

CHANNEL ISLANDS BICYCLE CLUB CHAIN CHATTER

OCTOBER 2007

VOLUME 17

NUMBER TEN

Lure of the Grapes 2007: Wine, Bikes and Friends

There is nothing better than beautiful scenery and among then consider joining the Annual Lure of the Grapes 12, 13 and 14!

For the past six years the Channel Islands Bike Club has sponsored this fun activity in the Santa Ynez Valley.

Anywhere from 20-35 members have joined us for activities ranging from the obvious one, biking, to having dinner together, camping, sightseeing



biking in cool, fresh, clean air with good friends. If this is to your liking many club members at our 7th club activity in Buellton on October



AND wine tasting. Open only to CIBC members, this wonderful activity takes place in the quaint town

of Buellton. Buellton is a very close 75 miles from Ventura which makes this a great gathering place for the activities. Club members come up for the entire weekend or arrive for just one day, whichever works best. Some choose to camp in an RV or tent, while others go the hotel route.

(...continued on page 6...)



Jalama Beach County Park, half way to the finish!



CIBC is a nonprofit recreational organization that provides enjoyable and recreational bicycle riding and related activities in and around Ventura County.

2007 Club Officers/Volunteers

President..... Shari Nicholls
 Secretary..... Robert Ingrum
 Treasurer Michael Chambliss
 VP Programs..... Roger Macomber
 VP Rides..... Mike Stewart
 VP Membership Carolee Winslow
 Director at Large Neal Abramson
 Public Relations Judith Gustafson
 Grant Coordinator Charles Hamm
 Past President..... Peter Ball
 Government Liaison..... Kate Faulkner
 Newsletter Editor John Mirk
 Webmaster..... Mike Stewart
 Website www.cibike.org

Monthly Meetings

General meetings are held on the third Wednesday of each month at Carrows (except December and January), at Seaward and Harbor in Ventura.

Chain Chatter Newsletter

Our monthly newsletter, Chain Chatter, is distributed by email to members with email addresses, unless requested otherwise, and by mail to those without email. Your letters, stories of cycling experiences (good and bad), news items, ride ideas, tech info, etc., are welcome! Please mail or email information to:

John Mirk :: 1018 Sunset Place :: Ojai, California 93023
 john.mirk AT gmail DOT com*

Renewal Notices.

Please watch for your renewal notice, which are mailed to members annually.

*A Note Regarding E-Mail Addresses

In an effort to prevent spam email, email addresses in this newsletter are presented as [recipient] AT [website] DOT com.

Moving?

If you move, or change your email address (especially if you are receiving the Chain Chatter by email), please notify Carolee Winslow so the directory will be up to date.

"Chirpings from Tweety" (A Letter from our President)

I heard that I was last seen in an old truck traveling around the state. Well, I wasn't just roaming around this beautiful state. It was a bike research trip!

I was invited to go to "Burning Man". It's way out in the Nevada desert, 2 1/2 hours past Reno. There isn't anything out there. Bikes, mutant vehicles or walking are the ways to get around. Most anything but a road bike can be found there and who knows how the bikes will be decorated. There are "streets" where most ride on the proper side. Out on the Playa it's pedal in any direction you want. During the day that's okay. But at night some bikes, some pedestrians and mostly all mutant vehicles have lights. Blinking lights coming from every direction! We found that yelling "Whatchit! Whatchit!" was a good warning for incoming traffic.



Art sculptures are on the Playa. Each morning we'd ride our trusty dusty bikes out to see them. At night all of these could be seen with vibrant colored lights or huge flames shooting out of them. The right side of my hair and body was singed by one of the huge steel cable sculptures that shot flames out. My hair is now 3 inches shorter!

Everything you need while there has to be brought in. Only ice and coffee/tea is sold in Center Camp. Burning Man is a place for giving and sharing. You can ride the "streets" and find a camp making pancakes and get in line. Another camp has tandori chicken. Just follow your nose. It's a great way to meet new people. There was a man BBQ'ing 1,700 hot dogs on the Playa and way out on the Playa 2 men dressed in all white had popsicles. We spent 5 days there this time and it wasn't long enough.

