

The logo for the Channel Islands Bicycle Club's 'Chain Chatter' newsletter. It features the text 'CHANNEL ISLANDS BICYCLE CLUB' in blue, arched letters at the top. Below this, 'CHAIN CHATTER' is written in large, bold, yellow letters with a blue outline. The letters are set against a background of a blue sky, a yellow sun, and two blue dolphins leaping. A white bicycle chain runs horizontally across the bottom of the text.

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Winter Cycling



One thing is for sure about cycling in California – it is never boring! In the past month we have had to bundle up and put on almost everything we own before we venture out the door, only to have the very next weekend be nicer than we experienced all last summer!! We all know about riding in warm, cozy temperatures, but what about cycling in the dreaded temperatures that only reach a maximum of 58 degrees? What do you need to do to continue riding when it gets colder? For one, learn to dress for warmth on the bike. Although it'll mean making an investment in winter clothing, it doesn't have to break the bank. Try these tips and you'll ride warm and strong all winter long.

A good rule of thumb when preparing for a cold weather ride is to start off just a little cold, because after about 10 minutes of pedaling, you'll warm up quite nicely. If you overdress, overheating can be uncomfortable, so you may have to experiment a little before you get it right.

The Core

First, consider the rule of [layering](#). This is a technique of wearing varying weights of clothing designed to wick, trap, hold and block. The overall purpose of layering is to trap insulating air between layers of clothing and subsequently hold heat in.

Wear a lightweight, high-performance, polyester-based wicking fabric next to the skin. Several manufacturers produce excellent high-quality, high-performance fabrics that are designed for cyclists. This type of garment will wick moisture away from the skin, keeping your skin and clothing dry to avoid heat loss through evaporation.

Next, wear something with thermal capabilities (polyester is excellent here as well) that retains warmth while allowing a slow "breathing" process of the fabric. Modern synthetic fabrics like polyester breathe and will help you stay warmer longer.

The outer garment will serve two purposes: Hold warmth in, while blocking the cold air and wind. The outer garment should serve as thermal barrier as well as a wind block, since cycling through cold air increases the wind chill factor. Fabrics like nylon serve this purpose well. Natural fabrics like wool and cotton get wet and stay wet, so don't wear your cotton T-shirt next to your skin thinking it will act as the primary wicking garment.

Also, if you're riding without a windbreaker and find that you need one, insert sections of a newspaper inside your cycling jersey. Insert it in the front to block on-coming cold air, and in the back to conserve core body heat and act as an insulator. You'll see amateurs and pros alike using this technique on long, cold descents.

The Head

About 30 percent of the body's heat is lost through the head. A tremendous supply of blood circulates through this area, so if you keep your head warm, your body will stay warm. Depending on the severity of the cold, differing levels of head gear can be used. Ear bands or ear warmers are a good beginning. A scull cap of synthetic fabric is a good lightweight remedy.

Remember your short billed cycling cap? It's not just for staying warm. The bill can be invaluable to protect against both sun and rain. Flip the bill up out of the way when you don't need it, or just turn the cap backwards to protect your neck.

In very cold weather, use a heavy-duty winter cycling cap that has both a bill AND ear flaps. Worn under a helmet, the helmet strap holds the ear flaps down, keeping the head nice and warm.

In extreme conditions, use a balaclava (or full hood) which covers the head, face and neck and has a small opening for the eyes and nose. Just don't walk into a bank with this on!

And don't forget the eyes. Traveling through cold air causes your eyes to tear, making it extremely difficult to see. Choose a good pair of [cycling glasses](#) that curve around the face and protect eyes from wind and other elements, without fogging up. Good eyewear, like all good cycling gear, is a good investment.

Respiration is another way to lose body heat, so if you're not wearing a balaclava, fold a bandana into a triangle and tie it to fit over your nose and mouth—just like the robbers in the old Westerns. This can make the difference between a comfortable ride and a miserable one. Just remember, don't go into a bank like this.

The Hands

I recommend cycling gloves for a couple of reasons. Most cycling gloves are cushioned on the palms, providing proper circulation in the various hand positions on your handlebars. Gloves also protect your hands from road rash if you fall. In the winter months, full fingered gloves are a good idea or cycling mittens for more extreme conditions.

