river. The bridge is currently only open part way on special occasions. WE were a special occasion. After signing a waiver, we walked about ½ way

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(Continued from page 1) 30,000 Miles

keep track of how many times I went up each.) I welcomed the company of other club members on several of those climbs.

Third, at age 73, I finally learned how to pedal and how to corner, thanks to a cycling stranger whom I met twice by chance on Mt. Diablo. He identified immediately what I had been doing wrong all my life, and I had enough knowledge by then to understand what he was telling me and make immediate corrections.

I'm proud to belong to the Benicia Bicycle Club, which has so many members with stories that have inspired me. Just a few of the notable achievements for the year that immediately come to mind are as follows (in no particular order):

- ◆ Mick Weninger's cycling all through his chemotherapy treatments, despite his weakness, and coming back really strong!
- ◆ Note: I asked for Mick's permission before including the above statement. He replied: "Looks just fine to me. I kept it quiet as I did not know what the outcome would be. Now that all is OK, I can take a bow."
- ◆ Bill DeWolf's Paris-Brest-Paris ride of 1200 km (about 750 miles) in less than 90 hours in rain that caused a

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The MS Double Header (Oct. 21/22 2007) by Mark Birnbaum

I perceived this Southern California event as an easy way to get century miles as the season wound down, but I was very wrong! It turned out to be the weekend of the windswept firestorm in Southern California, with fierce Santa Ana winds on the second day, Sunday, forcing thousands of people from their homes and eventually burning down more than 2,000 houses! Unaware of the "BIG picture," two of us continued to struggle against those Sunday winds after the event had been officially cancelled at Mile 41, and we completed all 72 miles.

My friend Greg, whom I had met in college 31 years ago, had won two passes to this fundraiser for Multiple Sclerosis (MS), entitling him and one other person to do the ride for free, without having to fundraise or pay any sort of entrance fee. He invited me down to join him. Like the Waves to Wine MS ride in Northern California, this was a two-day affair. Day One would be a ride from Camarillo to Santa Barbara. There were 75-mile and 100-mile options for that day. (We chose the latter.) Day Two would be a 72-mile return to Camarillo for all riders. Greg lives in Santa Barbara, so we'd spend the night between the rides at his place.

Saturday morning, we were out of the house by 5:15 a.m., heading down Hwy 101 (by car) toward Camarillo. Greg didn't know where the start was, beyond the extremely sketchy description on the route flyer. After wandering around for a while and asking directions at several gas stations and convenience stores, we stumbled on the correct location and parked the car. After walking around for a while longer, we finally discovered the registration area, where they had Greg on the list of riders, but not me. The "bottom line" was that we finally got on the road at 7:35, after most people had already left. The day was beautiful, with no clouds, wind, or extreme temperatures predicted.

Route markings consisted of 8-½ X 11" sheets of paper with huge arrows, attached to sign posts and telephone poles or, in many cases, stuck in the ground with metal legs. The route sheet seemed to correspond to the arrows, for the most part, which was good, because there was no map. Within the first 12 miles, we'd seen two riders lying by the side of the road, who had had accidents of some kind. At about Mile 11, I ran over something that popped my front tire. Not a great start. We elected to skip the first rest stop at Mile 17 and kept going. A few more miles down the road, Greg noticed that we were less than a mile from the start/finish, so we returned to the car, and I dropped off my useless Tufo tire and picked up the spare I had brought. Peace of mind returned.

We worked our way northwest and reached rest stop #2 at Mile 30. We had now caught up to the pack and were with many other riders. Pulling in, we were looking forward to

some good food. We were sorely disappointed. All they had were two kinds of protein energy bars, Gorp, and water. No bananas or fruit or carbohydrates of any kind. Not good. We each grabbed a few bars, refilled our water bottles, and pushed on.

We were heading toward Santa Paula via the fairly flat coastal route, through outlying suburbs and citrus groves. The scenery was quite pleasant, and the traffic was bearable. We skipped the next rest stop at Mile 36 and rode through the citrus groves along the base of the local mountains to Santa Paula. We hit the rest stop there at Mile 49. Food (or lack thereof) was exactly the same as at the first rest stop. This was getting old. A few more energy bars would have to get us over the hill to Ojai.

