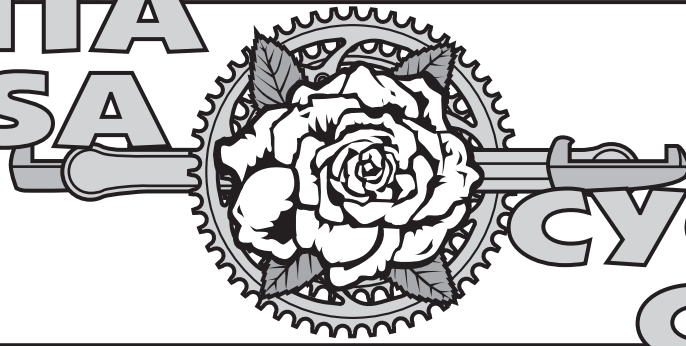


SANTA ROSA



CYCLING CLUB

NOVEMBER 2006 NEWSLETTER

FURNACE CREEK 508

Last year, we ran two reports on the Furnace Creek 508 ultramarathon race. One was about Paul McKenzie's solo effort and one was about the mixed tandem ride of Craig Robertson and Jennie Phillips. This year, Paul did the ride as part of a two-person mixed team (not a tandem...two bikes), and Robert Redmond did the ride as a solo. Here are their reports, beginning with Bob's account...

I may have been listed as a solo rider, but this is in no way a solo event. My crew worked constantly to monitor my progress and make the appropriate adjustments to keep me going well beyond what I could have ever thought possible. I've had some miserable events of late, trying to keep my stomach intact. I had none of that on this ride. It was as if the planets were aligned in my favor. The temps remained in the 80s; I was fed and hydrated, losing only two pounds over the entire event. I was in the hands of my crew: don't think; just peddle.

I had the best crew. Susan and Barley Forsman and Bill Ellis. All accomplished riders who have crewed before. Both Barley and Bill have ridden this event themselves. They knew exactly the types of problems I was about to encounter and had contingencies for each. We had a team meeting about a week before and then got together that Thursday to prep the van. They seemed to just naturally fall into place as one unit, with an ebb and flow of leadership. They were going to make sure that I was totally relaxed. They wouldn't even let me drive the van. They took care of everything when we arrived. I was in such good hands.

Susan has been coaching me this year, and what a difference having a coach makes, especially one of Susan's caliber. You just trust her knowledge and experience. After licking my wounds from the TT and cross-state attempt throughout July with some needed off-bike time, she kicked the ever loving snot out of me in August. Labor Day was a successful training ride, but still I had stomach issues.

The 508 is a brutal ride through some beautifully barren areas. But it is also a race, so when you add ego to the equation, any small imperfection is amplified out of control. There were many RAAM riders that had problems.

I learned late in my training to throttle myself back at the start of the ride—I mean way back to 50%—bitterly watching riders go off the front. I told myself that if I could sing while riding along it was a good pace. My heart rate monitor was all over the place, so I just took the useless watch off and went with my breathing as a guide. I planned to let the weather and terrain guide my pace, expecting to take six

hours to California City. I was faster than I wanted to be by almost an hour, so I dropped the pace even further through Trona. All this time, the crew van was leapfrogging me. If they weren't lined up on the side of the road, ready to run like a relay track team to hand off fuel and fluids to me while I was still moving, they were taking pictures, writing words of encouragement in the road with chalk, or just being crazed fans that caused me to laugh so hard I almost ran off the road. Every time they moved up they would cheer and ring their cowbells as they passed. It's funny how annoying, yet comforting that sound of a cowbell can be.

Nightfall was in Panamint Valley just shy of the turn to head up the famed Townes Pass into Death Valley. Now they would keep me in their headlights throughout the night, pulling up beside me periodically for hand-offs or just to check on my progress with the bottles. I wasn't wearing a mirror but I could hear the change in the tone of the engine or wheels on the gravel, knowing that they were coming, so I would take a sip. They busted me the one time I thought I was being clever, just putting the bottle to my lips, not really taking a drink, just to keep them happy. Barley knew it was too quick to really be a drink. Descending at 50 mph with a van just inches off your wheel can be more stressful on the driver than the rider.

We did stop at the Furnace Creek time station. This was the first break I had taken other than a few nature breaks. I decided to sacrifice some time to change into fresh clothes after a baby wipe bath. You're just out there, butt naked, doing what you have to do. If they haven't seen it before they won't know what it is and if they have they won't be surprised. There's no modesty on the 508. I tried to get a whole sandwich into me too. It took a lot of effort to get tiny bits positioned into just the right place on my tongue to swallow it in one strong gulp. Twentyone minutes later I was on the road again, taking the last quarter of the sandwich I still had not finished. This is a race, and I was tired of watching people go by.

