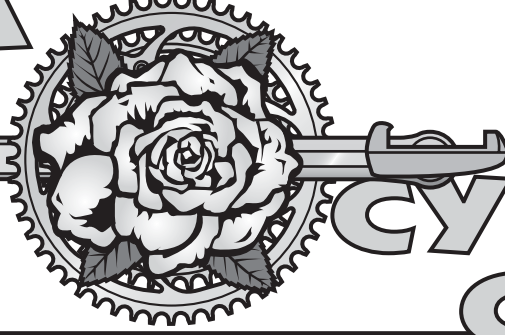


SANTA ROSA



CLUB PICNIC

See page 8 for details

CYCLING CLUB

AUGUST 2006 NEWSLETTER

Terrible Two corrections

Now that the dust has settled from the 2006 Terrible Two, we can take the time to tidy up a few loose ends. And that includes making a couple of corrections to the results/report published last month.

First of all, in my write-up of the event, I said Brian Anderson had finished first four years running. Wrong! The amazing Mr Terrible Two has now finished first *five* years in a row. No one else has ever won it more than twice, and only a couple of people have even done that. What we're seeing here is something really special. Think about this: the time between first and second place (26 minutes) was more time than the time covering the next ten riders (25 minutes). That is total domination. How nice it is that the event in recent years has been owned by a local boy, someone who, by all accounts, is a modest, unassuming guy...sort of the cliché of the kid next door.

And his time for this year's ride just got better. But then so did everyone else's times as well. We have nipped three minutes off all the times published in the original results because we decided to acknowledge the fact that the ride started three minutes late. That makes Anderson's winning time 11:06. Only his record of 10:50 (shared with Mark Reidy in 2002) and his 10:59 of 2004 have been quicker. And this slightly redesigned course is three miles longer than the courses of earlier years.

Let's see...11:06 for 200 miles equals exactly 18 mph. Three extra miles at that average works out to about 10 minutes, so on the old course—which we now know was only 197 miles—his time might have been 10:56. Not quite a record, but pretty damn impressive, especially considering how the heat played havoc with the rest of the field this year.

Now, about that weather... The official high for the day in Cloverdale was only 93°. When all the hype about monster readings off bike thermometers has faded away, this is the historical benchmark we use to measure the event down the years. That doesn't seem so hot, but for whatever reason, the attrition was higher than it has been in several years...certainly higher than in 2003, when the heat was considered much more brutal. But consider that the Cloverdale high went from 93° on TT Saturday to over 100° by Monday and to something like 107° by Friday. Those who thought they were suffering in the heat on the Geysers and Skaggs on the TT have to feel fortunate that the event was not a few days later. They had a very narrow escape from the dragon's lair.

—Bill Oettinger

TEAM RAAM

— Adrienne Ruggles —

When I responded to an ad for crew on the Davis Bike Club e-mail list, I figured I was signing up for a lot of fun and a lot of work. Little did I know just how much fun and how much work I was in for. It seemed far-fetched to me that it could take a crew of nine to get two guys across the country, but it took every one of us. We set off from Oceanside, CA with two riders (Tim Woudenberg and Tom Kingsbury), nine crew members (most of whom had never met until three days before the race), two minivans, an RV, five recumbent bicycles, seven spare wheels, a route book, and everything else you could possibly want pertaining to bikes or people.

The set-up looked something like this. The Bike Van followed directly behind the rider at all times. The Frog Van held whichever rider was not on the road and shuttled him forward to the next rider exchange. Both vans had a driver and a navigator. The Mothership (RV) also had a driver and navigator, plus the three crew members on their sleep shift. Each of us worked two eight-hour shifts and slept the other one. The riders took pulls of about 20 miles (or about an hour and a half, depending on terrain). While they were not riding, they were eating and napping in the Frog Van. At night, each rider took a four-hour pull so the other could get consecutive hours of sleep.

Our first day, after a 5:00 pm start (RAAM time- 2:00 pm Santa Rosa time) on the Oceanside Pier, saw us almost to Arizona. I figured things were serious when, while flying down a windy hill at 40 miles an hour, our crew chief Lee informed me that if it came to hitting our rider or going off the road that we would be going off the road and I'd better hope there wasn't a cliff. I went to bed that night near the Salton Sea and woke up somewhere in Arizona. I know this because, when I woke up in the night and headed out of the RV for a gas station rest room (why? because RV sewage tanks are small and space needed to be saved for rider showers), I asked a member of another crew where the heck we were.

By the time I woke up for my shift at 8:00 am (navigating the Bike Van with Scott), we were well into Arizona cactus country and Tim's stomach was on the fritz. I soon learned a lot about Scott, a trucker turned recumbent mechanic from Wisconsin, from his favorite songs to the amount of mayonnaise he likes on a sandwich (a lot by most standards). My second shift, this time with Jim (a resident of LA originally from Arkansas who likes to swear every bit as much as I do),

— Continued on page 2

MINUTE MIX

Highlights from the General Membership and Executive Board meetings for July

- 1. Call to Order:** President Martin Clinton called the general meeting to order at the Round Table on Occidental Road on Wednesday, July 12. Approximately 30 members were in attendance.
- 2. Treasurer's Report:** Treasurer Donna Emery announced that, as of June 30, the checking account balance was \$80,880.03 with \$10,186.04 in savings.
- 3. Ride Leaders:** Steve Drucker and Annie Osborn were the winners of the quarterly Ride Leader drawing, taking home \$25 each.
- 4. TT:** TT Chair Craig Gaevert reviewed the very successful TT and Adrienne Ruggles reported on the recent TT Workers' picnic.
- 5. Membership:** Craig Gaevert noted that because of the way the newsletter mailing is processed now--by a bulk handler—it is no longer possible to add a highlight to remind recipients when their membership is about to expire. (You need to remember on your own.)
- 6. Speaker:** Tour Coordinator Bill Oetinger presented a slide show on the 2004 Southern Utah Tour.