The Feet

Since the feet are pedaling circles and churning through the cold air more than the rest of your body, they need to be protected from the cold. Like the head, body heat is lost to a large degree through the feet. For cold-weather riding, use a heavier thermal cycling sock that wicks moisture and retains heat; choose socks made from synthetic fabrics.

Cycling booties slipped over your shoes are great in cold weather. The booties are designed to accommodate your pedal cleats, and insulate your foot and ankle as well. For days that aren't cold enough for booties, wear toe covers. Toe covers accomplish the same thing that a windbreaker does for your chest: they keep the cold air from penetrating your foot.

If you're on a ride without booties or covers and your feet get cold, get plastic bags from a convenience or grocery store and slip them over your feet (inside your shoes). While you're at it, you might as well ask for a hot cup of coffee—the hot coffee will help heat up your core from the inside.

The Legs

Another rule of thumb is to [keep knees covered](#) anytime the weather is below 50 degrees. This helps keep them warm and protected from the cold air, thus keeping them properly lubricated and functioning. For semi-cold weather, short cycling tights are a good option; they come down just below the knee without covering the entire leg.

Cycling leg warmers are also very convenient as they are easy to zip on and off quickly as needed. For colder weather, full cycling tights range from lightweight to heavy and waterproof, or you can find insulated cycling pants.

The Arms

Like cycling tights and pants, arm warmers can be used to keep arms warm in semi-cold conditions. Arm warmers can be quite useful for days that start out cold and warm up as the sun comes out. As the weather warms, the arm warmers can be rolled down or taken off and stored in your jersey pocket. Again, there are varying degrees of thickness and insulation of arm warmers.

On winter days that don't warm up, wear a long-sleeved jersey (either insulated or not depending on the cold) for your middle garment as described above.

Basic Apparel

Now that we've gone over the cold-weather apparel to protect the body, don't forget the basics: A proper helmet, good cycling shorts with chamois and proper cycling shoes.

Now, adequately armed with what it takes to stay warm in the cold, you're ready to hit the road year round. You'll love it and your fair-weather cycling buddies will be envious. So just get out there and ride. Don't let a cold day keep you inside, just prepare for the cold properly.



Insight Into a Puzzling Question

Several CIBC members were chatting at their favorite eating haunt, The Emporium Café, one Saturday last month when the question of why some people descend faster than others arose. A discussion followed in which some members felt that weight had little or nothing to do with the rate of descent. Others strongly disagreed, feeling that weight had everything to do with the speed at which a cyclist zooms downhill. Here is some insight into this puzzling question.



Consider a bowling ball and a leaf when dropped from the same height:

There are three things going on: force of gravity (which is proportional to the mass), inertia (how much it resists acceleration, which is also proportional to mass) and the force of air resistance (which is more or less proportional to surface area, not mass). In a vacuum the bowling ball has a larger gravity force, but also a larger inertia by exactly the same amount, so they fall at the same speed. But outside the vacuum, the bowling ball drops at a much faster speed than the leaf.

Now on to bicycles:

You've still got gravity, inertia and air resistance, but there is also some rolling resistance (friction on the wheels and bearings). Now rolling resistance is partly proportional to weight, and partly constant, so the lighter rider is affected a little more. And air resistance is important at hill-descending speeds, so the lighter rider is significantly more affected by air resistance. Therefore the heavier rider has a speed advantage.

A heavier rider not only has a slight advantage descending but also a disadvantage climbing, so relatively speaking, descending is even better for him. Consider a rider that's, well, let's not mince words, he's fat. He's got the same amount of muscle for power as the skinny guy, but has to lift a lot more mass, so he's much slower going uphill. Going downhill, though, gravity is more important than muscle power, so the fat guy is a lot better off descending. This works even if he's not blubbery fat and out of shape, but just broad-shouldered with big arm muscles that don't push the bike forward. So putting these together, I think it's not ridiculous to think that a smaller, lighter rider should plan to try and gain ground on uphill sections, while assuming he'll lose some on downhill.