As we passed through Badwater the van pulled up. The van had an electrical problem that blew the fuse in the flashing safety lights. (No flashers means a DQ at 508.) Luckily the crew had purchased the renowned burritos in Trona. Without a replacement fuse they wrapped the blown one with the aluminum foil (minus burrito remnants) and we were off again. Soon they pulled up again: "We have an emergency." Who's hurt I think. Now the relay in the safety lights is fried and they don't flash. But luckily we packed a second set of lights. So while they worked to duct-tape them in place, I took a quick power nap on the road in front of the van. Off we go again. My crew

— Continued on page 6

MINUTE MIX

Highlights from the General Membership and Executive Board meetings for October

1. Call to Order: President Martin Clinton called the general meeting to order at the Round Table on Occidental Road on Wednesday, October 11. 36 members and guests were in attendance.

2. Treasurer's Report: Treasurer Donna Emery announced that, as of Sept. 30, the checking account balance was \$65,167.23 with \$10,186.04 in savings.

3. By-laws: Craig Gaevert made a presentation on several revisions to the club by-laws. After the presentation, the members voted to ratify the amendments as drawn up. It was separately decided not to change the date of the club elections from January to December, so that was not one of the changes to the by-laws. It was further moved and passed that the by-laws be posted at the club website.

4. Jerseys: The long-sleeve, red-rose SRCC jersey order has arrived and Sharron Bates brought them to the meeting to sell. She will bring them next month as well.

5. Donations: Greg Durbin reviewed the results of the member survey regarding grant recipients. He presented the final list of selected organizations, and the members voted to approve the funding of those grants as follows...

Sonoma County Trails Council	\$1500
Big Brother/Big Sister of Sonoma County	\$1500
Community Bike Project	\$1500
LandPaths	\$1000
California Bicycle Coalition	\$1000
Free Wheels	\$1000
Ross Dillon Hope Fund	\$1000
Safe Kids Project	\$1000
Sonoma County Radio Amateurs	\$1000
Earl Baum Center of the Blind	\$1000
Team Swift	\$1000
Lance Armstrong Foundation	\$500
Canine Companions for Independence	\$500
Diabetes Society	\$500

6. Budget: Greg Durbin presented the proposed 2007 budget at the Executive Board meeting. After extensive discussion and tweaking, Greg took his notes and revisions and promised to have a final budget proposal for the members at the December meeting.

7. ATOC: Martin Clinton announced that he will again be the local volunteer coordinator for the Amgen Tour of California Stage Race in February, and he fired off his opening salvo in the battle to have enough able bodies on the course...for the finish of Stage 1 and--new for 2007--the start of Stage 2 as well.

8. Speaker: Craig Gaevert gave a slide show and talk on the cycle-vacation he and Michelle took to a tandem rally in Iowa, with stops for riding in Colorado and the Dakotas.

2007 WCC Planning Meeting

Monday • November 13
 6:30 PM • Doug Simon's house
 Call or e-mail for directions
 577-0113 • desimon@sbcglobal.net

HOLIDAY DINNER PARTY

Annual Awards Presentation

Friday • December 8

Druids Hall • 1011 College • Santa Rosa

Reception & no-host bar: 5:30-6:30

Dinner (buffet service): 6:30

Awards presentation: 7:30-9:00

• Menu •

Appetizers from the kitchens of our club members

• • •

Entrée (choose one)

Includes Garden Green Salad & French Bread

Rice Pilaf/Baked Potato & Corn/Green Beans

Roast Prime Rib

Grilled Chicken

Vegetarian Ravioli

• • •

Assorted desserts from the kitchens of our club members

Coffee service

Note: the club does not provide free wine. There is a no-host bar and members may also bring their own bottles of wine. No corkage fee.

Dress: from "special occasion" casual to black tie

The evening is free to club members and their partners. A \$20 per person deposit should be enclosed with the reservation form to hold your places. It will be refunded to you at the door. Only no-shows will forfeit their deposits.

Seating is limited! To ensure your inclusion in this special evening, your reservation *must* be received by December 1.

To lend a helping hand with set-up and clean-up at the event—and we really do need the help—please call Sharron Bates: 526-3512.

Clip or copy the form below and **RSVP by December 1** to:

Sharron Bates, 1110 Suffolk, Santa Rosa, CA, 95401.

Make checks payable to the Santa Rosa Cycling Club.

Name(s)	Entrée choice
_____	_____
_____	_____

Please specify whether you intend to bring an appetizer, dessert, or a gift for the Holiday Giving Tree Program. (One item per membership.)

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: srcc@ap.net.

First a brief correction to last month's Northern Oregon Tour preview: after crunching the numbers in Gordon Stewart's mapping software, we have decided the mileage listed in the preview is just a bit high. You can knock off one to two miles per stage. Doesn't it make you feel better to know the final stage is only 99 miles instead of 101? Seriously, although the miles are long for the tour, this will not be a death march. Overall, the stages are relatively easy. The key, aside from a decent level of fitness, will be a good attitude: wrap your mind around the notion of doing those sorts of miles. Get used to the idea ahead of time, and it will turn out to be not that big a deal.