SRCC charitable grants input sought

The Santa Rosa Cycling Club earns money from subscriptions and from events, particularly from members' efforts putting on the Wine Country Century. Traditionally we have donated funds in excess of what we need to run the club to worthy organizations, both bicycle-related and generally community-oriented. Members' opinions and suggestions are sought regarding likely grant recipients.

If you know of an organization that would benefit from a donation, please call it to the attention of any member of the club's Board before the next Board meeting on August 3. Suggestions we receive, combined with the list we used last year, will be put on a ballot, and you can vote at the club picnic on August 26 or at the general meeting on September 13. Write-ins are possible, but tend to get fewer votes unless you get your friends really well organized. Based on the club's financial results, the Board will estimate an amount to distribute and prepare a list of proposed donations at their October meeting. In accordance with the by-laws, the proposal will be presented for approval by a vote of members present at the general meeting on October 11.

Listed below are the organizations on the current ballot and the amounts of grants disbursed last year. (Because the Sonoma County Bicycle Coalition receives its donation from the club through a WCC per-rider assessment, they are not included on this list.)

- Sonoma County Trails Council (\$1500)
- Landpaths (Son. County open-space stewardship) (\$1250)
- Safe Kids project, helmet fund (\$1000)
- Ross Dillon Hope Fund (\$1000)
- Team Swift, junior racing program (\$1000)
- California Bicycle Coalition (\$750)
- Earle Baum Center of the Blind (\$750)
- Big Brothers/Big Sisters of Sonoma County (\$750)
- Lance Armstrong Foundation, cancer research (\$750)
- Diabetes Society, Sonoma County chapter (\$500)
- Canine Companions for Independence (\$500)
- SCRA (Local Ham Radio Club) (\$500)

TEAM RAAM

— Continued from page 1

saw us on I-10 for many, many miles. We enjoyed the scenery in the mountains of Arizona right until we hit Prescott. Some tricky navigating saw us off course (enter the bit about hard work and stress). After throwing Tom's bike on the van and him inside, we beat a hasty retreat back to the route. The thing that saved us was Sarah (witty Wisconsin graduate student) in the Frog Van pulling out the GPS system and helping us find our turn by radio. After following another route detour (never as well detailed as the route book) we were out of Prescott (much to the relief of yours truly) and riding with extreme tail winds.

I woke up in Utah the next morning (having slept through Monument Valley) just in time to drive into Colorado. With the Rockies looming large ahead of us, we were still concerned with Tim's stomach. It turned out that I was not the only one to inform him that we were not going home on account of his guts, so he'd better get them together. I was, however, the only one to threaten holding his mouth and nose closed to make him stop puking. Some quick thinking on the part of Phil (assistant crew chief and Frog Van driver extraordinaire) had Scott and I stopped at a Colorado restaurant force-feeding Tim anything he thought he could keep down. The restaurant/general store/feed store/drug store had no rice or anything else especially friendly to stomachs except chicken noodle soup and 7-up, so we bought boatloads of both. Chicken soup saved the day. Tim was eating, Tom was eating, both were pedaling, and we finally made it to Kansas.

Ah, Kansas... land of Dorothy and Toto. It seems that no trip to Kansas could be complete without the threat of tornadoes. As we were rolling into Ulysses, Kansas we noticed a group of folks standing on a corner with cars and cameras. Tim did the only logical thing, which was to speed up and take the corner hard, but nobody clapped or even seemed to notice as we went by. As we listened to the radio and watched the sky turn a deadly black behind us, it occurred to me that the group of people were storm chasers. Let me say that as a California girl, I don't *do* weather. I said so to Sarah. She told me not to worry, that we would jump into the ditch if a tornado came; swell. We pressed on, enjoying 30-mph tail winds. Then the wind shifted and that fabulous tailwind was markedly less fabulous as a side wind. We camped out in the vans for about 15 minutes until the wind subsided enough to be rideable and we were back on the road. The nasty wind eventually abated (or the guys just got used to it) and we got onto a quiet road where we were free to enjoy the light warm rain, steely grey sky, lightning flashing in the distance, and a rainbow.

That night in Pratt, Kansas, where the owners of the McDonalds give free food to all RAAM participants, our brilliant one-armed navigator Vince thought up using a McDonald's tray (clean of course) for a headrest for Tom. Some cutting and drilling by Scott, and Tom was back on the road with a fully supported head.

By morning, the storm of the night before had passed and it was smooth sailing again. We spent a lot of time on Highway 54 that day. Then the route book started making references to Highway 254, for which we had seen no signs. The landmarks were right, but the road name had acquired another digit. Again, we were saved by Phil the Brilliant, who suggested checking the GPS. Only one error in the route book over 3048 miles isn't bad at all, but it sure gave us a scare.

No sooner did we hit Missouri that afternoon than the sky turned black and it started to rain again. Tom discovered he couldn't see

— Continued on page 7

BACKROADS & BREAKAWAYS

B&B is a column for and about local club rides, news, gossip, anecdotes, odds and ends. If you have a story to share about a ride you led, your race results, a cycling vacation, whatever...call Bill Oetinger @ 823-9807 or send e-mail to the club's e-mail address: src@ap.net.

