

Benicia Bicycle Club

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The Road Marshal: Message from the President

June is here. Schools are closed for summer and it's vacation time. Take your bikes on vacation if you can and get in some rides. Be careful as more cars are out on the road now. Time flies when you're having fun!

The two year anniversary of the Zampa Bridge opening approached us, a day that changed our riding forever. Cummings Skyway, Franklin Canyon, Pig Farm, Three bears, McEwen, and Mt. Diablo, our riding is unlimited from the State Park.

Flat ride, windy rides, hills and even mountains. Speaking of mountains, the Death Ride is one month away! Are you ready? And don't forget the Sierra Century, or the Sequoia Century. There are rides every weekend so plan them accordingly. Sign up early for the Napa Century in August as it fills up quickly.

Bike to Work Day was May 18th and I would like to thank Riva F., Mick W., and Bill D. for working our sta-



Club President; Joe Marks with Michael Schubert

tion at the bridge and Barbara W. Thank you!

Our new short sleeve jersey order is in, so pick up your jersey or buy one of the extras. **Joe Marks**

The Editor's Remarkable Twisty-Turn Descent

Thank you to our members who are leading rides outside our local community. Nancy recently led the Mt Hamilton ride, Bob K has led the Moxie rides in the past and recently the Mt Diablo and the Mt Tam ride. Bob VW organized a strenuous, 120 mile, 12k climb, Mt Diablo loop, my favorite part about that ride is climbing Happy Valley Road, I love that country road with the shade from the big trees. I am very honored to know the female members of our club who are committed to their training for the Death Ride. Lauri VW, Ellie and Marci are dedicated to the climbing, distance and altitude, while training and focusing on centuries, club rides and also the extra group training rides provided by other club members. On July 8th these women with other club members will climb and descend Monitor Pass, Ebbetts Pass, and Carson Pass and catch a glimpse of what our Sierra Range has to offer. Best Wishes to these wonderful, strong women who will be their fittest for this event. And finally, I hope to see you all at our next ITT to test your fitness level, a big thank you to Joe P for organizing our ITT. **Laurie Fenech**

Benicia Bike Club Time Trials

Time your fitness ride. Distance is 10.2 miles. Start/finish at Lopes Road; turn around at the Fairfield City sign. Second Wednesday night, July 12th, 6:00 PM sharp.

Contact **Joe Pritchard** at jlpritchard@sbcglobal.net

Welcome New Members
Gordon Moncibais
Doug Rose

Newsletter Contributors

Thanks **Bill S, Joe M, Barbara W. Joe S, Mike D, Ed M, Mick W, Joe P, Scott O.** Thank you for sharing information for our newsletter. Your contribution is appreciated by the editor and the members/friends who read our newsletter.

Our June Newsletter is a team effort.