The Arthritis Foundation California Coast Classic is this weekend. I've been riding 300 miles a week this month training for it. This will be my third year! My group ("Team 830") has raised over \$74,000 for the AF! There are only 3 of us that are the original Team 830 and we'll be in new team jerseys this year. We ride out of San Francisco on September 29th and will ride into Santa Monica Oct. 6th at The Arthritis Foundation California Coast Classic is this weekend. I've been riding 300 miles a week this month training for it. This will be my third year! My group ("Team 830") has raised over \$74,000 for the AF! We ride out of San Francisco on September 29th and will ride into Santa Monica Oct. 6th at the Colorado Center. Thanks to everyone that sponsored me again this year!

It's been a busy and exciting summer with lots of new opportunities opening up for me. Who knows what the future may hold. But whatever it may be my bike will always be there too

Ride safe!

-- Shari

Board Meeting Minutes – September 5, 2007

Meeting held at Carolee Winslow's house in Oxnard. Attendees included: Carolee Winslow; Judith Guthason; Roger Macomber; Chuck Hamm; Bob Ingrum; Peter Ball; Mike Chambliss; Mike's Brother Eric(k)

Newsletter was folded and prepared for mailing. If you want your Chain Chatter in bright, living color, give Carolee your e-mail address and receive it a week earlier than the black and white version coming in the mail.

Meeting was called to order at 7:00 p.m. with Carolee presiding.

Minutes of 8/1/2007 were read and approved.

Old Business

Potential member who rides electric bike was invited to a meeting, but did not attend. We have not heard back from him.

New Business

CIBC letter to CalTrans

Judith and Kate Faulkner drafted letter to CalTrans. Sent to CalTrans and copied to local clubs, politicians and interested groups

Laptop

Neal has been asked to buy the Club laptop previously approved. The authorized amount is \$2,000.

Donations

A letter sent by CORBA thanking us for the donation of bike equipment was received. \$570 in cash was received from other bike equipment and donated to the Boy Scouts

Nomination made by Peter Ball and seconded by Judith Gustafson to donate \$2 each year for every Cool Breeze entry to the League of American Bicyclists and California Coalition of Bicyclists. The motion was approved unanimously.

We received a thank you letter from Oak Grove School Cycle program for our grant.

Slate of Officers for next year

President – Kate Faulkner has expressed interest

VP Membership – George Owen has expressed interest

Secretary – Bob Ingrum will stay, but would gladly give his position to a new board member

Treasurer – Ron Parker and Ruth Owen have both expressed interest

VP Programs – Roger Macomber will remain if no one else is interested

VP Publicity – Chuck Hamm has expressed interest

Grants – Judith Gustafson has expressed interest

At Large – Neal Abramson would like to remain

Government Liaison – Kate Faulkner

Rides – Mike Stewart and Robert DuShane have both expressed interest

Web Master – Mike Stewart

Newsletter – John Mirk

Meetings

November Meeting changed to 11/14 at Marie Callendar's on Victoria in Ventura

Holiday Party and Installation Dinner will be Sunday, 12/16 at the Marriott Courtyard in Oxnard. Peter and Judy are meeting with the Marriott staff to arrange the party.

Additional Recommendations

Judith recommended that the board appoint a Club Historian.

Recommendation made that each board member provide an annual summary of activities

Membership

Renewal Letters were sent to all members who had not renewed.

Current membership is 270 Adults and 32 Minors

Finances

\$45,353 currently in our savings account

\$3,353 in our checking account

Grants

Chuck will follow up with Jerry Boone to get BSA receipt to Roberson.

Chuck will send CORBA receipt to Roberson

VC Coalition asked for a grant. Motion made by Judith, seconded by Chuck and approved unanimously to spend \$1,000 on youth bicycle helmets for their event.

\$6,000 grant approved for resurfacing track at Encino Velodrome. Chuck will discuss our concerns about the previous resurfacing.

Meeting adjourned at 8:48

Respectfully submitted,

Robert Ingrum, Secretary

It's easy for Lance to do...

"You want to be like a carpet unrolling. Get faster as the climb goes on."

-- Cycling coach Chris Carmichael, on the subject of ascending...

Special Club Meetings

Very important CIBC meeting and program information for November and December. Mark Your Calendars!