Last month, we rushed to press just after the Terrible Two. Everything was done in a busy bustle. Now we have time to look back and reflect on the big day. One thing we didn't have time or space for last month was a mention of the SRCCers who did the TT. I went back through the results and came up with a rather long list of all the locals who finished. I have no idea which of these people are SRCC members. I just know they have local addresses. I thought it would be interesting to list every single homie who did the ride, never mind their club affiliation. Some of the names you'll recognize as old club regulars. Others will have you wondering: "Who are these people?" So...hats off to *all* the local riders who knocked the big, bad TT on the head: Brian Anderson, Robert Choi, Marc Moons, Bob Shebest, Michael Pucci, Bill Ellis, Andrew Bunnell, Glenn Mattsson, Carl Poppe, John Staroba, Ray Hittenmiller, Jay Thorson, Robert Duchynski, Tom Kuhn, Mike Gaylor, Rebecca Linkous, Karl Kuhn, Kipp Frey, Brian Carroll, Mark Sedgwick, Lelanad Gee, Dan Walters, Richard Holve, David Giannetto, Todd Sloan, Richard Burger, Susan Noble. You are *all* totally awesome! Good job!

Back in the world of plain old club rides, we now proceed to the weekend after the TT. One of those TT hard boys had the first ride lead on that Saturday—the last weekend in June. That would be Tom Kuhn. But Tom had to miss his ride because of a family conflict, so I agreed to lead it for him. Then I came up with a conflict, and finally Craig White stepped in. He sent in this report on the Way Around Out West ride: "Dennis, Bob, Greg, and I had a great ride yesterday. The weather was perfect...partly foggy and cool all the way to Tomales and then sun and 70's back into Sebastopol. It was a beautiful route with some roads I had never been on and roads it felt good being back on. Burnside was a grind but the view and absence of vehicles was worth the price of admission." Four riders is not a lot for such an attractive route on a prime-time summer Saturday, but perhaps everyone else had scheduling conflicts too, just like Tom and I did.

The next day, Steve Drucker listed an almost level century. He reports: "The More Level Century ride started with about a dozen riders and picked up another eight or so along the way. Due to concerns about potentially very hot temps, perhaps not being fully prepared to do a century, or other cares, we had riders turning around at various points. There were nine of us who made it to Cloverdale and eight who got to the last section on the easy part of the Geysers road. The return ride split up into small groups of fairly equally matched riders. We had hoped for a tail wind on the way home, but had to deal with the heat and a head or cross wind most of the way. After a fairly long day in the saddle, we were able to welcome several more, new, successful, century riders." I was doing a century of my own on that day that included some of those same roads, and I can vouch for Steve's comments about the heat and headwinds. It was over 100° for more than half of my century, hitting a high of 107°, so I suspect it must have been much the same for the club ride. And yes, we had to grind away into a stout headwind on the way south at the end of the ride. I imagine Steve's riders were every bit as fried as I was.

It didn't get any easier the following weekend with Bob's Big Boy on July 1. That was the creation of Bob Redmond, taking a first stab at leading a club ride. This one was indeed a Big Boy. It had steep climbs

from beginning to end: over Pressley and Sonoma Mtn; up Cavedale, up and over Mt Veeder, back up Dry Creek (the backside of Trinity), and back over Sonoma Mtn and Pressley. Also an optional out-&-back on Lichau! There were 13 riders at the start, but the Lichau option popped up just five miles into the ride, and those who elected to do it got way behind the rest of the gang. I was on the ride, but only sort of. I was the slowest of those who chose to include Lichau, so I was chugging along at the back when my seat clamp came loose (on Sonoma Mtn). I had to find a friendly mechanic in Glen Ellen who would loan me the right sized allen wrench, and by the time I got that sorted out—and also fixed a flat—I was off-the-back for good. I only know about the rest of the ride because Bob told me about it afterward. At least a third of the riders availed themselves of some shortcuts that skipped a few of the climbs, but the rest of the riders carried on through the whole hot and grueling loop, and some even bulked it up to a century by "commuting" to and from the ride start in Cotati. A very stout day, any way you slice it.

Keeping things in hammer mode for the weekend, Doug McKenzie had his annual Pine Flat Time Trial Challenge on Sunday. Doug checks in: "It was a perfect day for the Pine Flat TT. Not too warm. A total of 23 riders signed up for the TT, including John Staroba and Jonathan Lee, with about six who rode just for fun. We had a good ride out. The group was separated by a flat on Mark West Station. Nick from Eastside flatted so his teammates and a few other racer types waited. The bulk of the group rode on at a easy pace. It took a few minutes to fix the flat, so we had a good time chasing to regroup. We got everyone signed in and started Richard Battles first as requested. A few wanted to start last, I had to explain that's a privilege reserved for the record holders. We then had some late arrivals so the champs had some chasers anyway. No worries: they didn't get caught!

"Personally, I had a decent ride until the real climbing began. The 12-25 cassette turned out to be a bad decision. I suffered over the last, steep mile and lost over a minute to my minute man, Marc Moons. I had gained a half minute on him before the flat, but he doesn't fade and I did. I ended up with about a 56:45, almost two minutes off my personal best. John Staroba, a minute behind me, passed me well before the flats, looking strong. Chris X, 3 minutes behind, flew by me right before the flats, and Jonathan Lee passed me right before the 21% pitch. I get to the top and Chris X is lying on the ground being pampered by his groupies. He's OK, they state. Just getting spoiled, I guess. So I ask him what happened. He says, 'I cramped just before the flats, so I let up a bit and recovered. After that, I don't remember what happened.' Nothing like a trip to Never Never Land to set a new TT record: 50:39. Honorable mention to Charles Beck who finished in 1:05, A new record for the 55+ group. Also to Richard Battles who didn't think he could do it a month ago but finished in 1:36."

All the rides on this first weekend in July weren't hammer fests. Each day featured a more moderate offering as well. On Saturday, Kimberly brought back—by popular demand—her Favorites ride. She sent in a note about it: "I started with about 25 riders, including two non-members who said they should join the club because they ride with us all the time. About halfway through the first half, we broke up into a couple of groups, with the faster group stuck onto the tandem wheel of Craig and Michelle. When we made it to the Windsor Town Green, we were greeted with the surprise of a classic car show. We pedaled through slowly to be considerate to the pedestrians and left out the back way to avoid all the people. And then it was a very quick ride back. All in all, another lovely day of Sonoma County cycling."