In The Draft: Paceline Guidelines

Paceline Guidelines

- **Be predictable and safe by riding a straight line.** Practice this skill by yourself by riding with your wheels on the white line along the edge of the road. You'll find that it's easier if you look ahead 30 feet rather than directly in front of your wheel.
- **Smooth, steady, communicate and predictable are the bywords.** Keep the pace steady. Avoid surging when your turn comes to lead the pack, avoid braking suddenly, avoid swerving abruptly. Ride relaxed, stay focused, communicate. This makes you a safe cyclist and a pleasure to ride behind.
- **Don't let your front wheel over-lap a rear wheel.** If that bike swerves, the contact will usually knock you down. If you do overlap (echelon paceline) make sure you're at least a foot or two to the side.
- **If you are the leader of the paceline stay focused on the road, traffic and lights.** Keep your eyes on the road and ahead of you at all times. If you are behind the leader use peripheral vision and observe the rider in front of you.
- **Ride only as close as you are comfortable.** Two to three feet is OK for starters. Look ahead, not just at the wheel in front of you and ride with your hands near the brakes. If you get too close, soft pedal or move out into the wind a bit to slow down. Soft pedaling is better than coasting. It causes less reaction behind you. If you must brake do it smoothly and with the rear brake so the person behind notices you using the brake. Keep pedaling (soft pedal).
- **When you're leading, remember that you're the eyes and ears of the whole group.** It's your responsibility to **"point out"** or **"call out"** or navigate smoothly around stuff on the road; "glass" "branches" "potholes", "pedestrians", "runners", "dogs", "wildlife" "road kill", as well as turns and stops (slowing signal) that others may not be able to see because you obstruct their view. People behind you will relay this info to the back of the pack.
- **As you take the front, maintain that speed.** The former leader will signal by raising the left elbow or left arm off the bars or by sitting up and moving over (usually to the left). He'll slow down, so you don't have to accelerate. Just pull through smoothly and wait a few seconds for the former leader to catch on the back and then ramp it up slowly. You should see your cycle computer go up a mile an hour at a time.
- **Take your turn at the front and then pull off and let someone else share the work.** If you are tired take a short pull. When dropping back, stay close to the line. This enhances the group's draft.
- **Call out "car back!" when there's an overtaking vehicle.** This is especially important on narrow roads when the group is in a double paceline (2 abreast). Riders need time to move over or ease up to let the car pass. In general, since we ride on roads with traffic it's never a good idea to ride more than 2 abreast. "Car Back" is more than just a warning. It means DO SOMETHING. **"Car up"** is called if the road is narrow and a car is approaching in the front.
- **Drop back a bit more on climbs.** The rider just ahead might stand and decelerate slightly; in effect, moving backward toward your wheel. Also when you stand up (call out standing) and make a conscious effort to stand on a downward power stroke and push your bike forward so you don't drop back into the person behind you.
- **Have fun** and if you don't understand what's going on or why don't be afraid to ask. Many times there are a lot of unspoken subtle things happening especially with a group that's ridden together for a long time.

Annadel State Park

Mountain Bike/Hike/Single Track/ Fire Road Trails

<http://www.parks.ca.gov/pages/480/files/ANNADELSP2.pdf>

Wine Country Ryders : Joe M, Joe P, Bob K, Mick, Pete V, Nancy, Barbara, Ellie, Lauri VW, Laurie F, Steve O, Ed M, Rob J, Glen M, Ken P. Grizzly Peak Roadies: Joe S, Bill B, Bill D, Bob G, Michael K. Read our Century stories in the June Newsletter.

High Performance: BBC Members on the GO!

Ride with Edith and Barbara

July 19 Wednesday Edith is leading a ride from 12th st parking lot over the Carquinez Bridge and back to her house for cake and ice cream. Leaves at 10 AM 25 miles

July 23 Saturday Barbara is leading a ride in Marin County beginning in Novato, heading out Lucas Valley Road, then stopping for lunch at the cheese factory 35 miles, hilly. Ride begins and ends at the Safeway parking lot on Ignacio in Novato. (Hwy 37 to 101, head south, exit Ignacio, bear right (west) the parking lot will be on the right. Meet at the far end of the parking lot. 10 am

July 26 Wednesday, Barbara is leading a ride in the Russian River Area of Sonoma County. 35 miles. Meet at the intersection of Wohler and River roads, west of Santa Rosa. Take 37 to Lakeville Hwy, to 101 north of Santa Rosa, exit west onto River Road. Intersection is about nine miles. Bring food and water. 10 AM

Bike to Work Day Compliment

Hi!

I did my first ever ride to work today, May 18, 2006. I felt up to it as I completed the Delta (metric) century two weeks ago. I was surprised and delighted to encounter some of your club members (*BBC Members; Bill D, Riva, Barbara and Mick*) as I came off the Carquinez bridge. They added something more to my day. They were smiling and cheerful as well as encouraging. I don't know who they were, but they left me with a great impression of your membership. I hope to meet them again. Thanks again for being there.

Keith Nowell

Update on Dr. Scott MD

Dear Laurie,

I enjoyed May's Newsletter very much. It helps me stay in touch.

It's cool, as usual, and I can't ride in the morning without a vest or jacket. I've been riding with the mountain bike boys in Thetford

Forest. It's flat, except for the bomb craters. East Anglia was home

to numerous airfields during WWII, and this area was bombed extensively. Some of the craters haven't been filled in, and the off

road riders incorporate them in to their trails. These 2 hour rides

are complete hammer fests. It's mainly single track in a planted

forest with sharp twists among the trees. The forest is also gridded

with fire roads. My heart rate is pegged in the 180's on the single

track, and I get a chance to recover on the fire roads. I fell 3 times last Thursday, but I've avoided the trees so far. It's very different from road riding, and I need a day for my cooked legs to

recover.