Heading north out of Santa Paula, I was on familiar territory. Both the Mulholland Double Century and the L. A. Grand Tour Double traveled this same route, so it was a known quantity. This was the first of the two real climbs of the day. It was getting warm but was not unpleasant. Greg had a spurt of energy and took off, passing riders right and left. I was doing OK but couldn't hold him. We finally topped out and headed across the plateau at the summit to lunch at Dennison Park (Mile 61).

Real food at last! There were pre-made lunches consisting of a Subway sandwich, a bag of potato chips, and a cookie. They even had bananas, so we each grabbed two -- one for now, one for the road. The many other riders at the lunch stop seemed quite happy as well. After a leisurely lunch, it was time to continue.

Now we headed down the hill to the Ojai valley, went through town, and headed toward Lake Casitas. This was the route of the L.A. Grand Tour Double, which I'd done in June, so again, a known quantity. The lake was quite beautiful but quite low. The long climb to Casitas Pass was a good workout, with pleasant views of the lake and the surrounding hills. At Mile 77, we hit the next rest stop, at the top of the first Casitas pass, where they actually had bananas and solid food.

After a short stop, we went through the hills, down, and then did another climb to bring us to the second and final pass before the downhill into Santa Barbara County. That downhill felt great, and we soon turned onto Hwy 192, which runs along the base of the hills, on the backside of Carpinteria, heading towards Santa Barbara. This was a very pleasant ride, flat with citrus on either side of the road and minimal traffic. At the rest stop at Mile 87, we stopped so Greg could look for juice to drink. All they had was water, so we continued on. Hwy 192 eventually ended, and we worked our way down the hill and toward the northwest, crossing Hwy 101, going through some high-end residential neighborhoods before approaching the ocean. The final four

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(Continued from page 2) Hudson Valley Tour

across where the docents described the future plans. Note: the pathway on the bridge is a grate allowing you to see the river 200 feet below. Also, the railings, which were installed in 1889, are a bit rusty and rickety to the touch. Yikes!!!

On to Newburgh where we crossed the river for the second time, and headed south to the Bear Mountain Bridge where we crossed the river for the third time. The Bear Mountain Bridge is part of the Appalachian Trail – a delightful bridge with a wide ped/bike lane, smooth pavement, and no towers to negotiate.

Highland Falls to Nyack: After last night's thunderstorm (a second one) it was a relief to wake up to sunshine and the sound of a fife playing marching songs from the Revolutionary War period. One of the participants is involved with war re-enactments and was dressed for the occasion – in full regalia. After breakfast, we were loaded onto busses for our tour of the West Point Military Academy and history lesson as presented by the docent. There is so much early history associated with West Point. Well worth the time. After the tour, it was time to get back on our bikes. We were given an option of climbing Bear Mountain or taking a dirt path 1.7 miles through the woods, along the river. I opted for the trail. Mistake? Lots of sand, loose rocks, mud, but that's all part of the adventure.



It was cold and windy. We were glad to arrive at our campground and what a campground it was; a grassy meadow beneath a massive rock cliff (Hudson Palisades).

It was a spectacular sight when the sun hit the rock the next morning.

Nyack to New York: Our final day was overcast and chilly, but no rain. Our route, along the river, took us through areas of new homes as well as many old stone homes and farms. Although not billed as a multi-state ride, (sponsored by New York Parks and Trails) we did enter New Jersey. The route was through Palisades Park, and very quiet except for a few maintenance vehicles and many cyclists heading north for a day out of the city. From the rest stop, we could see the George Washington Bridge and the New York skyline behind it. I could hardly wait! The approach to the bridge was ...

stairs! Two flights up, one flight down!! Even though each side of the staircase had a rail where you roll your bike, it was easier to carry it.