— Continued on page 6

The following system is used in our ride schedule so that riders can estimate the relative difficulty of each ride.

TERRAIN

- 1: Mostly flat (River Road, Dry Creek)
- 2: Rolling, easy grades (Westside Road)
- 3: Moderate grades (Graton Road)
- 4: Hilly; a few steep climbs (Coleman Valley Road, Franz Valley Road)
- 5: Very hilly; lots of long climbs (Trinity Grade, The Geysers, Skaggs Springs Road)
(If available, elevation gain may be listed.)

TEMPO

Actual ride speed may vary, depending on terrain, distance, weather, and group dynamics. Tempo listing is only a ballpark estimate.

A: relaxed pace; frequent regroupings; waits for all riders. Over 26 minutes*

B: touring pace; regroupings every 30-45 minutes; waits for all riders. 23-26 minutes*

C: brisk pace; pacelines likely; regroupings every 30-60 minutes. 19-22 minutes*

D: aggressive pace; pacelines; slower riders may miss regroupings. Under 19 minutes*

*Times are for official SRCC speed trap: 4.4 mostly uphill miles on Graton Road from Ross Road in Graton to summit at Tanuda/Facendini junction. If you want to know where you fit in on club rides, time yourself on this section (at your normal riding tempo) and compare your time to the list above.

DISTANCE

The last figure in the formula, stated in approximate miles. (If in doubt, leader should overestimate mileage slightly.)

• RSVP WITH RIDE LEADER •

Ride leaders should provide maps and/or route instructions. Riders should carry I.D., cash, flat repair kit, water bottle(s), and have their own map in case they get lost.

HELMETS ARE MANDATORY ON ALL CLUB RIDES!

Non-members are welcome on club rides! (Non-members must sign a liability waiver provided by the ride leader.) If the course seems too long or difficult, the ride leader can generally suggest an alternate starting place or bail-out route.

RAIN CANCELS ALL RIDES, UNLESS OTHERWISE NOTED.

RIDES LEAVE PROMPTLY AT TEN MINUTES AFTER THE LISTED TIME.

RIDE SCHEDULE

SATURDAY • AUGUST 5

The Tolerable One

3/B/100 (or 72)
9:00 AM • Esposti Park

R on Shiloh > L on Faught > R on Chalk Hill > L on Hwy 128 > R on Pine Flat > L on Red Winery > L on Geysers > L on Hwy 128 > R on Alexander Valley > R on Lytton Springs > R on Dry Creek > R on Canyon > L on Chianti > R on Zanzi > L on Asti > L on Theresa > L on Dutcher Creek > L on Dry Creek > R on Yoakim Bridge > L on W. Dry Creek > L on Lambert Bridge to rest stop at Dry Creek Store > Retrace to L on W. Dry Creek > R on Westside > L on Wohler > L on Eastside > R on Trenton-H'burg > L on Mark West Station > L on Starr > R on Reiman > R on Windsor > L on Shiloh to lunch at Esposti Park > Retrace to L on Windsor > Straight on Mark West Station > R on Trenton-H'burg > L on Eastside > R on Wohler > L on Westside > R on River to rest stop at Korbel > Retrace on River to Hacienda > Old River > East on River, using Trenton bypasses whenever available > R on Trenton > Woolsey > Laughlin > Skylane > R on Shiloh to finish. *Bring a bigger lunch and leave it at Esposti park for the return to the park at 72 miles. Have lunch and either call it a day or head out for the final 28 miles. If you ride to the start, we can store your lunch for you while you ride. Call to make those arrangements.*

Bill Harrison—836-1241

SUNDAY • AUGUST 6

Coast Ride

4/B/50 • 4/C/62
10:00 AM • Piner HS

B and C routes: N on Fulton > L on Piner > L on Willowside > R on Guernville > L on Vine Hill > R on Green Valley > L on Harrison Grade > R on Graton > L on Boho (*Regroup in Occidental*) > Coleman Valley > L on Hwy 1 > L on Bay Hill > L on Hwy 1... **B Route:** L on Bodega > L on Jonive > R on Occidental > R on Cherry Ridge > L on Mill Station > R on Occidental > L on Sanford > R on Hall > L on Fulton to Piner HS. **C Route:** Continue on Hwy 1 to Valley Ford (*Regroup*) > Petaluma-VF Rd. > L on Bloomfield > L on Burnside > L on Barnett Valley > Jonive > R on Occidental > R on Cherry Ridge > L on Mill Station > R on Occidental > L on Sanford > R on Hall > L on Fulton to Piner.

B: Deanna McKenzie 523-3493
C: Doug McKenzie 523-3493

SATURDAY • AUGUST 12

Cynthia's Birthday Ride

3-4/BC/50
8:00 AM • Ragle Park

R on Ragle > R on Bodega > L on Watertrough > R on Burnside > R on Barnett Vly > Jonive > L on Occi > L on Boho (*Regroup in Occi*) > R on Bittner > L on Joy > R on Bodega > R on Hwy 1 > R on Bay Hill > R on Hwy 1 (*Regroup*) > R on Coleman Valley > L on Boho > R on Graton > R on Green Hill > L on Occi > R on Barlow > L on Mill Station > R on Ragle to park.