I've included a picture of a house with a thatched roof. The pheasants on top are also thatched. The cap on the thatched roof is

the thatchers own design, and acts as his signature. This house is on my route to RAF Lakenheath that I ride on Saturday. I bike to the coffee shop and flirt with the baristas (actually, I just look.)

Scott

Seeking Cyclist to Ride Lewis and Clark

Hi All

My friend Trudy, whom many of you have met, is wanting to go for a week or so, moteling it, as she bikes parts of the Oregon Trail. She would like some company.

Anyone interested in planning such a trip? Please respond to the email address below.

Thanks,

Barbara

phinkudo@aol.com

Trudy_Nye@crpusd.org

Benicia Bike Club Featured Author**Joe Shami****What was Different in the Sierra Century for 2006?**

By Joe Shami

The most significant difference on Saturday, June 3rd, was that unfortunately there was a fatality in the Sierra Century this year. (I didn't hear about it till the next day, because it happened behind me.) A 56-year-old dentist from Palo Alto was descending Fiddletown Rd in Fiddletown, just above Hale Rd, on his way to the lunch stop when he tried to pass a slower-moving tractor. With the approach of an oncoming car, he swerved back into his own lane, hit the side of the tractor, and was run over by the tractor's rear wheel, dying at the scene. It was his 22nd wedding anniversary, and his wife was cycling in the same event, doing the shorter 60-mile ride. This tragedy, coming only six weeks after the fatality in the Primavera Century, emphasizes that participants must take all possible precautions.

The century route for the last 40 miles was different in 2006 than in previous years due to a conflict with a wine festival in El Dorado County. Eliminated was Slug Gulch, notorious for its 5.4-mile climb and often-impatient traffic, including motorcycles. Replacing it was Hale Rd, a six-mile, remote, rustic, traffic-free road that goes from Fiddletown to Volcano. As shown in the altitude profile, it has three steep climbs and three short descents. The second descent included an extremely rough section that ended in water over our wheel rims, as we cycled through South Fork Dry Creek, which was flooding over the road.

Officially, the total elevation gain for the century was 7460' versus 7240' last year, a difference of only 220'. Of that total, 3451' (instead of 3231') was climbed after Mile 60, the lunch stop at Fiddletown. But it sure seemed harder to me this year. Perhaps, the unbearable heat with temperatures in the mid-?nineties is what made the difference.

After Rest Stop #3 at Fiddletown (elev. 1644'), we climbed 2.2 steep miles back up Fiddletown Rd that we had just descended before the break, regaining about 410'. It was nice to be able to see the descending cyclists. I called out to **Mike Dunn, Bob Klosterman, and Mick Weninger**, who had started later, as they whizzed by. (All of them would complete the century.) On turning onto Hale Rd, I descended immediately for a short distance, losing about 150' in altitude, then climbed a shorter distance on a steep slope, regaining 128'. Not bad so far. Then came a fairly long, very steep descent on an extremely rough and bumpy surface that turned into gravel for a short stretch. With my tires pumped up to 120 psi, every bump shook me to the core.

Road Hazards While cycling in our area and if you encounter road hazards such as pot holes, debris or tree limbs contact these agencies and report status. Vallejo-Department of public Works, Traffic Engineering and Maintenance Dept at 648-4300. In Benicia-Public Works maintenance Division, streets at 746-4296. In Solano County-Steve Hilas 421-6055.