But when going biking down a hill, the slope factor also needs to be taken into account. The final speed down a long hill is the balance between the *propulsive forces* - total rider/bike weight x the sine {that's a trigonometric function} of the angle of the hill - and the *resistive forces* - wind resistance is the big one. And the heavier rider comes out ahead. If one does the exact calculations with twin brothers weighing 175 pounds, descending a medium slope hill, riding similar bikes, and in exactly the same aerodynamic positions, with one carrying 25 pounds of lead shot, the heavier one would go 26.73 mph while the lighter one would be slightly slower at 25 mph.

So – there you have it!! Don't feel guilty when you indulge a little too much at that rest stop! It's all in the name of gaining some weight so that you will be the fastest person down the hill!



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

2011 Club Officers/Volunteers

President	Leslie Ogden
Secretary	Theresa Satterfield
Treasurer	Linda Bott
Programs	Victor Graves
Public Relations	Patricia Matthews
Rides	George Chester
Grants	Judy Mullins & Kate Faulkner
Membership	John Mirk
Member at Large	Joni Jordan
Past President	Neal Abramson
Newsletter Editor	Linda Zych
Webmaster	Ron Parker
Website	www.cibike.org

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:

Linda Zych
2365 Warbler Ave :: Ventura, California 93003
flzych AT roadrunner DOT com*

Renewal Notices

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

Monthly Meetings

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

Cool Breeze Century

Our annual Century ride is held the third weekend in August each year.

*A Note Regarding E-Mail Addresses

We have found that email addresses published in this newsletter have been used to generate spam email. In an effort to prevent this, email addresses are presented as [recipient] AT [website] DOT com, rather than using the conventional [recipient]@[website].com format....

A Letter from our President

Wow! January sure turned out to be the perfect month for biking!

Can't claim credit for the weather, but we do have a number of people we can thank for making cycling easier and safer for us.

First, please look at the City of Ventura's draft Bike Master Plan

<http://www.cityofventura.net/pw/transportation>.

Active in its development were CIBC members Kate Faulkner, Judith Gustafson, Paul Callaway, Roger Macomber and George Owens, Ruth Owens and Charles Voigtsberger. We so appreciate their efforts! The City is asking for comments, so have at it. At a minimum the City will know we're paying attention!

Second, don't you love the new ride calendar format? Clean, clear and complete. That's Ron Parker's doing.

Third, Mike Gold has offered to revive the club picnic in Carpinteria this summer. YUM!

Finally, we thank 10 (at least) other CIBC members who have stepped up to serve as ride leaders: Bob Cook, Glen and Kassy Erickson, Ria Fidler, Victor Graves, Patricia Matthews, Judy Mullins, Janeene Nagaoka, Theresa Satterfield and Tom Stark.

These people are key to the reinvigoration of our weekend rides. They make riders -- new riders in particular -- feel welcomed, safe and in good company! If you'd like to participate, please let me know

leslieogden@charter.net. We'll make every effort to have a Board member there to help you get started. I think you'll like it.

Best wishes for great cycling and lasting friendships!

- Leslie

CIBC Board Meeting Minutes

– January 12, 2011

Location: Leslie Ogden, President, home

The full board was present.

Minutes of previous meeting were approved.

Programs: Victor Graves, VP of Programs discussed the two upcoming off site Club meetings – January meeting will

be at DHP, email announcements will be sent out to members and reservations are required. February meeting will be at Hypercat, email announcements will be sent out and reservations are required. The March meeting will be a Mini Stretching Clinic by Lynee Okun – details to come. The April meeting will be a presentation by Attorney Gary Brusten, an attorney who specializes in bike accidents. The May meeting will be the Ride of Silence – Neal Abramson has agreed to plan this event and will present a budget at next meeting..

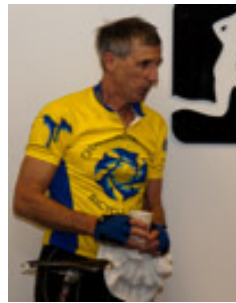
Treasurer– Linda Bott – presented the budget /expenses for 2010 and the anticipated budget for 2011 - amendments were made to Grant and Ride support expenses.