Your CIBC Board is making some changes in schedule and content for the final two monthly meetings of 2007. Please read carefully the information below:

November meeting

Friday, Nov. 16 - 6:30 p.m. at Marie Callender's, 1295 S. Victoria (NOTE the change in venue as well as the date)

Program: (1) Election of CIBC officers for 2008 and (2) Roger, Sandra, and Bob Johnstone will describe their 2007 Tour de France, from the Alps to Burgundy and PBP.

December meeting

Sunday, Dec. 16 - 5:00 p.m. at the Oxnard Courtyard by Marriot (in back of the Financial Plaza off the 101 at Vineyard). Program: combined holiday celebration and installation of new officers!

New Bikes

[This is from an article by Elden "The Fat Cyclist" Nelson on bikeradar.com. Unfortunately, due to space constraints, we can only print a portion of it here. For the complete essay, please visit <http://www.bikeradar.com/news/> -- Editor]

We cyclists are simple folk. We don't need much to keep us happy. Really, all we need are clear skies and a road or trail to make us happy.

And a helmet, of course. And gloves. And shorts with a special antimicrobial chamois insert. And form-fitting shirts. And very stiff-soled shoes, preferably Italian-made. And specialty sports drinks, with an incomprehensible combination of carbohydrates, proteins, electrolytes, and a lemon-lime flavoring that for some reason makes one think of furniture polish.

Oh, and we need bikes. More specifically, we need another bike. Always. And that means we need to pay for another bike.

Now, it's not the paying per se that's difficult. We can always find a way to get the money we need for bike stuff — take a second job, sell a kidney, money laundering, whatever.

What's difficult is justifying the expense of yet another bicycle, whether it be to our wives, our parents, or to our own nagging conscience.

Sometimes we fail in our justification, and then where are we? We're in the Purgatory of No New Bikes, that's where we are. That's a bad place. A bad, bad place. We should never have to be in that place...

Tricks of the Trade: Paceline Riding

A smooth working pace line is a wonderful thing to ride in and can be a very fragile creature to sustain. Last month I touched on a few points regarding pace lines and their benefits. This month I will try to expand on that with some of my personal thoughts and observations about safely contributing to a successful pace line.



First and foremost **choose a pace line with the right pace.** Too slow is much better than too fast. If you are at your limit and struggling, you will make mistakes which could send you and someone else to the hospital. A point to remember, is that a good pace line which is moving at a proper speed for you, should feel comfortable, even easy. Remember that you are putting out 30% or less effort than the rider on the front. If all you can do is hang on to the back, and at times not even that, then you are in the wrong pace line. Remember, tired riders make mistakes and running the throttle wide open is a good recipe for a miserable century or long ride.

Second, **assess the members of the pace line and how smooth and how well they are working together.** Who is the strongest, the weakest, who is just barely hanging on or riding in with surges, (slowing too much, opening a gap and then accelerating hard to close the gap only to hit the brakes again). Be especially aware of the latter two as they will make your ride in the pace line not only harder but unsafe. If you have just tagged on to the back of the pace line, you will often find these riders at the back due to less experience or to riding a bit over their heads physically. That is OK and everyone needs to learn and start some place. What you want to do is either move up in front of them, or if they are in the rotation and working their way to the front, you may want to sit at the back, open a gap as the first few front riders drift back to rest after their pull, wave them into the gap until you have a couple of smoother riders in front of you, and then pick one of their wheels and take your place in the rotation.

Third, **learn to keep your head up.** Look at and over the shoulder of the riders in front of you (not at their rear wheel) so that you can see safety issues in advance and have time to react safely to them. **Try to make all your movements predictable and smooth.** Use the brakes gently and as little as possible. When gaps open, don't sprint, close them smoothly but quickly. Ride approximately ½ length behind

the rider in front. Try to adjust your pace so that you only allow their accelerations to open the gap to a maximum of one length and when they slow you can use the half length to decelerate down to their speed just as you are approaching their rear wheel.