Crossing the George Washington Bridge is much like crossing the Golden Gate Bridge, complete with towers and two-way bike traffic. After another stairway system to get down from the bridge we were directed down a one way street the wrong way and onto the 11 mile bike path, along the Hudson River, to Battery Park. There were special bike traffic lights at street intersections and a couple of "ghost bikes" spray painted an eerie white to remind us that someone on a bike was killed at that site. Also along the way were places that offered free kayaking, free crossing on the Staten Island Ferry, and great views of the Statue of Liberty. The last mile was through New York traffic to the base of the Brooklyn Bridge where we caught our bus back to Albany. A fabulous trip!!



Tech Talk with Mick Weninger -Brakes

Next to the rider, the brakes are the most important thing on the bike. You want to stop but will your brakes stop you? How much time have you spent checking over your brakes? They require so little maintenance you forget about them. Don't... That's your life and well being we are talking about.

Road bike brakes are currently called dual pivot brakes. These are wonderful brakes with a pivot for each side as opposed to the old side and center pull brakes. Things to look at on your brakes. Cables and housings should be replaced every couple of years or sooner if you see a problem like kinks or frayed wires. Note here that shift housings are different than brake housings and will not work. The metal part in the brake housing looks like a spring. There are a bunch of small straight wires in a shift housing running long ways. Brake pads do wear and have grooves like tires, when the grooves go, replace the pads. What you don't

want is the metal pad holder to contact the metal rim. Rim braking surfaces should be true and clean. A light sanding of the rim to remove pad material stuck to it will really help. You can also sand the pads to remove any rim material imbedded in them. Brake cable/housing, brake pivots and lever pivots should all be lubed (triflow) regularly. Brake pad alignment is very important. Watch that the pad is not too high and rubs the tire, or too low and misses the braking surface of the rim. The brake pads want to be toed in to prevent noise. The leading edge of the pad should contact the rim first with about a 1 mm gap to the rear of the pad. If, when you apply the brakes while sitting still, the wheel moves to the left or right, that can be corrected with the centering screw on the caliper. The adjuster screw where the housing hooks to the caliper will tighten or loosen the cable to give you more or less brake at the lever.

(Continued from page 3) *MS Double Header*

miles were near the ocean until we finally arrived at Ledbetter Beach, the end point for the day. It was now 2:55, so our total time for the 100 miles was 7:25. After we each got a medal on a neck ribbon and our complimentary soft ice-cream cone, we rode the five miles to Greg's place for a hot shower and, later, a nice Italian dinner. We were both looking forward to an easy, relaxing ride back to Camarillo the next day.

Sunday began as another magnificent day. We quickly rode the five miles from Greg's place to Ledbetter Beach, picked up our route sheets, and were on our way at 7:45. The official time for the mass start was at 8:00, but the organizers had no problem with people leaving early. Today we were near the front of the riders. We followed the arrows, which took us through an extremely ritzy neighborhood, between Hwy 101 and the ocean. However, the route sheet showed us retracing yesterday's route on Hwy 192 on the other side of Hwy 101. Clearly there was a major communications problem here. Since the arrows had been good yesterday, and since Greg knew the area, we followed the arrows. After about 17 miles, we arrived at the south-east edge of Santa Barbara County, where the route sheet directions and the arrows converged. At this point we got on Hwy 101 for a bit over four miles, which we knocked off in less than 15 minutes. We were making great time.

Leaving Hwy 101 at Mile 21, we got onto Hwy 1, a frontage road, which took us another seven miles to a bike path, which in turn took

We had been heading basically southeast until this point. Now we worked our way through the city of Ventura and headed south for seven miles. After a mile or two, we noticed that there was a strong wind out of the east/northeast. This wind was more of a nuisance than anything else, so we ignored it as we went south. At Mile 38, a bit over halfway into the day's ride, we turned east onto 5th St., heading toward Oxnard. What had been a nuisance wind suddenly became a major problem, as our speed slowed down to about five miles per hour. This was serious.