Cynthia Spigarelli—824-4466

SUNDAY • AUGUST 13

Sebastopol-Occidental-Tomales

4/BC/50
9:00 AM • Analy HS

R on High School > L on Occi > L on Mill Station > R on Cherry Ridge > L on Occi > L on Jonive > R on Bodega > L on Valley Ford-Freestone > L on Hwy 1 > R on Estero > Franklin School > L on Dillon Beach (*Rest stop in Tomales*) > North on Hwy 1 > R on Fallon-Two Rock > R on Petaluma-VF > L on Bloomfield > L on Pleasant Hill > R on Covert > R on 116 > L on High School.

Todd Sloan—571-1804

Earle Baum Tandem Ride

3/ABC/40
8:00 AM • EBC

Another EBC event pairing sighted captains with sight-impaired stokers. Route is based on SRCC Ten Great Rides listing, "Sebastopol-Valley Ford." Call Sean for more information.

Sean Ryan—217-7735

SATURDAY • AUGUST 19

Kool-Aid Century

3/B/100
8:00 AM • San Miguel School

R on Faught > R on Chalk Hill > L on Hwy 128 > R on Pine Flat > L on Red Winery > L on Geysers > R on Hwy 128 > R on Geyserville Ave > Asti > L on First St into Cloverdale > L on S Cloverdale Blvd > > Dutcher Creek > L on Dry Creek > R on Yoakim Bridge > L on West Dry Creek > L on Westside > > Mill (*Rest stop in Healdsburg*) > Return via Mill > Westside > L on River > R on Martinelli > L on Hwy 116 > R on First > R on West County Trail > L on Occidental > R on West County Trail > L on High School > R on Eddy (behind Analy HS) > R on Morris > Cross Hwy 12 to Forest Trail (*Rest stop at Coffee Catz*) > L on Joe Rodota Trail > L on S Wright > Fulton > L on Hall > R

on Willowside > L on Piner > R on Olivet > L on River > R on Slusser > L on Mark West Station > R on Starr > R on Windsor River > R on Windsor > L on Shiloh > R on Skylane > L on Airport > L on Faught to the finish.

Alan Bloom—538-7115

SUNDAY • AUGUST 20

River Ramble

2-3/AB/30

9:00 AM • Finley Park

R on Stony Pt > L on Guerneville > R on Laguna > Trenton/H'burg > R on Eastside > R on Old Red > R on Starr > L on Mark West Station > R on Slusser > L on River > R on Olivet > L on Piner > R on Marlow to Park. Lunch at Stony Point Grill afterward?

Jan (A) & Greg (B) Conklin
539-4099

SATURDAY • AUGUST 26

ANNUAL CLUB PICNIC RIDES

4/C/50 - 3/B/40 - 2/A/32
Ragle Park • Sebastopol

(See article) All routes designed to deliver the riders to the park around noon...just in time for the big feed. If you have young children, consider a short ride around Ragle Park's bike paths or a hike along the extensive trail system in the park's western wilderness area.

C route (8:30 AM): L on Ragle > L on Mill Station > L on Sullivan > L on Green Valley > L on Harrison Grade > R on Graton > L on Boho > R on Bodega > L on Valley Ford-Freestone > L on Hwy 1 > R on Middle > R on Marsh > L on Franklin School > L on Whitacker Bluff > R on Middle > L on Dillon Beach (Rest stop in Tomales) > South on Hwy 1 > L on Tomales-Petaluma > L on Twin Bridge > R on Fallon-Two Rock > L on Carmody > L on Petaluma-VF > R on Bloomfield > L on Blucher Valley > L on Kennedy > R on Sanders > L on Watertrough > R on Bodega > L on Ragle

Bill Oetinger—823-9807

B route (9:00 AM): Same as C route to Valley Ford, then > R on Estero > Franklin School > L on Marsh > L on Middle > R on Hwy 1 > Petaluma-VF > rejoin C route at L on Bloomfield

Denise Prue—486-2015
Annie Osborn—829-5656

A route (9:30 AM): L on Ragle > L on Mill Station > R on Barlow > L on Occidental > R on W. County Reg. Trail to Forestville > L on Hwy 116 > R on Martinelli > R on River > R on Laguna > L on Guerneville > R on Willowside > R on Hall > L on Sanford > R on Occidental > L on High School > R on E. Hurlbut > R on Bike path to Mill Station > R on Ragle to park.

Looking for a leader...

SUNDAY • AUGUST 27

The Occidental Tourist

3-4/BC/55

8:00 AM • Esposti Park

West on Shiloh > L on Windsor > R on Mark West Stn > R on Trenton-H'burg > L on Eastside > R on Wohler > L on Westside > L on River > R on Old River > R on Martinelli > L on 116 > R on Green Vly > L on Harrison Grd > R on Graton > L on Bohemian Hwy (Rest stop at Wildflour Bakery) > L on Bodega Hwy > R on Barnett Valley > Sanders > L on Watertrough > R on Bodega > L on Ragle > R on Covert > Healdsburg Ave (Hwy 116) > L on N. Main > High School > R on Occidental > L on Sanford > R on Hall > L on Willowside > L on Piner > R on Olivet > L on W. Olivet > R on Oakwild > L on Woolsey > R on River > L on Slusser > R on Mark West Station > Windsor > R on Shiloh

Randall Ray—433-2555

SATURDAY • SEPTEMBER 2

Century of the Month

3/BC/100

8:00 AM • San Miguel School

A big loop thru Sonoma Valley, Carneros, Napa & Knights Valleys, Chalk Hill. Not too hilly.

Bill Oetinger—823-9807

MONDAY • SEPTEMBER 4

Labor Day Ride

3/BC/60

8:00 AM • Ragle Park

L on Ragle > R on Mill Station > L on Hwy 116 > R on Frei > R on Guerneville > L on Olivet > R on Woolsey > Laughlin > R on Airport > L on Faught > R on Chalk Hill > L on Hwy 128 (Regroup in Jimtown) > Alexander Valley > R on Lytton Station > R on Lytton Springs > R on Dry Creek > L on Lambert Bridge > L on W. Dry Creek > R on Westside > L on Wohler > L on Eastside > R on Trenton-H'burg > Trenton > R on Laguna > R on Vine Hill > Mueller > R on Graton > L on Ross > R on Grey > L on bike path > L on Occi > R on Barlow > L on Mill Station > R on Ragle to park. Potluck BBQ afterward at Tony's & Cynthia's house. Call to RSVP and get directions.