Also be aware of when pace lines are of most benefit and when they are of least benefit or even harder than riding solo. This knowledge can be used to either survive in a pace line or decide to let it go. A pace line is of most benefit into a headwind as those in the back are sheltered and work significantly less. The stronger the wind the more you will be sheltered, however if the wind changes to a crosswind you will only receive shelter if you overlap the front rider and echelon across the road. Think carefully before doing this as this is a much less safe situation than sitting behind a rider. This will probably position you further out into the roadway, you are overlapped and if the front rider needs to swerve to your side to avoid an obstacle you may well lose your front wheel and go down. Only ride in this position if the rider in front of you is aware that you are there, (either speak to them or gently touch them on the back). Only ride in this position if there is no traffic and you feel the rider in front is trustworthy and smooth. While I'm on the subject of overlapping, be aware of your responsibilities if you have someone overlapped either beside you or behind you. Often we ride 2 abreast, remember that you have cut off an escape route of the rider next to you.

If you are riding in a strong tailwind, there will be little or no advantage to riding in a group, in fact a tailwind or cross wind can often be harder in a group than riding solo if the lead riders are significantly stronger than you, as in a tailwind you are going to have to match the power output of the front rider, and this may be above your enjoyable and sustainable pace. If the route is very windy and you know that further up the road most of it will once again be into a head wind, then it may be worth your while to ride too hard for a short period, if this allows you to sit in comfortably later on in the ride.

Hills are another area where pace lines are often harder, (and indeed where they often break up). This is where some "yahoo", who has been sitting in for the last 30 minutes, dreaming of racing Lance up the Alpe d'Huez will invariably jump out of their sheltered position and attack taking the stronger riders with him and leaving the once well working pace line in tattered shambles. Often riders splintered from the group will try on their own to get back, abandoning others and often blowing themselves up. The best way to survive this is to position yourself towards the front of the group going into the hill, then sag climb, (go at your pace, while gradually falling back through the group), so that ideally you crest the climb on the back of the surviving front group, or just a short way back with a small group that has the ability to work together and quickly latch back on. If there are lot of rollers and this scenario keeps playing out, it is probably better to work on re-forming a second group that is not attacking each other and settle back into a reasonable and consistent pace.

If you are not one of the stronger riders, depending on the dynamics of the pace line, two things are likely to happen. Often the stronger riders are content to share the work amongst themselves, in which case you can just let them in line in front of you and maintain your position in the back portion of the group. Make sure to thank them later at the next rest stop or re-group. Sometime, all the members are rotating thru. In this case it is important to know how long you should stay on the front, or as Dirty Harry put it so well, "A mans got to know his limitations." When you get on the front you should already know the average pace that everyone has been maintaining. Your job is to maintain that pace, not slow down or SPEED UP. Note the speed as you move up towards the front. Note that once you get to about third rider the effort will start to increase with each position. On the front you should feel like it is a hard effort, but not everything you have. Even though the strongest riders may stay on the front for a couple of minutes, remember that they are still not going wide open. You want to be able to maintain the pace and also have enough left so that you can drift back and get back in line without it feeling like a super human effort. Remember, you are part of a team now, and getting dropped just weakens the team. So as soon as you feel you are even nearing your limits, signal verbally and or with a flick of your arm that you are pulling off. Make sure that you are clear ahead of the previous front riders who have pulled off, then slowly and smoothly move over and ever so slightly decrease your speed. Make sure that you don't surprise or trap the riders behind you. A really well functioning rotating echelon often sees everyone taking very short pulls, (often pulling off as soon as they reach the front and they are sure that they are clear ahead of the previous lead riders). If everyone is not taking the same length pulls, then I will try to give some type of "Rule of Thumb" to go by. If you are one of the stronger front riders, pull for only a few minutes, if you are more comfortable in the middle, you should not pull for more than a minute, and if you feel like you are just hanging on, then basically when you get on the front, make certain you are clear ahead of the previous front rider and then pull off, (all of which should take less than 30 seconds). If you are truly just hanging on, I would recommend that you stay at the back out of the rotation and open a gap as the lead riders drift back and announce to them that they are clear to come on in the line.

If you are a stronger rider, remember that if you maintain the same level of effort that you needed into a headwind into a climb or tailwind, you will be making things very hard for the weaker members of the group and will ultimately drop many to be left out in the wind on their own. If that is your intent then take up racing where it is fair game, other wise please utilize your strength to help others enjoy their ride more.

*George Chester
USA Cycling Coach
License #196820*

BE SAFE, HAVE FUN AND GO FAST!