Help keep our Roads Safe

Laurie Fenech, riding as stoker on a tandem, reported that the Hale Road descent was unpleasantly steep and bumpy for the tandem too: “We had to stop twice to cool the rims. So we descended halfway down and then [turned around and] climbed back up and returned to Plymouth [by a shorter way], finishing 75 miles.” At the bottom of this ragged descent with 400-ft elevation loss was the flooded creek. Then came the second steep ascent (of 519’) – a long one that climbed from 1696’ to 2215’ – followed by a minor descent of 37’. Just when I thought it was all over, the climb resumed with an even steeper slope, with more than 500’ additional elevation gain (from 2178’ to 2700’) in about the same distance, for a total climb of 1169’ on Hale Rd after the 410’ climb on Fiddletown Rd. There was a welcome water stop at the top at the intersection with Shake Ridge Rd. When a volunteer handed me my souvenir pin, I said, “I never thought I’d be asking you to bring back Slug Gulch!” (But I was only kidding.)

At the intersection at the top, I and the century riders turned right and headed back toward the fairground at Plymouth, whereas the 200-km riders like **Steve King**, **Kipp Penovich**, **Joe Pritchard**, and **Bob Vanwert** turned left for additional challenge. I’m glad I didn’t go that way! The temperature was soaring by 11 a.m. at Fiddletown and for the rest of the ride. In fact, the last six miles returning up Old Sacramento Rd in the heat were interminable. I had no energy left and was in pain. But so were others! I’ve never seen so many people taking a break by the side of the road with only two miles to go, or one mile, or even 3/4, 1/2, or 1/4 mile! I thought it was the most difficult century I’ve done in a long time -- far more difficult than the Grizzly Peak, which had more elevation gain. However, I liked the new route in that it took us away from traffic. If only Amador County would repair the surface on that Hale Rd descent, I would prefer this route to Slug Gulch.

I saw several other Benicia Bicycle Club members who completed at least a century. They were: **Mike Kunz** (at Ione), **Ellie Hands**, **Marci King**, and **Lauri Vanwert**, riding with **Joe Marks** (between Ione and Volcano), and **Elmer Bricca** (at Volcano). **Elmer** said later that he completed most of the double-metric century (110 miles of it), but he had problems with his saddle “(actually with what connects to it),” so he took the main highway from Sutter Creek to Plymouth, logging 9,000 feet, as did **Mike Kunz**. (I too had problems with what connects to my saddle but on my bike, that part is called **Joe Shami**.)

Always Looking For Bicycling News For Our Newsletter
Share Your Century, Share a Personal Bicycling Adventure

Leading a Ride?

Contact Laurie Fenech

nachurelover@sbcglobal.net

Tech Talk: By BBC Bicycle Techy, Mick Winger

TECH TALK by Mick

Tires and Tubes

Like chains, tires wear out. A rider is responsible to ensure his tires are in good shape. Before each ride the rider needs to ensure the tires are properly inflated. A good floor pump with a gauge is mandatory. Tires are made of cord (fabric) for the strength and rubber to protect the cord and provide a good wear surface. Tires should be inspected after each ride. You are looking for imbedded objects like glass and thorns and wear. A wet rag held against the turning tire works well. Glass and thorns will snag the rag and wet will show the cord if the rubber is getting thin. A tire is round when new and will start to flatten out in the center as it wears. You can tell by the width of the flat the approximate wear on the tire. Most of the tires we use don't have a tread to gauge the wear. The new Conti GP 4000 has little divots (pot holes) in the tread area to show how much rubber is left. Front tires will last about three times as long as the rear. Climbing puts more stress on the rear (driving) tire and it carries more weight. The front tire still sees the miles and road hazards and should be rotated to the rear and the new tire put on the front.

Some tire stuff. Regular tires have a wire imbedded at the inside diameter (bead) to hold the tire to the rim. Foldable tires use Kevlar instead of wire which allows the tire to be folded like a tube and is also about 100 grams lighter. The more threads per inch (TPI) in the cord the better (and more expensive). Think of silk VS Denim. Lighter, stronger and smoother. A layer of Kevlar may be inserted between the cord and the rubber to provide a puncture resistant belt. Tires were sized by their outside diameter X width. 27" X 1", then we went Metric. 700mm X 23mm. The new way is the bead (rim) diameter by width. 622 X 23 for road and 559 X width for mountain, 26" is going away.