The next three miles took a long time. At Mile 41, we came to the next rest stop, which we had decided to skip. As we began to ride past it, one of the workers ran out and yelled to us that this stop was "the end of the ride." Having never quit a ride on account of wind, I was not going to do so now and neither was Greg, so we continued without stopping. The wind got stronger, as we approached and went through Oxnard and then back into the vegetable fields east of town. There was loose sandy dirt on both sides of the road, which sandblasted us from time to time, when a particularly strong gust

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Upcoming Ride Schedule December 2007— January 2008

1/6/2008 Casa Grande Century Greater Arizona Bicycling Ass.
 1/12/2008 Stagecoach Century, Winter Shadow Tour LLC
 1/26/2008 Borrego Springs Century R&B Bicycle Club
 2/9/2008 Tour de Palm Springs GTE Directories
 2/16/2008 Butterfield Double Century PlanetUltra
 3/1/2008 Death Valley Century and Double Century - Spring
 3/2/2008 LA Bike Tour Los Angeles Marathon
 3/8/2008 Solvang Century & Half Century SCOR
 3/15/2008 Tour de Sewer Bell Gardens Lions Club
 3/15/2008 Tour of Borrego R&B Bicycle Club
 3/16/2008 Solvang Spring Tour PlanetUltra
 3/29/2008 Solvang Double Century (Spring) PlanetUltra

(Continued from page 5) MS Double Header

came and picked it up. Tumbleweeds were blowing toward us along the road, and it became increasingly difficult to control the bike and stay on the pavement. We dropped down another gear and kept going east for another five miles. Experienced cyclists that we were, neither of us had ever ridden in anything like this before! It was like being in a 1920's silent movie, where the actor on the horse stays still on a moving belt, while the scenery behind him moves, to create an illusion of moving across a landscape.

At Mile 46, we finally made a right turn to go southwest. The idea was to add miles, to get the 72 miles into the day's ride. Our speed suddenly jumped from about 4 MPH to close to 30 MPH in about 50 feet, since we were now directly in front of the wind. For the next two miles, life was grand. After that, we made a half left, changing our direction from southwest to south, and we lost some of the push from the wind. It was still pretty good, however, for the next mile, until we turned east again and did another mile and a half at nearly a dead stop. Another quick south leg and an even faster westerly leg brought us to Hwy1 at the Pt. Magu Naval Air Station. Here we turned S/SE to parallel Hwy1 for a mile and a half on Naval Air Road.

At Mile 54, we reached what was supposed to be the last rest stop on the ride. Not surprisingly, it was totally deserted. The three porta-potties that the MS folks had brought in had been blown over by the wind and were lying on their sides. We laid the bikes down on the ground, since it was too windy to lean them against anything, and we ate our bananas and pretzels. This was getting ridiculous. We were now basically at the southwest corner of the route. After heading south again for another mile and a half on the frontage road, we'd be working our way northeast for the next 12-½ miles. We had not seen a

soul since the 41-mile rest stop.

At Mile 55, we crossed Hwy 1 and began the journey northeast. It was pretty pathetic -- two supposedly fit riders moving along at less than 5 MPH and barely staying on the road. I was ahead of Greg on the various legs and waited for him at each turn, starting out again when he got there. I noticed some movement out of the corner of my eye as I approached one turn. Looking around, I saw that the wind had snapped a telephone pole about 10 feet off the ground. The upper 10 feet of the pole was swinging in the wind, being held up by its wires. Amazing!

After what seemed like days, we finally arrived at the northeastern-most point of the route and were able to enjoy two miles of slight downhill and a stretch of route at an angle to the wind, instead of against it. Some fires had started to the north of the course, and now the sky was turning a dark brown from all the smoke. At Mile 71, we made the final turn into the wind and worked our way through the industrial park to the start/finish. We pulled in at 1:45, as the workers were dismantling and packing up the last of the booths and boxes.

There were no other riders there and no food. No-one seemed to care at all that we were there or that we had completed the full ride, despite the conditions. The workers said that food for riders was available at the Marriott Hotel, about a half mile away. After putting the bikes back in the car, we drove to the Marriott and "chowed down" on pasta and salad. The rest of the riders had apparently been bussed back to the start/finish from the 41-mile rest stop and were long gone. It was eerie. We had no idea if anyone else had even finished the ride. It had been the most brutal 72 miles I had ever ridden. We got in the car to drive back to Santa Barbara, and had to turn on the headlights, as the sky was now a dark brown, totally blocking out the sun. It had been a long day! Of course, we were totally unaware then of the disaster happening further south in Los Angeles and San Diego!