Rides – Leslie presented her ride leader and treats program. Board members agreed and signed up to be leaders in some January rides. It was agreed that a new calendar will be sent out to membership. The treat program will begin immediately. The goal of this program is to encourage togetherness on our rides – one lucky rider will be designated at the ride start to have their rest stop goodies paid for by the club. Also, Leslie would like to encourage all Ride Leaders to take pictures of the ride and the riders to be published in the Chain Chatter.

Respectfully submitted: Theresa Satterfield

CIBC General Meeting

January 19, 2011



7PM

Victor Graves started the meeting.

Made announcement about the Ride Leader program and asked those interested to contact Leslie Ogden at her email address on the website.

Victor introduced Richard Diaz. John Brant was the test subject.

Ron Parker took photos during the presentation.

Raffle winners: Larry Bott, Diane Stein & Shari Nichols.

Meeting ended 8:20 PM



Bicycling Tips: Paceline Rules

9 Paceline Rules

Tips to keep your group together and in good formation.

By Selene Yeager

When carried out properly, a paceline is an effective tool for a group ride: It enables cyclists to share the work of pushing through the wind. When performed poorly, the formation becomes counterproductive. "Most people are never taught the proper way to ride a paceline," says Ray Ignosh, a USA Cycling expert coach based in Pennsylvania's Lehigh Valley. "So they make the same common mistakes that eventually become habits." Whether you're riding in a single or double formation, try these tips for taking your pulls and pedaling in line.

KEEP THE PACE The number one mistake riders make is picking up speed when they get to the front, says Ignosh. "Some guys just want to show off; others are well-intentioned—they just aren't in tune with their effort and feel like they're supposed to take a pull, so they pull." As you're riding through the line, pay attention to the group's average speed and effort. When you get to the front, do your best to maintain those levels. The goal is to keep the pack together, not blow it apart or shell riders off the back.

MICROADJUST It's nearly impossible for everyone to put forth equal amounts of effort, especially on undulating terrain. You need to make adjustments along the way to prevent what Ignosh calls the Slinky effect, where the line alternately bunches together and becomes strung out, with big gaps. "It's better to make two small undercorrections than one big overcorrection," he says. "Think of it like driving: You don't slam on the brakes, then hit the gas; you moderate your speed." To do that in a paceline, try one of these techniques:

Soft pedal: If you feel like you're getting sucked into the rider in front of you, take a light pedal stroke or two to adjust your speed accordingly.

Air brake: An easy (and safe) way to trim speed is to sit up and catch some wind. It'll slow you down a notch without disrupting the rhythm of the line.

Feather brake: Gently squeeze the brakes while continuing to pedal. You can scrub speed while shifting up or down as needed to alter your pace.

DON'T STARE Focusing on the wheel directly in front of you is a natural instinct when riding in a line, but it gives you zero time to react should something go awry. "Keep your head up and check about 10 meters down the road," says Ignosh. "Look through holes in the leading rider—over his shoulder, under his arm or through his legs—and ride proactively instead of reactively. This will help keep the line moving smoothly."

EASE OFF THE GAS Rather than accelerating when you pull, try to ride in the line at a steady pace and decelerate as you pull off and drift to the back. "This provides the right work-to-recovery ratio without all the punchy surges that tend to blow the weaker riders off the back," says Ignosh.

SHARE AND SHARE ALIKE Pacelines are designed to share the workload, so limit your pulls to a few minutes to stay fresh and give other riders a chance.

CONSERVE ENERGY If you feel tired, sit out a few turns until you're ready to take another pull. Simply open a spot for riders to rejoin the line in front of you, or come to the front and immediately pull off and drift to the back. You'll do the pack a favor by staying with them rather than working yourself into the red and falling off the back, which makes the group slow down to let you catch up.

New! The “Year-Rounder” Program

We are adding a new program to CIBC for 2010. It will be modeled after the Ultra Marathon Cycling Association’s Year-Rounder (Y-R) program and for us will be named the same.

The Year-Rounder (Y-R) provides a structure to motivate you throughout the season and to recognize your personal achievements. The Y-R is designed to showcase consistent performance in cycling throughout the year. The Y-R has different divisions to recognize different goals. Rides are categorized by distance (Metric, Century or Long).