Speaking of long miles, how about those Furnace Creek folks! Now *that's* a death march! In addition to what you can read about the event elsewhere in this issue, I just want to add this one note from Bob Redmond's crew member, Bill Ellis: "Bob rode the entire race smoothly and looked more like a veteran than a rookie. I think these stats pretty much say it all: he rode the first half in 17:39:00 and was 30th out of 60; he rode the second half in 19:06:45 and ended up in 16th. He passed nearly half the field in front of him in the second half, finishing in front of six of the teams!" A strong finish is always the crowning glory of any long bike ride, and it appears that Bob has managed that in spades. Hats off to Bob, and to Paul and Cat and all of their crew members (who work almost as hard as the riders).

Over in the same neighborhood, more or less, Doug McKenzie was fighting his own battles at the Everest Challenge on the weekend of September 23-24. Don't know what the Everest Challenge is? The name derives from the event having two days of monster hill climbing adding up to 29,035' of gain over about 210 miles, all of it on the highest paved roads in California (base camp in Bishop; finishes at or over 10,000'). Doug did quite well. His two-day, stage race total of 12:28 was good for fourth in Masters 45+, just five minutes off the podium. Not resting on his laurels, and not wanting to let those good climbing legs go to waste, he entered the Mt Diablo Challenge on October 1. In an event where completing the climb in under an hour is considered a mark of distinction, Doug cranked off a snappy 54:50. He started with Linda and Sid Fluhrer. They were day-of entrants, so didn't get timing chips, which is too bad, because Doug says Linda would easily have been among the top ten women.

And while we're in this big rides vein, let's salute some of the SRCC family who have been off doing doubles lately. The Mt. Tam double was back in August. We pulled these names off the results list: Paul McKenzie, Andeas Schultz, Joe Gorin, Brian Carroll, Mark Sedgewick, and Jean Cordalis. Then there was Knoxville in September. The Quacks *still* haven't put up their results, so we're stumped on that front, except we know Brian Carroll and Mark Sedgewick did it, thereby completing their California Triple Crown challenge. (We'll list all the Triple Crown winners when the season is finally over.) Then in October we had the Powerhouse double down by Bass Lake. We know Greg Durbin did this one, completing his first ever double, and we think Dennis Forer and Robert Choi did it too. Speaking of Choi, he was the winner of this year's Triple Crown Stage Race, just edging out Marc Moons. Interesting to note that the top two finishers in the prestigious, state-wide Stage Race are both from Sonoma County: Santa Rosa and Sebastopol, respectively. In fact, eight out of

the top ten finishers are from the Bay Area.

(Please note that in reporting on these and other far-off events, it isn't always easy to sift through the results—especially when the results are not even posted on-line—and find all the SRCC names. If we miss you, don't be upset. Just send us a note and we'll get it right.)

Closer to home, although not exactly in our backyard, the first ride up on the calendar for this reporting period was Denise-&-Annie's Ride-&-Soak out of Vichy Springs, near Ukiah. Denise sent in this note about it: "The September 23 ride attracted 11 people. Everyone besides me stopped after the first out-&-back (through Hopland to Hwy 128) to picnic and soak, having been tuckered out by Mountain House Road. Sadly, they missed my favorite half, up to Potter Valley by Lake Mendocino. So, on Annie's request, we are going back to just do the second half (*see the ride list...Nov 4*). Apparently, there were several members who did not understand that the waters of Vichy are *hot*. Please post Vichy's website (www.vichysprings.com) for perusal, and mention that the springs are warm and bubbly, with a healing, medicinal effect. There is also another (not overly) hot tub, and a beautiful swimming pool."

The next day we got a ride near home: Craig White's Sweetwater-Armstrong Woods trek. Not that nearness makes this one all that accessible for most riders, what with the Sweetwater and Bullfrog Pond climbs on the card. This one is definitely a brute. There was a pretty good sized crowd on hand at the start, with what seemed to me to be a heavy bias toward the hardcore hammer end of the spectrum. The tempo was not too fierce until we got to Hop Kiln, but then the big dawgs started to ratchet up the intensity and the rest of us were left hanging on by our fingernails. However, I was somewhat surprised to find that only a few of the toughest nuts went all the way to the top on the Bullfrog slog. When I dragged my sorry ass up the hill, I found almost everyone huddled in the shade just below the stiffest 20% wall, with still a half-mile or so to go to the summit. I'd call them all a bunch of wimps, except I needed no convincing to stop right there as well. That climb is just so nasty, and with the lousy pavement and tight turns, you can't do a damn thing with the descent. It's getting harder every year to figure out why I want to go up there. The rest of the ride was more user-friendly, with a long stop at the coffee shop in Guerneville and a more-or-less leisurely roll back to Ragle.

A week later, Kimberly took the lead—sort of—with a ride up to Windsor: "Everyone seems to enjoy this ride, so I keep putting it on the calendar. On this occasion, I was ill and unable to ride, but showed up at the start to pass out ride slips and wish my group a nice ride. There was a bit of overcast, but there were 20 riders at the start, including a fairly large contingent of non-members (seven, I think). I accepted the teasing of not riding my own ride and then shooed them off on a leaderless adventure. I decided to drive up and enjoy a coffee at the rest stop. I arrived just as the front group rode in. I couldn't have timed it better. The front group chatted with me a few minutes and decided they didn't want to stay and moved on quickly. They had barely left when the rest of the group rolled in. I sat with them and listened to them discuss the dynamics of the day's ride and felt frustrated to not be out there myself. The gang moved on back towards home and I bid my group goodbye for a second time that day. An enjoyable day on (and off) the bike was had by all."