(Continued from page 2) 30,000 Miles

- record number of dropouts, plus all the qualifying rides leading up to P-B-P! (He was 53.)
- ◆ Joe Miller's successful quest for the Triple Crown Jersey, which required completing at least three double centuries during the year!
- ◆ Nancy Lund's return to road cycling after only being permitted to ride a trainer for several months due to serious arm injuries from a crash!
- ◆ Mark Birnbaum's commuting 16.5 miles EACH WAY to work every day on his bike, rain or shine, PLUS a century or double century on every weekend in the cycling season!

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Club Stuff

Regular Club Rides

Minutes of the BBC December 4 2007

Tuesdays and Thursdays @ 9:30 AM: Meet at Raggs Coffee shop, corner of 2nd St. and Military East. Tuesday rides go to Martinez via the Zampa Bridge, and Thursday rides go to the Valley Café in Fairfield. Both have optional distance rides. These are no-drop rides.

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

Sunday @ 8:00 AM: Meet at Benicia St. Park, at the end of Military East. This is a 40 mile ride to Martinez with 2,000 ft. of climbing, stopping at Starbuck's to refuel before returning. This is a no -drop ride.

Slower riders: If you are feeling intimidated and prefer a slower pace, Sunday morning rides often have slower riders. For info, contact Riva at riva.flexer@mail.mcgill.ca

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: 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/

The meeting was called to order at 7:05 p.m. by President Joe Marks. Those in attendance were Joe M., Ed B., Joe P., Dana M., Bob K., George V., Steve B., Barbara W., Mike D., Riva F., Ed C., and Sherri B.

Bob K. presented the Treasurer's report. Had small discussion on the funds the Crit brought in and the tentative date for next year.

Membership Dues were discussed. Bob K. proposed to change family membership to \$15.00. George V. made motion for the change, Sherri B. seconded it. Passed by a vote of the attending members.

George will put out an email on the Christmas Party.

Barbara W. discussed New Years Ride/Breakfast. She will find out if Pappas will be open. Barbara will put out an email.

Joe M. will get cost on club color hats and shirts and report on it after the first of the year.

Ed's health was discussed. Tall Joe is feeling fine, all healed. Discussion

New business: Barbara and Riva had heart rate test with Karen Tusting. Discussion.

Bob K. reported for Nancy L. that she would like the meeting night to be changed. Discussion. Bob K. made motion to change it. Steve B. seconded it. It did not pass by a vote of the attending members.

Bob K. mentioned dues. 20% of members have paid.

Ed B. has some stock of club jerseys. He also discussed Boys Night Out at Christina S. to be held 12/6 from 6:00 to 8:00.

Dana M. brought up the fact that some riders on the Saturday morning ride thought that 8:00 was too early to start in the winter. Discussion. No motion was made.

Steve B. told story about tire change. He had put his new tire on inside out!! Discussion. Very funny.

Meeting adjourned at 7:30

Respectfully submitted,

Sherri Bortolazzo

(Continued from page 6) 30,000 Miles

- ◆ Joe Pritchard and Joe Miller winning their MTB division at the Howell Mountain MTB race.
- ◆ Russell Hands winning the Dunnigan Hills Road Race (45+).
- ◆ Pete Van Slyke's spearheading the creation of the first Benicia Criterium.

Also, let's not forget the large contingent of club riders who completed the 129-mile Death Ride (with 15,000 feet of climbing) this year, some of them doing it for the first time! Others (like Barbara Wood, Edith Norby, and Riva Flexer) separately explored different parts of the country on their bikes. Still others (like Mike Dunn) finished a really difficult challenge, such as the "new" Sierra Century, despite severe cramping. Others achieved personal records in the club's time trials. Let's hear your accomplishments too.



FROM:
Benicia Bicycle Club
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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:
_____	_____	_____
_____	_____	_____
_____	_____	_____