Year-Rounder Divisions

Rides are tallied in the following divisions, plus the combined mileage from those divisions, as well as the consistency-based award. All rides should be completed in a 24-hour period. A ride extending beyond 24 hours or across day boundaries will count as a single, extended ride.

Metric Division: Rides of 62-90 miles.

Century Division: Rides of 90 - 149 miles.

Long Division: Rides of 150 + miles

Consistency-Based Award: Ride at least one of the above rides every month.

More information will be available before the year end, as well as how to submit your rides. Any question should be emailed to Linda at bebotts AT hotmail DOT com

Happy riding!

– Submitted by Linda Bott

About our Club Rides

Club rides are held every Saturday and Sunday (and major holidays) starting at 8:30 am Dec-Jan.-Feb. (8:00 am Mar.-Nov.). Riders meet in the parking lot at the north 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.

Our club rides are a good selection of the best short (20-35 miles), medium (35-50 miles) and long (50-100 miles) rides in Ventura and Santa Barbara counties. 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).

“Fox and Hounds”

Our club philosophy is to have as many riders participate in our fun club weekend rides as possible. We want the faster and more fit bikers to continue with their pace and not feel responsible for slowing down and continually regrouping for the riders falling behind. So, to accommodate both fast and slow riders a new “Fox and Hounds” system is in effect on alternating weekends with the addition of a slow-paced social ride called the “Foxes.”

The “Foxes” rides will follow a similar route, albeit shorter, than the “Hounds” are riding with an effort to end up at the same eating location more or less simultaneously. The “**Hounds**” ride will be for those that like a faster pace with less regrouping. Their ride will basically be the same as the past rides, still beginning at 8:30am (year round) but longer than the “Foxes” ride. **The “Foxes” ride will begin at 8:30 am (year round)** with a desired goal of a slower pace, shorter routes, and more regrouping to allow for more rider socializing.

So please, faster riders go for it and ride your “pace lines” again and slower riders come for the social aspect at a reduced pace. Remember, we are all here for the same reason, **WE LOVE TO BIKE!**

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 call phone, and/or coins for one phone call.

Key to Ride List Abbreviations

CW = Clockwise; CCW = Counterclockwise. Show your colors = Wear your yellow club jersey today!

Weekday Rides

1st Tues of the month: Mission to Summerland (8:30 am)

2nd Tues of the month: Mission to Santa Paula, Dennison Grade to Ojai and back to Ventura (8:30 am start)

3rd Tues of the month: Freedom Park to Malibu's Trancas Market and back (8:30 am start)

4th Tues of the month: Mission over Casitas Pass CCW from Ojai, rest at Cantwell's and back to Ventura (8:30 am start)

5th Tues of the month: Mission to Fillmore and back (8:30 am)

Thursday: Ride to Ojai and go bar hopping! (8:30 am start)

CIBC Ride Schedule for February, 2011

Sunday, January 30th – "Summerland BBQ" – 46 miles – B Rating. Leave Museum/Mission Parking Lot at **8:30 am** and ride up the coast to Summerland. Return to Ventura via the coastal route. Eating suggestion: Cantwell's Market in Summerland.

Saturday, February 5th– *Easy/Moderate*** -"Summerland BBQ"** – 36/46 miles - B Rating. Start from Museum/Mission Parking Lot at **9:00 am** and ride up the coast to Carpinteria or further to Summerland., returning to Ventura via the coast. Eating suggestions: Coffee Bean and Tea Leaf in Carp or Cantwell's Market in Summerland.

*****Fast and Long*** "Dennison Grade Loop CCW"**-49 miles- C Rating- Leave Museum/Mission Parking Lot at **8:30 am** and ride east into Santa Paula. Ride up the hill to the summit and down Dennison Grade into Ojai. From there it is all downhill into Ventura with a nice cool breeze. Eating suggestion: Emporium Café.

Sunday, February 6th –*Easy/Moderate*** "Tour de Ojai "** – 34 miles – A Rating. Start at **8:30 am** from Museum/Mission Park Lot and ride the bike path north to Foster Park; then take either the bike path or Santa Ana Road to Lake Casitas into Ojai and then return to Ventura. Eating suggestion: Emporium Cafe. Some people shorten this ride by parking and meeting everyone at Foster Park at 9:00 am.