Some tube stuff. Tubes come with two different stems, Schrader (car) and presta. Presta is the skinny little stem that you loosen the knob on top before putting the pump on it. Presta is a better bet for high pressure tires. Tubes also come with long or standard length stems. Long stems are required for aero rims. A long stem makes a good spare as you can offer it to your riding buddy no matter what kind of rim they are using. Tubes do become worn from imperfections and cuts inside the tire, spoke hole divots in the rim tape and stress around the stem at the rim hole. A new tube with the new tire is smart. There is nothing wrong with a patched tube if the patch is done correctly. They can be tested in a spare wheel prior to using.

The Lodi Century: A Well Kept Secret

By Mike Dunn

Maybe it was the moderate temperature or the previous rains that kept everything green or the company I kept during the ride or all three, but the Lodi Century was one of the best rides I've done since I started riding centuries. The day prior to the ride, Mick, Bob and I had met at Raggs for a ride into Martinez. We met George there, who had done the Lodi with Greg the previous year. He said it had it's challenges.

Riva, Bob K and the writer left Benicia on Saturday, May 20 about 5:15 am and arrived in Lodi about 6:30. Registration was a breeze and we were on the road at 7:00 am. The ride out of town to our first rest stop was uneventful. Bob and I jumped on a pace line about mile 11 and waited for Riva at the rest stop. From there we split up. Riva's 100K followed a different route from our 100 mile.

Unfortunately for Riva, paradise wasn't attained until Bob and I had ridden about 20 more miles into the 100 mile route. When we started the circular route around Camanche Lake, we were both amazed by the beauty we encountered. There were few riders, no traffic and gorgeous landscape. Near the end of the ride, the terrain flattened out and the beauty, subsided. The wind I had heard about was a mere whisper. I talked with one of the volunteers during the ride who said this year's ride probably had a total of 500 participants. She agreed that this ride was a well kept secret.

The post ride meal was barbecued tri-tip and chicken, potato salad and green salad, drinks, BUT NO DESSERT. Riva mentioned ice cream on the way home. We stopped at Micky D's and had an ice cream. Bob, however, was entranced with the cool taste of the cone and had another.

We arrived back in Benicia about 5:30 pm and said our goodbyes. When I got home I once again visualized the ride and got so excited I had to write this little passage. I am definitely going to add this to my list of "do-again" centuries..

BBC Members Sharing Their Ride

Nancy's Mt Hamilton Tour

Our ride on Sun. was hot and hard. 16 started from Livermore (Mick, Joe S, Craig Bob K and Nancy from BBC) Joe, Mick, Craig and I went to the top of Mt. Hamilton and back for 100 Mi.

Joe Pritchard

24hr of Adrenalin Laguna Seca May 2006 By Ed Matthews

This was my second experience at the 24hr event in Monterey. Same team, same setup augmented with the past reflection on how to improve. We have five riders on our team and a volunteer.

The race commenced on Saturday at 10am with a Le Mans start to the bikes and the first rider was off and on the 10.5 mile course in the hills behind Laguna Seca. For those that have raced the Sea Otter, the course is similar with some omitted sections.

We decided, like last year, to run a simple plan of riding a lap each before beginning at the top of the lineup again. Each rider rode the lap in the 50-58 minute range, which helped in the execution and planning of when to show up at the starting tent in anticipation of each lap.

Within the first two hours, we were setting in 7th place. Between laps, each rider would clean and tune their bike, eat and hydrate and setup for the next ride. As the day progressed into night, the apperal and lighting needs had to be anticipated. After all of this, there was an attempt to get some sleep in the camper before the next lap.

By 4pm we were in a tight race, holding 3rd place with the 4th place team trailing by a close 2 minutes. The laps became faster as we grew confident with each lap, learning the lines to take. Soon night was upon us. My first lap saw me flying down the first descent. My HID light washed out the small details and I recalled that there was a huge rut at the bottom of the descent. Well, it was closer then I thought as I hit it, lost control and was launched into the grass off the trail. Unscathed, I headed out and rode the lap in a more conservative fashion, our lead was growing and I knew it was only us that could lose our place.

As the sun came up, our lap times increased, as did our confidence in holding a 3rd place position. In the end, we rode 26 laps, 270 miles, in 24 hours on a fast course that had excellent single track, long grinds, and fast fire roads.