Tony & Cynthia—824-4466

REGULAR RIDES

Wednesday Wannabes

30-45 miles • 9:00 AM

First Wednesday: Howarth Park, Santa Rosa
Nancy Rappolt—795-8397
Beth Anderson—874-3685

Second Wednesday: Healdsburg City Hall
Terri Peterson—433-7737

Third Wednesday: Ragle Park, Sebastopol
Doug Newberg—579-0925

Fourth Wednesday: Ragle Park, Sebastopol
Bob McDonell—823-4106
Johann Heinzl—539-7991

Fifth Wednesday: Howarth Park, SR
Bob Briner—799-7146.

Wednesday Night Rides

Moderate pace (B) • 5:30 PM

First Wednesday: Cotati Dog Park
Second Wednesday: San Miguel School
Third Wednesday: Willowside School, SR
Fourth Wednesday: River Road Park & Ride
Wayne Kellem—523-1878

West County Wednesdays

9:00 AM • C tempo
Front Street Cafe, Forestville

Social C rides of about 3 hours. At least one big West County hill on each ride.

John & Chris Mason—887-1239

Friendly Fridays

2-3/B/25-40 • 9:00 AM
at the following starting points:

First Friday: Cotati Dog Park
Dave Trumbo—765-9022
Second Friday: Howarth Park, Santa Rosa
Martin Clinton—569-0126
Third Friday: Ragle Park, Sebastopol
Doug Newberg—579-0925
Fourth Friday: City Hall lot, H'burg
Warren Watkins—433-4403
Fifth Friday (B group only): Esposti Park
Buck Hall—537-1946

2-4/C/35-50 • 9:00 AM

Same schedule as other Friday rides.

Martha Barton—538-9315
Dave Andersen—537-7745
Todd Sloan—571-1804

2-3/A/25-30 • 9:00 AM

Janice Eunice—575-9439

Tuesday Twilight Crits

6:00—8:00 PM
Corporate Center Business Park

Cat 4-5, Cat 3-4, Cat 1-2-3-Pro races

René Goncalves—544-1918

Street Skills for Cyclists

Sunday, August 13th
Saturday, September 23rd
Sunday, October 8th
Sunday, November 18th

8:45 to 12:45 at Conference Room B, Memorial Hospital, 1165 Montgomery, Santa Rosa.

Reservations required
707-545-0153
mailto:info@bikesonoma.org

On Sunday, Sue Bennett had an A-tempo ride listed. Sue reports: "It was a great ride. We had eight people including Martin and Margaret on their tandem. The weather was pleasant, and for the most part we rode together as a group. At the end of the ride, one of the guys, who had come up from Alameda, said he had especially liked this ride. It was the first SRCC A ride on which he had not been dropped. This comment suprised me, as we were all good riders and were riding faster than an A pace."

We didn't have to wait until the next weekend for more "weekend" rides, because the Fourth of July was on the next Tuesday, and that meant rides starting and finishing at the Bicycle Santa Rosa festival at Julliard Park. As per past practice, Janice Eunice led what we call "The City Council Ride," which attracts mayors from the towns around the county and also council members and supes and other politicians. Someone counted and said there were 28 such office holders in attendance, soaking up bike lore and—we hope—learning a little bit about what it means to be a bicyclist.

I led a more conventional club ride, where the object was not political schmoozing but plain old recreational biking. We had a pretty good crowd on hand for this one. We stayed bunched up through Santa Rosa and along the paths through Howarth and Spring Lake Parks, through Oakmont, and out into the Kenwood area. We even stayed more-or-less on the same page on the biggish climb up Adobe Canyon. But that was it. The reason for the disintegration of the group at that point? The optional out-&-back out of the top of Sugar Loaf. Hardly anyone wanted to do it. Finally, out of a group of maybe 20, only five plucky souls took up the challenge. I believe it was a new road for everyone but me. This has to be one of the most obscure roads in the county, primarily because it starts with 6/10ths of a mile of gravel, and few riders would suspect pavement lies beyond that rough stretch. This funky road has a name—Stern Trail—although it is more often referred to as "the road to Bald Mountain" or, confusingly, "the road to Red Mountain." Whatever its name, it is certainly a stern test of any rider's skill and stamina. It's three miles long and averages 10%, but that's misleading. Large chunks of it are in the high teens or even 20%, and the road is only one skinny lane wide, so shoelacing is not an option. There are, thank goodness, a few nearly flat spots where one can catch a breather and bring the heart rate down out of the red zone. I would have to rate this on a par with the county's other steepest pitches: the top of Pine Flat and Bullfrog Pond.

I heard an interesting story about this road while we were resting at the summit. Apparently Brian Anderson—our Terrible Two terror—likes to zip up this pitch the morning after doing the TT. It's his own private way of putting an exclamation point on the double. If you could begin to understand how brutally steep this climb is...and then to think of ripping it off just a few hours after the Terrible Two... Too much. Entirely too, too much!

Anyway...everyone, whether they did this very esoteric road or not, eventually meandered on around the course and back to Julliard, where the joint was jumpin', in a laid back sort of way. Doug McKenzie and the Pulsators were pulsating; there were loads of things for junior grade cyclists to do and ditto for grown-up bikers, not least of which was simply hanging around and chatting with other bike bums. They say the crowd was the biggest ever for this event, and everyone agrees it was a big success.