There was another great club ride on this day, but you would only have known about it if you visited the website or subscribe to the chat list. Gary Wysocky added it to the list after the newsletter went to press. We can and do add items to the website as needed, so it pays to

— *Continued on page 7*

RIDE SCHEDULE

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; pacerlines likely; regroupings every 30-60 minutes. 19-22 minutes*

D: aggressive pace; pacerlines; 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.

SATURDAY • NOVEMBER 4

Ride-&Soak

3/BC/50

9:00 AM • Vichy Springs Resort

L on Vichy Springs > L on Watson > Becomes Knob Hill > R on Sanford Ranch > R on Talmage (Hwy 222) > R on Babcock > L on Gobbi > R on Orchard > L on Ford > R on North State > R on Lake Mendocino Dr > L on East Side Calpella > R on Marina Dr > R on Hwy 20 > L on East Side Potter Valley > L on West Side Potter Valley > Becomes Powerhouse > R on Gibson > R on Eel River (*Rest stop at Hopper's Corner Store*) > L on Main > R on East Side Potter Valley > R on Hwy 20 > L on Marina Dr > Left on East Side Calpella > R on Lake Mendocino Dr > L on North State > L on Perkins > Becomes Vichy Springs > Follow signs to finish at Vichy Springs Resort > *Eat, soak, & make merry!*

Denise Prue—486-2015
Annie Osborn 829-5656

SUNDAY • NOVEMBER 5

Mt Tam: Up & Back

4/B/35

10:00 AM • Downtown Fairfax

Fairfax-Bolinas > L on W. Ridgecrest > L on E. Ridgecrest to summit (*rest stop*) > Retrace route to Fairfax.

Wayne Kellam—523-1878

Mt Tam: All the Way Around

4-5/C/60

10:00 AM • Downtown Fairfax

Same as B ride to summit, then: Retrace to L on Pan Toll > L on Panoramic > L on Sequoia Valley > Edgewood > L on Marion > Cascade Dr > R on Miller (*regroup in Mill Valley town plaza*) > Continue thru Mill Valley, Strawberry, Belvedere, Tiburon, Paradise Drive, Corte Madera, Larkspur, Kentfield, Ross, San Anselmo, & back to Fairfax. *See route slip at website for full route. Very complex, but plenty of regroupings and good maps. Shortcut available that saves 18 miles.*

Bill Oetinger—823-9807

SATURDAY • NOVEMBER 11

SECOND SATURDAY and Century of the Month

4/C/73 or 100 • 4/B/57 • 2/A/25

9:00 AM • Youth Community Park

C route: L on Fulton > L on Wood > L on

Woolsey > L on River > R on Trenton > L on Laguna > R on Vine Hill > R on Green Valley > R on Thomas > R on GV > L on Harrison Grade > R on Graton > L on Boho > R on Coleman Valley > L on Hwy 1 > L on Bay Hill > L on Hwy 1 > L on Bodega Hwy > L on Salmon Creek > R on Fitzpatrick to end > Retrace to R on Salmon Creek to end > Retrace to L on Bodega > L on Joy > L on (upper)Fitzpatrick to end of road and Grove of Old Trees > Retrace to R on Joy > L on Bittner > L on Boho > R on Occidental > R on Cherry Ridge > R on Mill Station > Cross 116 to West County Trail > Jog LR onto E. Hurlbut > L on High School > R on Occi > L on Sanford > R on Hall > L on Fulton > L into Park. **B route:** Same as above but skip out-&-backs. **A route:** Same as above to Green Valley, then L on Sullivan > R on Mill Station > L on Occidental (rejoin other routes). **C+ route(century):** Same a C route to Bittner, then...L on Boho > L on Moscow > R on River > L on Armstrong Woods > R on Rio Nido > L on River > R on Sunset > R on Westside > R on Wohler > L on Eastside > R on Trenton-HB > L on Mark West Station > R on Slusser > R on River > L on Trenton (Woolsey) > R on Oakwild > L on W. Olivet > R on Olivet > L on Piner > R on Fulton to park.

A:
B:

C: Lou Salz—528-8052
C+: Bill Oetinger—823-9807

SUNDAY • NOVEMBER 12

West Dry Creek

Adopt-a-Backroad Clean-up

See item on page 8.

SATURDAY • NOVEMBER 18

Lotsa Hills and Two Rocks

3/BC/48

9:30 AM • Cotati Vets

R on Myrtle > Valparaiso > L on Lund Hill > L on Cypress > R on Railroad > L on Stony Point > R on Jewett > Center > R on Liberty > R on Skillman > Eucalyptus > R on Middle Two Rock > L on Purvine > R on Spring Hill > L on Petaluma-Valley Ford > L on Ghericke > R on Fallon-Two Rock > Whitaker Bluff > L on Middle > L on Dillon Beach (*Rest stop in Tomales*) > R on Hwy 1 > R on Fallon-Two Rock > L on Carmody > R on Petaluma-Valley Ford > L on Walker > L on Pepper > L on Mecham > L on Stony Point > R on West Sierra > R on Valparaiso to the Vets.