The enjoyment was in riding for a team where my teamwork and sacrifice, as well as the others contribution, made for the success. Our results were a result of each member on the team giving it up on each lap as well as assisting with support back in camp. The race was full of positive energy and I really would recommend it to anyone who may be interested.

Benicia Bike Club Time Trials

The next TT is **July 12th**. Time your fitness ride. Distance is 10.2 miles. Start/finish is Lopes Road; turn around at the Fairfield City sign.

Contact Joe Pritchard at
jlpritchard@comcast.net

Course Record

Women

(30-34) Laurie Gottfried 32:36
(35-39) Angela Tooch 33:33
(45-49) Laurie Fenech 28:55
(50-54) Riva Flexor 38:36
(60-69) Barbara Wood 41:10

Men

(30-34) Bob Gades 27:10
(35-39) Bob Vanwert 25:27
(40-44) Todd Doherty 25:30
(45-49) Peter Van Slyke 28:49
(50-54) Bill DeWolf 28:09
(55-59) Bob Klosterman 29:35
(60-64) Joe Pritchard 29:12

Tandem

Six of us were at the June 7 time trial, Pete V, Russ H, Joe M, Joe P, Bob V, and new member, Doug Rose.

Instead of the first Wednesday of the month, The July t.t. will be on the second Wednesday (The 12th).

Joe P.

Mark Your Calendar

BBQ Ride -July 15 (Weekend after Death Ride)
70 miles/4,000ft climbing Meet at Park at 8AM
BBQ at 4PM at Bob and Lauri's. Potluck:bring
salad, pasta or dessert and beverage.
Lauri & Bob VW

How Nutrition Periodization Works

In order to apply periodization to nutrition, you have to understand the relationship between exercise intensity and fuel use. When you are riding at a moderate, aerobic pace, you are burning a balanced mixture of carbohydrate and fat. Protein is burned for energy as well, but it only contributes 10-15% of your energy and it stays relatively consistent with changes in exercise intensity. As you increase the intensity of exercise, the aerobic system reaches its maximum rate of energy production. If you need energy more quickly than your aerobic engine can supply it, your body calls upon the anaerobic system to bridge the gap. Since the anaerobic system burns primarily carbohydrate and cannot burn fat, the overall percentage of energy coming from carbohydrate increases drastically as exercise intensity approaches maximum. To put it simply, the harder you exercise the more carbohydrate you burn.

Chris Carmichael July 2004

Monitor Pass (8314') Ebbett's Pass (8730')
Carson Pass (8573')

Benicia Bicycle Club Meeting Minutes June 6, 2006

Joe Marks called meeting to order at 7:11 PM at Ed Brennans, Farnsworth Bicycle Shop...New members attended were Doug and Mary Rose and Gordon Moncibais...Treasurers report 4,291.36...Order long sleeve jerseys and shorts and winter wear now, August will be the deadline...Wednesday night time trial has now included a tandem category...Looking for volunteers for Bay in the Day...Keep eye on email for information on the Death Ride Training rides...Club BBQ at VanWert's house on July 15th after a club ride...Meeting adjourned 8:25 PM...Respectfully Laurie Fenech

Interested in competing : Triathlons or Trail Running

www.envirosports.com
www.pacifictrailruns.com
www.tbfracing.com

Heart Rate: Velo News

Team Discovery Race Schedule

June

4-11 Criterium du Dauphine
Libere

10-18 Tour de Suisse

18 Team Time Trial

July

1-23 Tour de France

3-9 Tour de Austria

19-23 Sachsen Tour

30 HEW Cycclassics Cup Hamburg

Vacaville Gran Prix

Looking for Volunteers to support the Vacaville Gran Prix, July 2nd, 2006.

Contact Joann Clark/Monticello Club

joann_clark@yahoo.com

Trips for Kids

Marin County, CA – – Trips for Kids, a Marin County-based program to provide bicycling experience and job training for inner-city youth, has announced the dates for its 15th annual fundraiser, the Trips for Kids, Bike Swap and Sale. The 2006 event will take place Saturday, July 15, 2006 from 10am – 4pm in Mill Valley, California.