Next up on the ride-go-round was the Second Saturday slate of rides.

These started and ended at Howarth Park in order to dovetail into the Terrible Two workers' picnic in Spring Lake Park afterward. Because the Fourth of July ride and Bob's Big Boy ride of the previous weekend had explored a goodly chunk of the roads we normally would do out of Howarth, I had to cast about for something fresh in the way of routes, and what I came up with turned out to be a rather ambitious undertaking: up and over the ridge and down to St Helena in Napa county and back, with climbs on Calistoga and St Helena Roads on the way over and Franz Valley School, Franz Valley, and Reibli Roads on the way back. And that was just the B ride. The C's front-loaded an out-&-back to the top of Los Alamos for their extra miles.

Randall Ray took the helm for the B group and sent in this note about the proceedings: "Today's route was challenging, and with temps in the high 90's (we had a reading on one cyclometer of 104°), it proved to be a bit more grueling than your normal B ride. Three of the 15 riders were first-time participants in a club ride, and they all did a fine job dealing with this rather hilly route. The great pavement made for a fun descent down Spring Mountain Road. At Calistoga, about half the group got a head start on the climbs back to Sonoma County, never to be seen again. One rider got her wheel crossed with another rider and took quite a spill on Franz Valley School. Fortunately she suffered only scrapes and was able to finish the ride. On Porter Creek we split apart, some peeling off to go home, so just a few of us rolled wearily into the lot. It was great to see so many new faces out there exploring some different roads."

Randall seems a bit understated in his assessment of the difficulty of this route. I thought it was way hard. But maybe doing the big climb on Los Alamos on the C route had something to do with that. We started with about 15 riders, but had been reduced to about seven in our core group by the time we were working our way up Napa Valley. Some had gone off the front and some had turned back before we went over the hill. My own bike thermometer registered 98° on Franz Valley, and that seemed appropriate—on this TT Picnic day—for that's the same number I saw on Skaggs on the Terrible Two.

By the time those of us who did the whole C route dragged our weary, dehydrated selves into the TT Picnic, it was pretty much over. The clean-up crew was hanging around, waiting to wrap things up. Sort of felt like coming in at 10:00 pm on the TT! Those who were at the picnic during its heyday say it was a fine feast. Sorry I missed it! Thanks to Adrienne and her band of elves for putting it all together.

Martha Barton had taken one look at the daunting route(s) beforehand and had sent out word via the chat list for an alternate ride of a kinder, gentler sort. There were more folks on her route than on either of the other rides. I don't know where they went, but wherever it was, they apparently were quite happy to have avoided all the hard, hot hills we did on the official routes. Smart move, Martha.

Rose Mellow had her Summer of Woodstock ride on the next day. "We had a good show of riders: a total of 19. It was going to be a hot day, so we didn't hang around too long looking at each statue. We moved very quickly, seeing as many Woodstocks as we could before it got to hot. We all went to the bagel shop at the end."

We have actually had one more weekend of rides since then that I theoretically ought to be able to cover here—Bill Ellis' Birthday Ride (and party), Jim Draeger's WCC Short Course ride, and Randall Ray's Geysers ride—but as you can see, the page only goes so far, and we've pretty much used it up. If we were only publishing on the web, we could rattle on forever, but hard copy being what it is, you will just have to wait until next month to read about those rides.

TEAM RAAM

— Continued from page 2

anything with or without his glasses in the downpour, paused to put a baseball cap on under his helmet, and was cheerily back on the road while we blasted rock 'n' roll from the Bike Van's PA system. Tim was a tad less fortunate, having woken up late and hit his bike with no rain gear or radio, but a garbage bag between inner and outer jersey (as suggested to him on a brevet by our very own Donn King) got us back in ship shape. Later that night as we were climbing a steep hill in a downpour, Jim commented about Tim in his Arkansas drawl, "Boy, I tell you what, that man is a real ultra-cyclist. I mean, shit, he don't even know how miserable he is."

The next morning—still in Missouri—we found ourselves on the same route as a local triathlon. Tom, with at least 1,000 miles in his legs, was picking off triathletes right and left. Shortly afterward, we crossed the Mississippi River into Illinois and by afternoon, we were in Indiana when—you guessed it—the sky turned black and we got our afternoon rain. It rained like I had never seen it. The streets flooded to within six feet of the centerline and kept on that way for over three hours. Luckily we didn't have many turns that afternoon because the riders couldn't hear the PA system over the noise.

Indiana gave way to Ohio, and good weather and gentle terrain had everyone in great spirits. Then we hit the rollers. Rollers in Ohio are far different than rollers in Sonoma County. Rollers in Ohio are 10% grades or steeper. Bear in mind that recumbent riders can't stand on the pedals; add that to more than 1,000 miles in one's legs, and the Ohio rollers are a real bugger. But as someone famous once said, "this too shall pass," and such was the case with Ohio.

Our excitement at leaving Ohio—another state behind us—was slightly dampened by a metal grate bridge across the Ohio River. In the middle of the metal bridge with fast moving traffic, the route book informed us we needed to move to the middle lane to complete a turn, so we shoved our way, at 18mph, into 45-mph traffic to complete a left turn. 1.7 miles and several nail-biting turns later, we were out of Parkersburg, West Virginia. You might think that quick navigating with a good route book is a no-brainer, but it becomes a lot more cerebral when you are responsible for the cyclist six feet from your bumper staying alive. As a navigator, I tried to stay at least a turn ahead in the route book to give my rider good directions on time, but that doesn't account for hard to read street signs, signs in obscure places, or signs that aren't there anymore, not to mention century old railroad crossings and cranky traffic. Needless to say, if I never set foot in Parkersburg, West Virginia again, it will be too soon.