About Our Club Rides

Club rides are held **every Saturday and Sunday** (and major holidays) starting at **8:30am** Nov.-Dec-Jan., (8am Feb.-Oct.). Riders meet in the parking lot at the back side of Mission Park between Santa Clara Street and Main Street in downtown Ventura. Rides are generally day tours in and around Ventura County. About once a month there is a "remote start" — check the ride schedule. There is also a "show and go" from Mission Park anytime there is a remote start or a holiday.

There is a good selection of the best short (20-35 miles), medium (35-50 miles) and long (50-100 miles) rides. Usually riders of all degrees of ability, from beginner to expert, are here for you to ride with. A sweep rider may accompany certain rides to assist new riders. All rides have shorter options. Rides beginning in Ventura can all be shortened to be an "A" or "B" ride (see key below ride listing).

"Easy Riders" Option

"Easy Riders" are those who want to travel at a pace of 10 to 12 miles per hour on a relatively flat route. Whether you're new to cycling or an old pro who likes a gentle pace—the Easy Rider rides are for you! At the Saturday ride starts each week, Easy Rider leaders will ask if anyone wants to do an Easy Ride. If so, a distance and pace are chosen according to participants' interests. Some may join Lennis's Group (see below) and some may ride with Michelle; others may decide to join the regular ride for some or all of it. Call Michelle at 488-6059 for more information on what to bring, what to expect, and where to meet up.

Lennis's Group

Every Saturday and Sunday morning, Lennis Dearing leads an "Easy Ride." All are welcome. Ride start is the same time as the regular club ride, but the start location may be different. Call Lennis at 671-5552 or 231-6427 in advance to find out what the ride will be.

Tuesday Bike Path Fun Ride

"A" ride. Every Tuesday at 5 pm a group rides from the intersection of San Jon and Harbor Boulevard in Ventura to Foster Park and back, a 16-mile round trip. **Great for families.** Lights are needed in the winter.

Maps and Route Slips

The monthly ride schedule is posted in detail on the club website, www.cibike.org, along with route slips and maps for most routes.

Bicycles and Equipment

Before you ride, check your bicycle and equipment, to prevent problems on the road. **ALWAYS** carry personal ID, water bottle with sufficient water, snacks, spare tube, pump, patch kit, a cell phone, and/or coins for one phone call.

★★★ **HELMETS ARE REQUIRED** ★★★

Lure of the Grapes, cont'd

...continued from page 1... All activities begin at the Flying Flags Campground at 688-3716 in Buellton. The starting place is directly off the 101 Freeway at Santa Rosa Road exit. If you plan to RV camp, ask for a site in the 332-355 area. Tenting? No problem, just pick a site on the large grass tent area near 8th Street within the campground. The campground has full hookups, hot showers with a pool and spa! Camping not for you? Well, the Days Inn Windmill at (805)688-8448 backs up right to the campground for easy access!



The "Lure Tour" hits all the high points, including downtown Solvang

For more information about this fun weekend activity, just go to the club webpage and click on the "grapes" or go to

http://www.cibike.org/Lure_of_Grape.htm . If you plan to eat with the club on Friday, please email Mike Stewart at 2stews1948 at adelphia dot com so he can tell the Firestone Taproom Restaurant in Buellton what the head count is. On Saturday night, a "potluck/pizza" affair is planned at Mike Stewart's RV site. BTW bring a folding chair for the evening. Biking routes have already been selected. They can also be found on the club webpage.

Bring your camera, bathing suit, wine glass, smile and a bike for this fun, fun weekend. We ride together, eat breakfast together, drink wine together and even bike together. We are looking forward to seeing some new faces for this October highlight.

Hitting The Wall

According to a story posted at the website of the Reuters news agency, the final touches are being put on a 100-mile-long bike trail that follows the path of the Berlin Wall. Built in 1961 by Communist East Germany during the depths of the Cold War, the Wall was demolished in 1989. The \$6 million trail approximating its former location is said to offer an intriguing, physically challenging ride that wends its way largely through green spaces and parks in and around Berlin. "The Wall is part of our past and we can't just erase it," Michael Cramer, mastermind of the trail idea, told Reuters reporter Erik Kirschbaum. The dark history associated with the Wall is interpreted on approximately thirty signs erected along the route. Learn more at: <http://www.reuters.com/article/inDepthNews/idUSL1217692520070812>

CIBC Ride Schedule for October, 2007

Ride Start Times: meet at 7:45, clip in at 8:00 (unless otherwise noted)

Saturday, October 6th - "South Mountain Ramble" - 50 miles, B ride, basically rolling - Mission Parking Lot for biking thru Saticoy, Santa Paula, and onto South Mountain Road into Fillmore for a food & drink stop at Starbucks Coffee on Highway 126. Then either back the same direction for the "country route" or "coast" down Highway 126 back to Ventura! Get ready for today.