<http://www.tripsforkids.org>

RAAM Ride Across America June 11– June 22, 2006

General RAAM Race Information

On June 11, 2006, the solos (single riders) depart on the 25th annual Insight Race Across America which begins in Oceanside, California. Competitors climb over 110,000 feet while crossing 14 states in their 3,053 mile campaign to the finish line in Atlantic City, New Jersey, approximately 9 days later. Teams start 2 days later on Tuesday, June 13th and finish 5-7 days later. Divisions included in the race are Male/Female soloists, Tandem, 2 or 4 person Teams, and Corporate Teams (8 person). There will be a separate division of 24 Hour and 48 Hour Corporate Challenge riders from Oceanside to Flagstaff AZ and Durango CO respectively.

4th Annual San Francisco VeloSwap

San Francisco, CA

Saturday, November 18, 2006

SF Concourse Exhibition Center

Time: 9:00 a.m. - 4:00 p.m.

VeloSwap is the world's largest consumer bicycle and sports expo. It is **THE** place to see, swap, buy, and sell every imaginable bike, part, and accessory. This cultural cycling happening is a not-to-be-missed experience. It is the place to feel the pulse of the cycling community and rub elbows with like minded cyclists.

San Francisco VeloSwap Details:

- Over 300 vendors
- 32,000 square feet of vendor space
- Over 5,000 attendees
- Great Beer Garden
- Tons of fun

Wheel Alignment: Local Bike Shops to Support

The Peddler (www.theped.com)

Rockville Bike Shop (www.rockvillebike.com)

Authorized Bike (www.authorizedbicycle.com)

Ray's Cycles (707-448-1911)

Club Rides, Centuries, MTB, Road Races, The Track

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.

June/July Centuries

6/3 Sierra, 6/4 AIDS/Life Cycle, 6/4 Most Beautiful Ride (Tahoe), 6/4 Sequoia, 6/10 Canyon Classic, 6/17 Terrible Two, 6/17 Old Highway 80, 6/24 Climb to Kaiser, 6/24 Mountain Lakes, 6/24 Summer Solstice, 6/24 Best of Bay, 7/1 Northwest Tandem Rally, 7/8 Death Ride, 7/15 Fall River, 7/15 Healdsburg, 7/15 Seattle to Portland, 7/22 Bay in the Day, 7/23 Tour de Organics

www.bbcnet.com

Mt Diablo Ride: Wednesday

Meet at Heather Farms Park (Ygnacio & San Carlos Dr.) @ 2:30 ride at 3:00. 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.

June Road Races

Santa Rosa Crit 6/10
 Norcal Championship tt 6/11
 Specialized/Sierra Nevada Crit 6/17
 Tour Nevada City 6/18
 Tour de Nez 6/22-24
 Pescadero RR 6/24
 Burlingame Crit 6/25

June MTB

Central coast MTB Series 6/4&8
 Prairie City Race Series 6/7,14,21,28
 Bigfoot Classic 6/30-7/2

www.ncnca.org

Hellyer Park Velodrome

Track Mentoring

Beginner session held every Saturday morning in January from 8:20—11:30. Be there early if you need to rent a bike.

Contact Marc; mfkln@yahoo.com

Tire Pressure

Maintaining proper tire pressure is one of the best ways to increase your riding efficiency, prevent flat tires, and protect your wheels from being damaged.

For Your Protection: Century Ride Protocol

- Helmets Are Required
- Safety Rules MUST be observed at all times
- Stop at all stop signs
- RIDE SINGLE FILE on the right side of the roadway -
 - leave adequate stopping distance between riders
- Obey all traffic laws
- Ride courteously, No headsets
- Observe good road manners
- Make sure your bike is in good condition -- especially your brakes and tires -- especially your brakes and tires.
- All riders MUST carry some form of identification, including your emergency contact phone number. Every minor MUST carry a medical release form signed by parent or guardian. If you have a medical alert bracelet, please wear it.