Steve Drucker—538-5256

Hopland Hills and Thrills

4-5/C/65-70

10:00 AM • Hopland Brewery

Hopland Brewery > L on Hwy 101 > R on Mt House > R on Old Hopland > Yorkville out and back > Retrace to R on Mtn House > L on Lafranchi > R on Hwy 101 > L on Old River > R on Hwy 175 (Hopland Grade) > Across Hwy 29 at traffic light > L on Main (*Regroup in downtown Lakeport at deli or store*) > Retrace Main out of town > L on Soda Bay > R on Park > L on Finley > Big Valley > N. Main > R on Bell Hill > L on Rte 175/29 > R on Kelsey Creek > Adobe Creek > L on Bell Hill > R on Highland Springs > L on Matthews > L on Hwy 175 to Hopland. *Relax and recover at Ruth McGowan's Brew Pub in Cloverdale with eats and libations. Check in if weather is iffy...rain or forecast for rain will cancel.*

Rich Fuglewicz—575-0678

SUNDAY • NOVEMBER 19

Howarth Park to Glen Ellen

3/A/30

9:00 AM • Howarth Park

L on Summerfield > L on Newanga > thru park to Oakmont > Thru Oakmont > R on Pythian > R on Hwy 12 > R on Lawndale > R on Schultz > Back to Lawndale > R on Warm Springs > R on Arnold (*Coffee in Glen Ellen*) > Retrace on Arnold to R on Warm Springs to Kenwood > L on Hwy 12 > L on Pythian > Thru Oakmont to Channel Drive > Thru Spring Lake Park & Howarth Park to finish. No one left behind. I will lead from the rear.

George Gallegos—544-3178

SATURDAY • NOVEMBER 25

Thanksgiving Recovery Ride

4-5/BC/35-50

9:30 AM • Alexander Valley School

B route: L on Hwy 128 > R on Pine Flat > L on Red Winery > R on Geysers to Ridge Ranch (first summit) > Retrace to L on Red Winery > R on Pine Flat > Straight on 128 (*Rest stop at Jimtown Store*) > L on 128 > Straight on Pine Flat to "flat" (vista spot) > Retrace to L on 128 to finish. **C route:** Same as above, but continue on Geysers to second summit and continue on Pine Flat to the end of pavement.

Randall Ray—433-2555

SUNDAY • NOVEMBER 26

Franz Valley-Ida-Chalk Hill

4/C/50

10:00 AM • San Miguel School

L on Faught > L on Mark West Springs > Porter Creek > L on Franz Valley > L on Hwy 128 > R

on Ida Clayton to end of pavement (summit) > Retrace to R on Hwy 128 > L on Chalk Hill > L on Pleasant > Faught to the finish. Late start time is to encourage you to ride to the start.

Bill Oetinger—823-9807

SATURDAY • DECEMBER 2

Century of the Month

3/BC/100

9:00 AM • Willowside School

R on Hall > L on Sanford > R on Occidental > R on Mill Station > L on Graton > L on Boho > R on Bodega Hwy > R on Hwy 1 > R on Hwy 116 (River) > R on Moscow (*Rest stop in Duncans Mills*) > L over bridge in MR > R on River > R on Sunset > R on Westside > Mill > L on Matheson > R on Grove > L on Healdsburg Ave > R on Alexander Valley > Hwy 128 (*Rest stop at Jimtown Store*) > 128 > R on Chalk Hill > L on Faught > R on Airport > L on Laughlin > Woolsey > L on Oakwild > L on W. Olivet > R on Olivet > L on Piner > R on Willowside...

Bill Oetinger—823-9807

REGULAR RIDES

Wednesday Wanna-B's

B-tempo • 30-45 miles • 9:00 AM

First Wednesday: Howarth Park, Santa Rosa

Vin Hoagland—584-8607

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

Johann Heinzl—539-7991

Fifth Wednesday: Howarth Park, SR

Bob Briner—799-7146.

Wednesday Night Rides

Moderate pace (B) • 5:00 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): Esposi 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

Street Skills for Cyclists

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

Saturday Mtn Bike Ride

4/AB/15-20 • 9:00 AM • Rincon Cyclery • 1st & 3rd Saturdays, each month • Beginning to intermediate off-road in Annadel

Russ—538-0868

Flat Fixing Clinic

First Thursday of each month
6:30 pm. No cost • Call to sign up:

NorCal Bike Sport—573-0112



• FOR SALE •

Mtn Bike Tandem

19" Gary Fischer Mtn Bike Tandem •
Suitable for road as well
Hardly ridden • \$650 gets you and your
honey out together

Gary Wysocky—579-8404

Look XK Lite Road Bike

49 cm • DuraAce & Ultegra • Small, fast •
Excellent condition
\$1850 (Includes \$40 toward professional
fitting)

Mike McGuire—542-6687

Hard Shell Bike Travel Case

Good condition: used only once • \$75

Bunni Zimmeroff—544-3999

has taken care of everything again. Don't think; just peddle.