Saturday, February 12th – *Easy/Moderate*** -"Summerland BBQ"** – 36/46 miles – B Rating. Leave at **9:00 am** from Museum/Mission Parking Lot and ride up the coast to Carpinteria or further to Summerland. Return to Ventura via the coast. Eating suggestion: Coffee Bean and Tea Leaf in Carp or Cantwell's Market in Summerland.

*****Fast and Long*** – "Casitas Pass CCW".** – 58 miles- C Rating. Leave from Museum/Mission Parking Lot at **8:30 am** and ride up Ventura Avenue to Santa Ana Road. Continue on to Lake Casitas and ride over the hill into Summerland. Return via the coast to Ventura. Eating suggestion: Coffee Bean and Tea Leaf.

Sunday, February 13th –*Easy/Moderate*** "Tour de Ojai"** – 34 miles – A Rating. Leave Museum/Mission Parking Lot at **8:30 am** and ride north up the bike path to Foster Park; then take either the bike path or Santa Ana Road to Lake Casitas into Ojai and then return to Ventura. Eating suggestion: Emporium Café.

Friday, February 18th – "Holiday Show and Go" –Meet at Museum/Mission Parking Lot at **8:30 am** and decide where you will ride.

Saturday, February 19th – * Easy/Moderate*** – "Summerland BBQ"** – 36/46 miles – B Rating. Leave at **9:00 am** from Museum/Mission Parking Lot and ride up the coast to Carpinteria or further to Summerland. Eating suggestion: Coffee Bean and Tea Leaf in Carp or Cantwell's Market in Summerland.

***** Fast and Long*** - "Rose Valley Climb"** – 56 miles – D Rating. Leave from Museum/Mission Parking Lot at **8:30 am** and bike up Ventura Avenue, Burnham Road to Hwy. 33 and up to Rose Valley. Return back to Ojai and then back into Ventura. Eating suggestion: Ojai Café Emporium.

Sunday, February 20th –*Easy/Moderate*** "Tour de Ojai"** – 34 miles - A Rating. Leave Museum/Mission Parking Lot at **8:30 am** and ride north up the bike path to Foster Park; then ride up the bike path or take Santa Ana Road to Lake Casitas and then return to Ventura. Eating suggestion: Emporium Café.

Monday, February 21st –"Holiday Show and Go"- Meet at Museum/Mission Parking Lot at **8:30 am** and decide where you will ride to celebrate President's Day.

Saturday, February 26th - *Easy/Moderate*** - "Summerland BBQ"** – 36/46 miles – B Rating. Leave Museum/Mission Parking Lot at **9:00 am** and ride up the coast to Carpinteria or further to Summerland. Return via the coast to Ventura. Eating suggestion: Coffee Bean and Tea Leaf in Carp or Cantwell's Market in Summerland.

*****Fast and Long*** - "Casitas Pass Climb CW"** – 43 miles – C Rating. Leave Museum/Mission Parking Lot at **8:30 am** and ride north to Carpinteria and then up the hill to Lake Casitas and down into Ojai and back into Ventura. Eating suggestion: Café Emporium.

Sunday, February 27th –*Easy/Moderate*** "Tour de Ojai"** – 34 miles – A Rating. Leave from Museum/Mission Parking Lot at **8:30 am** and ride up the bike path to Foster Park; then continue on the bike path or take Santa Ana Road to Lake Casitas into Ojai and then return to Ventura. Eating suggestion: Emporium Café.

Get a bicycle. You will certainly not regret it, if you live *-Mark Twain*

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.)

All Pro Bicycles

2385 TapStreet
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

Ray's Bike Shop

Ray Schultz
2991 Loma Vista Rd.
Ste. B
Ventura, CA 93003
(805) 628-3209

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

Metal Mountain Bike Shop

1987 E. Main Street
Ventura, CA 93001
(805) 641-3968
www.metalmtncycling.com

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

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 Hills, CA 91301
(818) 991-9103

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
3195 Willow Lane
Westlake Village, CA 91361
(805) 497-3030