We learned a lot in the Appalachians. For example, we now know that flies have a maximum speed of 7 mph. We know this because sometimes, we couldn't out run them. I learned that it's a bad idea to drive off after a rider while someone is rummaging around in the back of the van. We also learned that, while the rest of the country might regard the Appalachians as small, it is possible to climb 4000' in 30 miles. Mainly, we learned that with less than 500 miles to go, we had a lot of work to do.

It wasn't all hard work though. By sunset of what was to be our final day, we hit Gettysburg. I spent a great deal of time trying to photograph the monuments and truly amazing sunset out the driver window while our talented crew chief was driving. From Gettysburg, it was into the Amish country, though we missed the horses and buggies because it was nighttime. We listened to another team on our radio frequency that had missed an exchange because both were at

the same mileage on their odometers, but were obviously not in the same place, and were all glad that we had Lee—the insanely organized—as our crew chief. At about 1:00 am, it occurred to someone that we were less than 200 miles from the finish. So much for sleep. We were all wide-awake and wired. By 4:00 am, we were in Delaware and we hammered into New Jersey as the sun was coming up.

From the last time station, Tom and Tim rode together with a police escort (bikes aren't allowed on the road to the RAAM finish) to the Atlantic City boardwalk with one follow van, while everyone else jetted ahead to the finish to get the cameras ready. We waited on the boardwalk while Tom flatted and then as both guys made a wrong turn. Finally, we saw them, pedaling down the boardwalk together, grinning like Cheshire cats. They cut the finish line tape and took the stage. Medals were awarded and the guys were both asked to speak about their experiences, slightly ironic since Tim had lost his voice several days previous. They shot the cork off a bottle of Cook's champagne, which the team shared at 8:00 in the morning. It was 5:00 somewhere after all.

Somehow, once the festivities were over, we staggered down the boardwalk to breakfast and staggered back to our hotel, where we were informed that our rooms would not be ready for several hours. Lee decided that this was the perfect moment to clean out the vans and the RV. Those who could still see straight helped with that project, the rest of us draped ourselves artfully over chairs in the lobby and went to sleep.

Then suddenly it was over. I found myself sad that night as I sat on the beach. It was a happy occasion. The race was over and we had set the two-man recumbent record, yet I didn't quite know what to do with myself, having nobody to take care of and nothing pressing to do. Early the following morning, I woke up in the dark in a panic reaching for the route book to get us back on course. I was gently reminded by a kind roommate that the race was over and all was well. After seven and a half days of putting out fires, my body just couldn't believe all it had to do was sleep.

RAAM is an experience that has left me much changed. I made wonderful friendships and developed a real sense of pride in my riders and fellow crewmembers. Back home, real life seems a little blah. I miss the time warp that is RAAM. Would I do it again? You bet! I'm already signed on for next year.

RAAM...amazing, scary, sleep deprivation, body odor, learning curve, one more turkey sandwich, navigating in traffic, good music, bad music, laughing till your sides hurt, catching air in bed when the RV hits a bump, puking in the bushes after a stressful shift, flying down a curvy hill at 40 mph in the dark ten feet behind your rider's back wheel, knowing you would throw yourself into traffic before letting anything harm him, forgetting about all things not related to RAAM, including husbands, problem solving, improvising, hot, cold, wet, hail, tail wind, head wind, tornado watch, storm chasers, riding 20mph in the middle lane of a freeway because the route book says to, seeing new sights, lightning, rainbows, messing up, swallowing pride, apologizing, tears, laughter, smiles, hugs, amazing...RAAM.

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Hardly ridden • \$650 gets yo and your honey out together
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SANTA ROSA CYCLING CLUB

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- Bill Osburn (webmaster) 477-6974
- Annie Osborn (meeting program coordinator) 829-5656
- Sharron Bates (club apparel sales) 526-3512
- Craig Gaevart (membership registration) 545-4133
(cgarch@sonic.net)

SRCC website: <http://www.srcc.com>

E-mail: srcc@ap.net (Bill Oetinger, e-mail wrangler)

Membership applications available at website.



The Santa Rosa Cycling Club is a social/recreational organization comprised of cycling enthusiasts with a wide range of abilities and interests. Our purpose is to promote the safe and efficient use of bicycles through club rides and events, and by maintaining an active presence in the local community. We encourage a large and vital membership and try to provide rides for all abilities. We publish a membership roster and a monthly newsletter and ride calendar. We hold a general membership meeting and an Executive Board meeting once each month.

GENERAL MEMBERSHIP MEETINGS

Wednesday, August 9 • 6:30 PM
Round Table Pizza
(Occidental Road, west of Stony Point)
Speaker: Adrienne Ruggles on RAAM

Wednesday, September 13

EXECUTIVE BOARD MEETINGS

(Open to all interested members)
Special time: Monday, August 7 • 6:00 PM

TLCD Architecture • 111 Santa Rosa Ave. (SW corner at 1st St)
Door open between 5:45 and 6:00pm • After that, call 478-9387
Thursday, September 7

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◊ SRCC ANNUAL PICNIC ◊

Saturday • September 3

Ragle Ranch Park • Sebastopol

It's time again for our annual end-of-summer club picnic.

Same place as in recent years. Same format as always: rides of varying tempos and lengths in the morning, all designed to return their riders to the park around noon, ready to tuck into the picnic chow. See ride schedule for more details.

The club provides the main fixings for the feast: barbecue goodies, Mom's pies, and chilled drinks of all sorts. The balance of the buffet consists of potluck offerings from our many member chefs.

This is one of the few club functions of the year that is members only, although non-member spouses and partners are welcome. To aid in food planning, an RSVP is a MUST!

We will need a few volunteers to assist with set-up, barbecue, and clean-up. Call to RSVP or to offer to help...

Picnic coordinator:

Richard Stone—292-3006

stonebiker@comcast.net