We exit Death Valley over a double hump, a 3700' climb which didn't seem that bad on the double century. It's just a long steady climb. Put 250 miles into your legs and add a howling headwind and it becomes a slog. More riders passed me. My crew reminded me that they are fresh team riders and not to let it discourage me. And Bill even managed to get cell service for a moment so that I could get messages from my family. I actually perked up. Up and over the summit, I got into Shoshone at sun-up.

A funny thing happened on the way to Baker and through to Kelso. I found a climbing rhythm and started to pass riders. The rules state that you must leave a three-meter gap to the next rider, 100 meters with their follow vehicle. So I was pacing this rider, waiting for the effort it would take to gap her, when another rider came up and took my spot. Then his vehicle moved in. He took my my spot, da bum. So I passed them both. It felt sooooo good! I was advised to put on 25 tires and gel under the handlebar tape because the descent to Kelso is tricky, with horrible pavement. But I could even pass a few riders there too. The cleanest line was right down the centerline so the crew would warn me with a beep of the horn when an RV or something would be passing so I could get clear of most of the flying pebbles.

Then the ride changed again. I couldn't look at the road. I was getting mesmerized by the shimmering chip seal, almost falling asleep. My feet hurt, my butt hurt, my back hurt. I was looking for the ruby slippers so I could just click my heels and get home. My iPod battery ran out. The electrical problem that fried the flashing lights also took out the small inverter that was to recharge the battery. Why is it that with 4G of music—thousands of songs that I had just listened to over the last day—now I have just one stuck in my head? We are so close to the finish. It's just a club ride home, they say. I can see the last turn and the riders' vehicles up there, but its so small because it's still 20 miles away. It's a long, slow, uphill grade that I have a whole new respect for. I'll never be cavalier about a 4% grade again. You think that it's only 40 miles, but it's going to be three hours before you get there. Even after that last turn there is another 45 minutes. This is the time that the crew made sure that I didn't let my fuel get low.

The finish is somewhat surreal. We've done it. Two years of prep, enjoying the journey to this goal. The stomach held up. I didn't even have a flat. Just finishing this event and having fun was my goal, but finishing with a 36:45 elapsed time and 34:52 riding time makes it extra special. I was doubting my pacing when I looked at my average speed for each time station until I plotted it next to the winner's splits. It tracked better than I thought.

I messed up the alarm clock when we went to bed, but I didn't even hear it when it went off...twice.

I can't tell you just how much accomplishing this goal means to me. Thanks to my great crew and to everyone in the club who provided support and inspiration. When I was down emotionally or in desperate need, you were there for me.

When we checked the time splits midway through the 508, Paul and Cat were leading the mixed team division. When we checked the final standings, they were second by less than half an hour. I wrote this on the club chat list: "I'll be interested to hear from Paul as to just what struggles caused them to give up the lead. You won't find two more determined pit bulls that Paul and Cat, so it must have been

something pretty gnarly." Paul sent in this reply...

Well, actually it wasn't gnarly at all. It was more odd than gnarly. We were never really racing against them. Here's how it went:

We showed up to registration and as we checked in, we saw this Danish pair from Copenhagen entered in the mixed two-person division. The woman looked really fast and the guy...well, let's just say I look like some sort of joke compared to him. Young, ripped legs, veins popping out everywhere, etc. I told Cat, "never judge a book by the cover," while inside I was thinking, "we're F'd."

I took the first leg, which means stages 1, 3, 5, and 7. Cat took 2, 4, 6, and 8. For a two-person team, you'd normally have the stronger rider take the odd stages, as there are about 40 more miles, and Townes Pass is included. Cat and I are pretty equal, but she does *way* better in heat than I do, and stages 2 and 8 are the likely hot ones, so that's how we rolled. I took the odd and she the even. Not because I'm stronger, but because she is stronger in the heat.

Oddly, the Danish pair sent off the woman first. (Lack of knowledge?) She was with me during the first miles. I was holding back a bit, but the pace was high. The relay teams started two hours after the solos. I figured since some of the relay teams were four-person, I had no business riding at the front. I put a little time on the Danish woman by the time we got to our crew vehicles at mile 25. I think I was the 4th or 5th rider there among about 22 teams. Since she was so strong and close, I figured the guy would blow by Cat on stage 2 when he took over. He didn't. We never saw them, so we stopped worrying about them. We were in the lead and that was it. And we had no way of knowing where they were.

We had a "friendly" competition with a two-person men's team, Red Kangaroo. Those were the guys we were worried about. Then suddenly, at about mile 390, the Danish guy blows by Cat on the Baker-Kelso climb like she's standing still. I was amazed. It made no sense. He disappeared within minutes. And Cat was still riding strong. How could he pass us so strongly now, but yet we hadn't seen them the whole race?