Sunday, October 7th- "East Beach Ramble" - 54miles, B ride, rolling hills - One of the club's favorite rides into Carpinteria, Summerland, Montecito and then East Beach in on the Santa Barbara Coastline. Food is great at the East Beach Grill while watching beach volleyball, sailing, swimming and sunbathing. **Remember, shorter routes possible here with turnarounds in Carpinteria or Summerland.**

Saturday, October 13th - "Lake Casitas Loop CCW" - 43miles, C ride, a few big hills - Let's head up into Ojai and around Lake Casitas for a wonderful downhill into downtown Carpinteria for food at either Roberto's or The Coffee Bean. Take a look at the beautiful ocean view from atop Casitas Pass between the avocado groves. Remember, longer routes are possible today with biking over the "pass", head out to Summerland or Toro Canyon for those extra miles for all you "Hammerheads."

Sunday, October 14th - "Thatcher Loop Classic" - 48 miles, C ride, moderately hilly - Mission Parking Lot for a ride into Lake Casitas, downtown Ojai and up to Thatcher School for a beautiful Ojai Valley ride. If you prefer to have a shorter route, then head straight into Ojai with food and drink at the world famous Emporium Cafe.

Saturday, October 20th - REMOTE RIDE - "Santa Monica Mountains Crest" - 55miles, C ride, one long hill climb - Meet at Freedom Park East near the Camarillo Airport for a wonderful ride down the coast and the UP Yerba Buena Road. Please don't be afraid to try this road. It is wonderful! After stopping for a scenic restroom and water break at Circle X Ranch, we then head DOWN fun Encinal Canyon and back the coast to eat at the fun Waypoint Cafe while overlooking the incoming airplanes. Extra food can also be had at Neptunes' Net at the County Line. **Shorter routes possible anywhere along the coastline**

Sunday, October 21st (Club Yellow Jersey Day) - "Tour de Carpinteria"- 26 miles, B ride, rolling hills - Our "Get Acquainted Ride" ventures up the cool coastline into Carpinteria. Those wanting a longer ride can extend it into the Pole Grounds or even Summerland and meet us back in downtown Carp for a fun meal outside at either Roberto's or The Coffee Bean for another "California Experience."

Saturday, October 27th- "Coastal Breeze Splash" - 50 miles, A ride, flat as a pancake - Mission Parking Lot from Ventura into Hueneme, Oxnard and onto Pt. Mugu State Park for our turn around destination. You will never get as flat a ride as this. A beautiful and relaxing new ride down the coast and returning the same route. Food at Latitude 34 on the Channel Islands Harbor.

Sunday, October 28th- "Dennison Grade Loop CCW" - 49miles, C ride, a few big hills - Lets start at Mission Parking and into Saticoy, Santa Paula and then UP into the Ojai Valley with food either at Summit Cafe or Emporium Cafe. From there is all DOWNHILL into Ventura for a nice cool breeze. **Shorter routes always possible**

Saturday, November 3rd - "Casitas Pass Loop CW" - 42 miles, C ride, basically one big hill and lots of down - Mission Parking Lot up the coast into Carpinteria and up Highway 150 onto Casitas Pass and around Lake Casitas with food and drink at the beautiful Marina Cafe overlooking Lake Casitas. Returning to Ventura on a downhill trend with a wonderful cool breeze. Those adventurous bikers that what a longer ride can head in downtown Ojai for more miles. Going up Casitas Pass from Carpinteria is the best. Lots of shade, trees, a running creek (most of the time) and beautiful scenery. YOU CAN DO IT!