INFINEON RACEWAY TO HOST USA CYCLING MOUNTAIN BIKE NATIONAL CHAMPIONSHIPS, JULY 13-16

- sports expo
- kid's bike rodeo and races
- Pro/amateur circuit race
- mtb
- trail run

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<http://hlhap.com/azroadclimbs.html> (hill Climbs)
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Ride Premier California

Brief Description of the 4 Major Climbs at the Old Highway 80 Century June 17, 2006

1. Summit #1 Tecate Divide (eastbound): After a mostly flat to descending 20 mile start, your first real climb consists of about 10 miles from Cameron Corners to Boulevard with just over 1,200 feet of climbing elevation. Most of the climbing is in the last 6 mile section following the Trestle Rest Stop #2. Summit #1 is 3,888 feet above sea level.

2. Summit #2 Tecate Divide (westbound): After rejoining the Old Highway 80 in Boulevard you will have a long mostly downhill spin to the Desert Tower water stop, then back to Jacumba for lunch. Next, you will tackle the Tecate Divide from an entirely different angle, heading west. The climb is about 1,300 feet spread out gradually over 12.5 miles. Summit #2 is 4,120 feet above sea level and the highest point on the course.

3. Summit #3 Buckman Springs Road: After Summit #2, enjoy a swift descent on Old Highway 80 to Rest Stop #5, then left onto La Posta Road, then south to Cameron Corners on Route 94. Make a right onto Buckman Springs Road and begin a 4.5 mile climb up 652 feet. This little sleeper climb can be a grinder and we think you'll be happy to see Rest Stop #6 not far beyond the summit. Summit #3 is 3,287 feet above sea level.

4. Summit #4 Sunrise Highway: After a few miles of gentle downhill respite, you will turn back into the Old Highway 80 for one last tough tango. When you turn left onto Old Highway 80, you are 7.2 miles and 1,032 feet away from your final summit. Summit #4 is 4,119 feet above sea level.

In summary, the grades are mostly long and gradual—we think within the capability of most century riders. The reward for each earned summit varies widely. For some, it's a spectacular unobstructed view for many miles across the border into Mexico, or from the Desert Tower, one of the finest sweeping desert panorama views in the world. Others may encounter the silent majesty of an eagle soaring high over the Tecate Divide. And for others, it's just one step closer to the adrenaline rush when turning the last corner and seeing the finish line just ahead. You'll smell the barbecues and hear the music. Finally, Mark "DJ" Hanson will call out your name amid cheers from the party area inside the Pine Valley Park—now how cool is that!!

Canyon Classic Century - June 10, 2006

The Century: Travel approximately 102 miles through Stanislaus, Santa Clara, San Joaquin and Contra Costa Counties on a beautiful and challenging ride. You will journey through valley farmlands and climb 5,500' up Del Puerto Canyon. The ride then proceeds along San Antonio Valley Road for lunch in picturesque Livermore Valley vineyards before beginning the Corral Hollow climb on the return to Patterson.

Mt. Hamilton/Lick Observatory Climb: Travel approximately 88.9 miles through valley farm lands and up Del Puerto Canyon. The ride then proceeds down to San Antonio Valley Road and journeys south and up to the summit of Mt. Hamilton to the historic Lick Observatory. Enjoy a great view of the valley and indulge in a wonderful lunch before proceeding back down to Patterson.

Mountain Lakes Challenge Century June 24, 2006

Starting at 1,950 feet in Ashland, cyclists head south past Emigrant Lake and grind their way up historic Highway 66 (2,000 feet in 7 miles) to the Green Springs Summit at 4,551 feet. After a stop at the Green Springs Summit for refreshments, the route heads north on Hyatt Lake Road. Stop for refreshments at Klum Landing on Howard Prairie Lake, head north along 37 to Highway 140 and climb over a 5,120-foot pass on the way to the Great Meadows lunch stop near Lake of the Woods. Stop at Lily Glen to refill your water bottle before making the last climb to Buck Prairie and the long, breathtaking descent down Dead Indian Memorial Highway to the valley floor (3,300 ft. in 13 miles).



FROM:
Benicia Bicycle Club
P. O. Box 141
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TO:

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Web Master
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The Road

ANYBODY WANNA RIDE?

JOIN THE BENICIA BICYCLE CLUB!

**BENICIA BICYCLE CLUB
MEMBERSHIP APPLICATION**

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

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

Please accept my application for membership in the

BENICIA BICYCLE CLUB

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

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

NAME _____

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

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