He put ten minutes on her on the climb. During my last stage (7), I tried to catch the woman and make up the ten-minute deficit. Stage 7, the shortest stage, was only 33 miles and took me 1:45. I didn't catch her. Then Cat finished stage 8 in strong form. She caught and passed our rival Red Kangaroo men's team but the Danish guy (Gallus Gallus Team) was gone. At the finish we were almost 30 minutes back, despite laying down a 28:49 ET for the 508 miles.

It's really odd. We didn't fade. We rode strong. We had no idea why Gallus Gallus were behind us the whole race and suddenly passed us toward the end. We talked to them at the finish and they said they were 15 minutes behind us for most of the race and finally passed us toward the end. I need to look at the splits to try to make some sense of it all. They also said they were sent from Denmark with full sponsorship and expected to win the race for their sponsors.

In the end, we got the 40+ mixed record, but the Danish pair got the 30+ record and the overall mixed record. Now we have something to come back for next year...

Hats off to Lee Mitchell and Mavis Irwin, our crew. They did a wonderful job. Note that Mavis is deaf, and has never crewed, so we had some additional obstacles to overcome, but it made the whole darned thing that much more fun and interesting. Mavis made a Spider Man mask and would put it on and scream and cheer at every rider we passed. It was amazing.

check it periodically. And posting last-minute additions and changes to the ride list is one of the things the chat list is designed for, so if you're not a subscriber, you risk missing some good stuff. In this case, it was a relatively testing ride up and over Calistoga and St Helena Roads (with the wonderful out-&-back on Langtry thrown in), then a cruise up Napa Valley to Calistoga and a visit to Lawley—the Old Toll Road—before looping back home via Knights Valley and Chalk Hill. Weather was perfect and the group had a good dynamic: although the tempo was pretty high, most folks managed to hang together throughout. After the ride, several of us lolled around on Gary's deck, eating burritos and depleting his beer inventory. One fellow on the ride was up visiting from Malibu. He couldn't get over the beauty of our little roads. When we told him this was just a small sampling of *over 3000 miles* of backroads in our immediate neighborhood, he simply said, "You live in paradise!"

The next day—the first of October—Craig Johnson led an interesting ride: one designed especially for single-speeds and fixed-gears. Multi-gear bikes were welcome too, but the simpler rigs were encouraged. About seven of them showed up (out of a total of nearly 20 bikes). A few of the regular-bike riders got into the spirit of it all by pledging to do the whole ride in just one gear. I was one of them, and all I can say is: easier said than done. At least half a dozen times over the course of the 50-mile ride, I looked down at my gears and found myself one or even two cogs below my chosen gear...and in every case, I had absolutely no recollection of having touched the shifters. The fingers were doing it without any input from headquarters. It was quite an eye-opener to realize just how mindlessly automatic some of these bike behaviors are. Anyway, it was a very pleasant day on mellow roads through the vineyards, all capped off with a nice lunch at the brew pub in Sebastopol.

The first full weekend in October brought us two local rides. Randall Ray listed Toolin' Around Town. He reports: "Today's ride was as advertised: just a friendly spin up to the Adventist Academy, around Fitch Mountain, and then out to the end of Mill Creek Road and back. Just about 40 miles along Healdsburg's backroads, and we never got further than ten miles out of town. We had 15 riders with one tandem and one visitor from Southern California. Good clean fun."

The next day offered up Doug McKenzie's 2CCC ride: Two County Coastal Century. Fresh off his big climbing exploits, Doug offered up a challenging route with all sorts of hefty ups and downs in western Marin and Sonoma counties. I have to say, this bad boy kicked some of our butts all the way around the block. There were 20 riders at the start, but only half that many at the finish. The others found places to bail...some in Occidental, some in Tomales. You'd look around and poof!...they'd be gone. For those who stuck with it, it really was one of the tougher centuries we've had on the calendar this year, and most who finished did so with tails dragging.

This was also the weekend of the club's annual campout at the Grizzly Century. Club coordinator Kimberly Hoffman sent in this note: "The Grizzly marks the end of the season for me and this one was just as great as ever. Throughout the weekend, I heard many interesting comments about our club. The organizer teased me about our mildly dwindling numbers and said he wasn't sure he could continue to fill the ride if I didn't continue to bring a contingent from SRCC. I promised him more people next year. (So put it on your calendars now!). Although we only had about 20 people this year, Gary Grayson

told me of a person he was standing near in a line who said, "There goes someone from the Santa Rosa Cycling Club. That club is so big and they always bring a ton of people." He told me he proudly turned and said, "I'm from the Santa Rosa Cycling Club, too." Evidently, our notoriety just keeps growing. Matt and I had dinner with Larry Wendt and Janice Oakley, where we sat with a couple of brevet veterans and discussed Donn King. What is it they say? Three degrees of separation? Sometimes I think it's much smaller than that because no matter where I go, someone I meet knows someone who's a member of the Santa Rosa Cycling Club.