Sunday, November 4th - Remember, Daylight Savings Time ENDS! Please set your clocks BACK ONE HOUR or you will be riding around the Mission Parking Lot in the dark, by yourself! "Summerland Classic", 43 miles, B ride, rolling hills - Mission Parking Lot for a ride into Summerland with food at the Summerland Beach Cafe. They have wonderful food with a special place for indoor seating. Enjoy the ride up the beautiful coastline. **Shorter routes possible at the Firestation or Carpinteria**

Key to Ride List Abbreviations

MPL = Mission Parking Lot; **TOTC** = Thousand Oaks Transportation Center; **CW** = Clockwise; **CCW** = Counterclockwise.

Show your colors = Wear your yellow club jersey today!

"A" = Relatively flat ; **"B"** = Some climbing; **"C"** = Ride with significant climbs; **"D"** = Ride with major climbs and passes.

A Special Appeal

My name is Adrian Vega and I'm a student at CSUCI in Camarillo. I'm enrolled in an Adolescent Development class that asks that I donate some time to the community so that I can learn more about adolescent development in my community. I am inquiring if the CIBC has any teen groups or programs that I could possibly volunteer in. Any additional info about any other teen groups or programs in the area that involve cycling would be appreciated. My goal is to help these teens grow as individuals and as cyclists. I do both road and mountain biking for recreation and would like to donate a minimum of one hour a week on Mondays, Fridays, and Saturdays. My email is adrianvega AT hotmail DOT com.

Shopping for bike parts or accessories? CIBC members receive a 10% discount at these Ventura and Santa Barbara County bike shops. (Please show your membership card.)

Agoura Cycles

Joel Richman
29041 Thousand Oaks Blvd.
Agoura Hills, CA 91301
(818) 991-6333

All Pro Bicycles

2385 Tapo Street
Simi Valley, CA
(805) 583-4296

Avery's Open Air Bicycles

Jon Avery
2386 E. Main St.
Ventura CA 93001
(805) 653-1100

Bicycles by HAMM

Chuck Hamm
305 W. Channel Isl. Blvd.
Port Hueneme, CA
(805) 382-0574

The Bicycle Clinic

Raul Yeprez
940 North Ventura Road
Oxnard CA 93030
(805) 485-1619

Bicycle World USA

Tony & Jose Ragatz
412 East Harvard Blvd.
Santa Paula CA 93060
(805) 525-2256

Bicycles of Ojai

Bob Coble
108 Canada Street
Ojai CA 93023
(805) 646-7736

Bill's Bike Shop

Mark Eaton
2360 E. Las Posas Road, #A
Camarillo CA 93010
(805) 484-1203

Camarillo Bike Company

Ted Saville
2263 Pickwick Drive
Camarillo CA 93010
(805) 482-7742

Cycle Dynamics

Joey & Elizabeth Marquez
10225 Telephone Rd., A1
Ventura CA 93004
(805) 659-5917

Matt's Cycling Center

Phil Carpenter
2427 East Harbor Blvd.
Ventura CA 93001
(805) 477-0933

Michael's Bicycles

Michael Thomas
2253 Michael Drive
Newbury Park CA 91320
(805) 498-6633

Newbury Park Bicycle Shop

Jim or Mike
1560-6 Newbury Road
Newbury Park CA 91320
(805) 498-7714

Ray's Bicycle Shop

Ray & Susan Schultz
7838 Telegraph Rd, #A
Ventura CA 93004
(805) 659-3775

Rincon Cycles

Dennis Coffman
5100 Carpinteria Avenue
Carpinteria CA 93013
(805) 684-9466

Simi Cycling Center

Greg Dolder & Terry Hearne
897 Los Angeles Avenue
Simi Valley CA 93065
www.simicyclingcenter.com
(805) 522-0565

Sundance Cycles

Ashton "AJ" Johnson
and Steve Dozier
5019 Kanan Road
Agoura Hill CA 91301
(818) 991-9103

Performance Bike Shops

2893 Johnson Drive
Ventura CA 93003
(805) 650-9338

Trek Bikes of Ventura

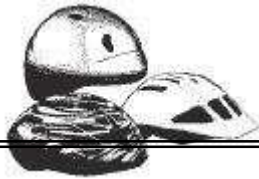
4060 E. Main Street
Ventura CA 93003
(805) 644-TREK

Ventura Bike Depot

Shelley Sund
239 West Main Street
Ventura CA 93001
(805) 340-BIKE

Westlake Cyclery

Mike or Kim
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