"I watched all our clubbers come up that last, evil hill to the finish at the school. I got photos of most coming up, looking happy that it was over but satisfied with the day. After the BBQ, we all congregated around the campfire to talk about our day's adventures. We talked about past Grizzlies and memories of Wendy. Sunday morning breakfast and time to pack up came way too quickly. I had pared down breakfast some this year, but we still had enough food to invite some of our fellow campers to join us. We met a nice couple from Chico who vow to come see us for the Wine Country Century and possibly the Terrible Two. We always enjoy meeting new friends and old when we travel down to enjoy the Griz."

That same weekend they held the Ukiah Harvest Ride, and George Gallegos sent me a note about it: "Twelve SRCC A-Riders (Almighty Acorns) attended the Harvest Ride, which started in Hopland and went to Ukiah, Redwood Valley, Lake Mendocino, and over the dam and back to Hopland...65 (+-) miles in all. Most of us wore our WCC jerseys and had many comments thanking our club for supporting their efforts to support the Boys & Girls Club of Mendocino County. The weather was great and we even enjoyed a jazz band that played at one of the rest stops. Another rest stop was at the famous Temple of 10,000 Buddhas. Afterward there was a great BBQ in the The Barn, located at Fetzer Winery."

One week later and we were back around to the Second Saturday rides again. Annie and Denise dreamed up the basic B route. I added the extra C loop and Ken Rousseff was the engineer on the A train. This one was a little different: we started at Analy and began not by riding out into the country west of Sebastopol but by riding east, into and through Santa Rosa and out into the Valley of the Moon. There was a big crowd on the ride, but it was hard to get a handle on just how many folks were there, as more and more people joined at nearly every cross street we passed on our way through SR...a real snowball effect. I'm going to guess 50 riders, altogether. Weather was nice for mid-October. Cool and gray to start, but then warm and sunny as the ride wore on. No mishaps that I can recall. Just a friendly, frisky ride. Ken says the A group met up with an Alzheimer's group charity walk in Spring Lake Park. The ride and the walk mingled, with our group supporting their mission. Nice vibes, all around.

Finally, on October 15, we had Wayne Kellam's ride to Dillon Beach. Or *not* to Dillon Beach. Let Wayne tell it: "When I got to Walnut Park, I started discussing the ride. I said I hadn't ridden down to Dillon Beach in a long time. I thought it would be a nice addition to the Tomales loop. 'That's stupid,' someone said. Another person warned, 'There are a lot of big trailers and RV's coming up that hill on Sunday.' So we did the ride without the out-&-back to Dillon Beach. I liked the Dillon Beach-Franklin School part. We don't usually ride it. The ride was overcast all the way. The fields looked old and dry except for the tiny fresh green grasses growing next to the road." I think your friends gave you bad advice, Wayne. I ride down to Dillon Beach every so often, and I never have problems with traffic on that road.

SANTA ROSA CYCLING CLUB

**PO Box 6008
Santa Rosa, CA 95406**

President: Martin Clinton569-0126
Vice-President: Craig Gaevvert545-4133
Secretary: Adrienne Ruggles525-0353
Treasurer: Donna Emery546-6359

Officers at Large

Greg Durbin528-4450
Doug Simon577-0113
John Miklaucic545-3470
Gordon Stewart823-0941
Ron Bates526-3512

Bill Oetinger (newsletter editor, ride director) 823-9807
Bill Osburn (webmaster) 477-6974
Annie Osborn (meeting program coordinator) 829-5656
Sharron Bates (club apparel sales) 526-3512
Craig Gaevvert (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, November 8 • 6:30 PM

Round Table Pizza
(Occidental Road, west of Stony Point)

Alfred Mascy will give a slide show on his European Bicycle Tour

Wednesday, December 13

EXECUTIVE BOARD MEETINGS

(Open to all interested members)

Thursday, November 2 • 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, December 7

PRINTED ON RECYCLED PAPER



Member:

LAB • CBC • CABO • REBAC • SCTC • IMBA • SCBC

WEST DRY CREEK ROAD

Adopt-a-Backroad Litter Pick-up Party

**9:00 AM • Sunday • November 12
Healdsburg City Hall parking lot**

We need about 40 bodies to efficiently scour the 10-mile length of West Dry Creek Road. Meet at the City Hall in Healdsburg and then move on out to the work site, garbage bags in hand.

If you're not an old hand at this, you may be wondering what a bike club is doing impersonating a county road crew. The answer is that, several years ago, we decided to give something back to the residents along one of the most popular bike roads in the county. Although very little of the trash on the road is generated by cyclists, we still felt it was a good way to say, "Thank you!" to those folks along West Dry Creek who have to navigate betwixt and between endless gaggles of riders anytime they want to leave their homes. In theory, it shows the locals that we cyclists—at least the members of the SRCC—are not just a nuisance on their road, but are a force for good in the community.

We were a little short on volunteers for our last litter pick-up day (six months ago on Chalk Hill). Don't assume someone else will do this. Be there, for the road, for the club, for the community. For the future.

Free lunch in Healdsburg after the road is cleaned up.

For more information or to sign up (as a worker or co-chair)...

Richard Stone—292-3006